



City of Wanneroo

UNCONFIRMED MINUTES OF THE CITIES OF WANNEROO & JOONDALUP NORTH WEST CORRIDOR COORDINATING COMMITTEE MEETING

HELD ON MONDAY 29 JANUARY 2007

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MINUTES

Mayor Kelly welcomed members and declared the meeting open at 6.17pm.

Item 1 Attendances

JON KELLY, JP
TROY PICKARD

Mayor
Mayor

Councillors:

MICHELE JOHN
RUSS FISHWICK
GEOF AMPLLETT
ALBERT JACOB
BRETT TREBY
RUDI STEFFENS
LAURA GRAY, JP
DOT NEWTON, JP

City of Joondalup
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Officers:

CHARLES JOHNSON
GARRY HUNT

Chief Executive Officer
Chief Executive Officer

State Government North West Corridor Coordinating Committee

HON KEN TRAVERS MLC
NEIL HAMILTON
STEVEN GOLDIE

Co-Chair
Co-Chair
Principal Consultant

Item 2 Apologies and Leave of Absence

D SIMMS
I COWIE

Director, Governance & Strategy
Director, Governance & Strategy

Item 3 Presentation by joint Chairs of the State Government North West Corridor Coordinating Committee

3.1 Presentation by Joint Chairs of the State Government North West Corridor Coordinating Committee

File Ref:	S02/0086V01
Responsible Officer:	Charles Johnson
Disclosure of Interest:	Nil
Attachment(s):	1

Mayor Kelly welcomed Hon. Ken Travers, MLA and Neil Hamilton, Co-Chairs and Steven Goldie, Principal Consultant of the State Government North West Corridor Coordinating Committee (NWCCC) to the Cities of Wanneroo and Joondalup North West Corridor Coordinating Committee to provide a presentation on the State Government (NWCCC).

Hon Ken Travers, MLA congratulated the Cities of Wanneroo and Joondalup on their ability to work together and gave an overview of the Committee's intent. Mr Travers noted the three key areas under the Terms of Reference for the NWCCC: planning, provision of infrastructure and economic development.

Mr Travers noted the need for a clear vision for the North West corridor and a clear strategic plan to ensure priorities are dealt with along with a good argument to justify priorities in a cooperative way with both Councils.

Mr Hamilton noted a priority with Economic Development as being one of their biggest challenges to give in a timely manner and noted there is still a lot of work to be done in this area. Mr Hamilton noted after a site tour conducted today he had a better understanding of what is required.

Mayor Kelly asked the Co-Chairs how they expect to get through the workload given that three months had already passed and the State Government has a limited period of 12 months for the NWCCC.

Mr Goldie advised with the key working groups, of which four working groups have already met to scope the work, not all projects are new with some already partially undertaken and the use of strategies e.g. Economic Development Strategy, hard work and focusing on the issues and priorities he believed it was possible. He also noted the need to engage private developers on the issue of economic development when planning developments.

Mayor Kelly noted this would not work without an Economic Development Strategy and the need for funding asking Mr Travers if he was prepared to fight for funding in the political arena.

Mr Travers advised that State and local government needed to look at current commitments but considered developer contributions as a way for funding.

Mayor Kelly noted a need for the Federal Government to get involved particularly in the St Andrews Yanchep/ Two Rocks area.

Mr Travers noted a role for the Federal Government although acknowledged the difficulty in obtaining any resources for WA.

Mayor Pickard noted at a previous meeting between the NWCCC and the City of Joondalup that he flagged the physical resources of the committee and the offer to assist in this area. Mr Pickard asked the panel if a budget had been set given the time already lapsed.

Mr Travers indicating he was happy with the operation of the committee and felt it was adequately resourced.

Mayor Pickard noted the opportunity for a good working relationship between the State Government NWCCC and the Cities of Wanneroo and Joondalup joint committee, invited the NWCCC to seeking the formal opinions and views of the Cities of Wanneroo and Joondalup collectively.

Mr Hunt asked the panel what they saw from today's tour.

Mr Travers noted the vast changes and growth of the North West corridor, which reinforced his views that Joondalup still had a long way to go to reach its vision. He also noted the complex issues facing Neerabup and the need to provide employment, noting the importance to prioritise projects and the order of infrastructure to develop the corridor.

Mr Hamilton noted the possibility to ration land for uses to gain/ create employment. Create the transport link to employment or the infrastructure to create employment.

Mr Johnson was seeking a whole of government approach and would like to work with the NWCCC to get better outcomes/ solutions and deliver a whole of government approach. The example used was in Neerabup where there is economic development issues, industrial development issues and environmental issues/ protective species. It was felt this could have be dealt with in a far more cooperative way with a whole of government approach for better outcomes to all involved.

Mr Johnson also asked Mr Travers if the State Government NWCCC replaces the St Andrews Task Force and how this relates to the SIG.

Mr Travers advised he needed to seek clarification himself and noted the need to develop a strategy for the way it is coordinated in working with the Structure Plan.

Mr Johnson asked Mr Travers if there was a focus on the Greenfields areas revitalisation as an important issue.

Mr Travers noted the importance for economic development in these areas and the importance to reduction travel time. There is a need to do this in a way that appeases the community and gives a sense of life.

Mayor Kelly noted the need for Neerabup/Flynn Drive/ IDEAS project to work as one project – work together to complement each other.

Mr Travers noted the need to find high employment nodes within the City of Joondalup and areas like Neerabup along with other areas of opportunity.

There being no further questions to this item Mr Kelly thanked the panel and invited them to stay on for the remainder of the meeting.

Moved Cr Treby, Seconded Cr Steffens

That the Joint Cities of Wanneroo & Joondalup North West Corridor Coordinating Committee:-

1. Receive a presentation from the joint Chairs of the State Government Committee.
2. Invite the joint Chairs of the State Government Committee to make presentations at future meetings as needed.

CARRIED UNANIMOUSLY

Item 4 Reports

4.1 City of Joondalup Key Projects/Issues

File Ref:	S/000V01
Responsible Officer:	Director Governance and Strategy
Disclosure of Interest:	Nil
Attachment/s:	Nil

Mr Hunt noted that the papers presented in this report were to reflect what was presented to the previous meeting with the NWCCC. He referred members to (page 19) of the agenda noting the City of Joondalup would support the City of Wanneroo by providing comment or written support.

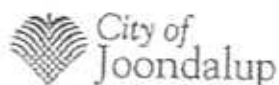
Moved Cr Jacob, Seconded Cr John

That the Joint Cities of Wanneroo and Joondalup North West Corridor Coordinating Committee NOTES the City of Joondalup's issues and projects outlined in the attached papers.

CARRIED UNANIMOUSLY

ATTACHMENT 1

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Joint Cities of Wanneroo and Joondalup Northwest Corridor Coordinating Committee

Project/Issue: Ocean Reef Marina

Background:

The Project involves the development of a regional mixed-use boat harbour facility at Ocean Reef. The development site is located adjacent to the coast and is approximately 46 hectares in area. The site currently contains a boat launching facility; parking for vehicles and boat trailers; and various reserves and public land.

As a first stage in the Project, the City of Joondalup is identifying a concept design and structure plan for the Ocean Reef Marina that will:

- Meet the social and lifestyle needs of the region;
- Promote economic development; and
- Protect the environment in a sustainable way.

Basically, this plan will broadly identify what should be part of the development. This may potentially include: boat pens, recreation areas, natural bushland and restaurants and shops. Any physical development of the site will be the subject of a future decision, once Council has considered the best way for development to take place.

The City has liaised with the State Government on an ongoing basis to consider the role the State Government will play, whether the project is to be classified as being of State or regional significance, the scale of the development and the bush retention expectations from the State Government's perspective. The Project will involve significant cooperation and effective engagement with the Department for Planning and Infrastructure, LandCorp and the Water Corporation.

The State Government has announced funding assistance of up to \$700 000 for the concept design and structure planning stage of the Project. It is understood that both major State political parties support the Project.

The City will be engaging the community at the outset and ensuring regular communication takes place so that public support for the project is maintained and expectations are managed effectively. A Community Participation Plan has been drafted to guide this process.

Regional Significance:

The large level of activity currently experienced at the Hillarys Boat Harbour is indicative of broad community support for developments along the coast. A high proportion of the population in Joondalup and the Northern Corridor are recently arrived immigrants. Once established, migrants receive many, and frequently extended, visits from overseas relatives and friends. So the need to provide entertainment and/or places of interest to visit becomes significant. The most popular destination in the City of Joondalup at present is the Hillarys Boat Harbour, however, parking difficulties and overcrowding are an issue. An additional marina development could well cater to the needs of an expanding market for tourism and

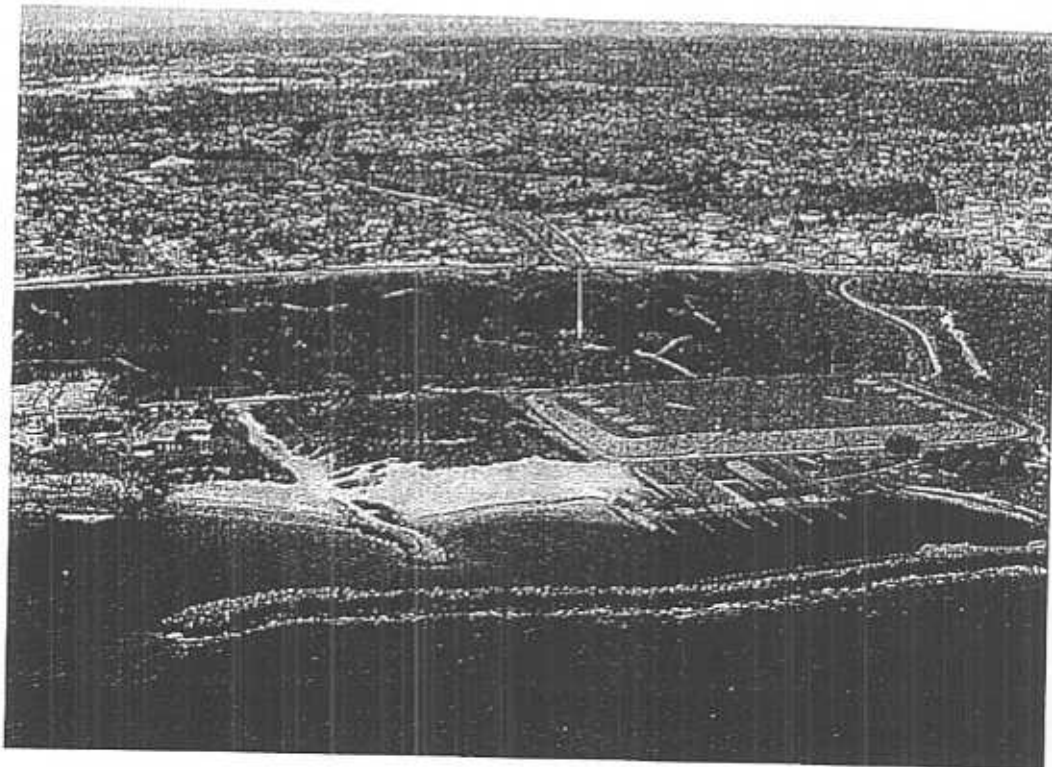
ATTACHMENT 1

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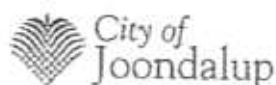
local aquatic activities based around the Marmion Marine Park. Development at Ocean Reef would attract tourism and stimulate economic development throughout the entire Northern Corridor due to its location which is close to the Joondalup and Wanneroo boundary.

Outcomes Sought:

- Development of a Structure Plan in accordance with the City's objectives and inline with State Coastal Planning Policies and Strategies.
- The sustainable development of Ocean Reef Marina through the adoption of a triple bottom approach of economic, environmental and social sustainability considerations.
- Community involvement in, and ownership of, the process of developing the Structure Plan; and
- Identification of the proportion of bushland areas for conservation and rehabilitation.



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**Joint Cities of Wanneroo and Joondalup Northwest Corridor Coordinating
Committee**

Project/Issue: Yellagonga Regional Park Environment Centre

Background:

The Yellagonga Regional Park covers an area of 1400 hectares and forms a natural border between the Cities of Joondalup and Wanneroo. It is much larger than other significant parks within the Perth Metropolitan Region – Kings Park covers 400 hectares and Bold Park covers 437 hectares. The Park is a major environmental landmark for the North Metropolitan Region.

On 30 November 2005, the City of Joondalup and the City of Wanneroo brought together over 100 people at a "Visioning Workshop for an Environment Centre". The participants included representatives from indigenous and friends groups, as well as community members, politicians and representatives from both Councils. The objective of the workshop was to gather community aspirations with respect to a centre including the type of centre, what the centre would do and its most suitable location.

The community overwhelmingly agreed that a centre should be established and used as a place where the combined local knowledge of environmental, cultural and historical matters is kept and shared.

A feasibility study has just been finalised which identifies Lot 1 on Lakeside Drive in Joondalup as the most appropriate site for an environment centre. The study also proposes that this environment centre be considerably different from all other environment centres in the Perth Metropolitan Area. To achieve this, the study proposes that the centre include cultural and heritage interpretation, cultural performing facilities and commercial aspects such as research incubators, souvenir shops and cafes. The indicative cost for construction of such a centre is 3.5 million dollars.

Regional Significance:

A Yellagonga Regional Park Environment Centre will attract significant numbers of visitors across the Northwest Corridor Region and beyond. This is particularly so if the centre is constructed with the uniqueness that has been envisioned, as no other environment centre in the State will provide the same features or services as the proposed Yellagonga Environment Centre.

Not only will the centre attract tourism, but it will also aid in providing a significant educational tool for schools across the Perth Metropolitan Area, educating children on the extensive natural assets the Northwest Corridor Region has to offer. Researchers and commercial operators will also be attracted to the centre, due to the proposed inclusion of research incubators and shops/cafes.

With continuing significant population growth for the Northwest Metropolitan Region, increased education on the need to protect the unique wetlands and biodiversity of the Yellagonga Regional Park is considered essential.

ATTACHMENT 1

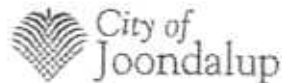
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Outcomes Sought:

- Use the finalised feasibility study report to seek funding for the detailed design and construction phases of the centre
- Undertake the design and construction of the facility.

ATTACHMENT 1

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**Joint Cities of Wanneroo and Joondalup Northwest Corridor Coordinating
Committee**

Project/Issue: Coastal Foreshore Natural Areas Management

Background:

The coastal foreshore reserves managed by the City of Joondalup are a natural asset that attracts significant tourism and provides a popular place for locals to pursue recreational activities. However, these reserves also require best practice management in order to sustain high levels of biodiversity and to maintain their aesthetic appeal for current and future generations.

In 2002, the City, in direct consultation with community groups, developed a Coastal Foreshore Natural Areas Management Plan (CFNAMP) with the aim of outlining an optimum framework for coastal foreshore management and maintenance. Major issues addressed in the Plan include: weed control, fire management, feral animal control, foredune rebuilding, disease strategising, native planting and general preservation. The significant community involvement in the Plan's development is indicative of the very strong support that exists for its effective implementation. The current concern for the City is that several of the Plan's recommendations remain unaddressed because of a lack of funding, consequently undermining the community's wishes for the Plan to be fully implemented.

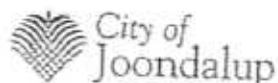
State and Federal Government support is required to ensure that the CFNAMP fulfills its objectives and it is considered desirable that these objectives be implemented prior to further coastal development. Northwest coastal planning at a State level should take into consideration Local Government management aims by maximising effective government partnerships in planning processes. Assisting in the implementation of the CFNAMP would demonstrate a commitment to successful government co-ordination and would ensure that the comprehensive coastal reserve issues identified in the Plan are addressed.

Regional Significance:

Coastal reserves play a significant part in the lifestyles of many Northwest Corridor residents. Many locals undertake sporting and leisure activities along the Region's coast on a weekly, or even daily, basis. The popularity of these natural areas means that Local Governments must ensure they are not degraded by over and improper usage. If not properly managed, future costs for rehabilitation will be extensive and new generations will be unable to enjoy the benefits of a beautiful and well-maintained coastline.

Outcomes Sought:

- State and/or Federal Government financial assistance towards completing the recommendations outlined in the CFNAMP
- Local and State Government co-ordination of coastal planning and development in the Northwest Corridor Region to ensure consistency.



Joint Cities of Wanneroo and Joondalup Northwest Corridor Coordinating Committee

Project/Issue: Economic Development in the City of Joondalup

Background:

The City of Joondalup is currently reviewing and updating its Economic Development Strategy with the intention of completing the development and drafting process by May 2007 and seeking final Council adoption for the Strategy by August 2007. The purpose of the Strategy is to provide a 5-year strategic framework that will coordinate the City's efforts in fostering a vibrant local economic environment.

The Economic Development Strategy will be positioned as a key organisational Strategy under the City's Strategic Plan, with a blend of high-level strategic outcomes and tactical-level outputs. The Strategy will be designed to assist the City in achieving several objectives within the current 2003-2008 Strategic Plan. In particular, the Strategy will address objective: 3.5 - To provide and maintain sustainable economic development.

Current projects undertaken by the City that aim to assist in advancing economic development in the region include:

- **Joondalup-Jinan Sister Cities Agreement:** Formally endorsed relationship between the Cities of Jinan in the Shandong Province of China and Joondalup that will promote exchanges in business and tourism in order to enhance economic development in each City.
- **Learning City Strategy:** A Strategy that seeks to bring together Joondalup's learning stakeholders, to promote online learning and to introduce a Lifelong Learning Centre that offers a variety of educational functions to residents.
- **Joondalup Learning Precinct:** (An element of the Learning City Strategy). Unique educational facility, incorporating Edith Cowan University, West Coast TAFE and the Western Australian Police Academy. Assists economic development by working closely with local business, government, commerce and industrial clients in the area to provide training and consultancy services that will assist in fostering business growth.
- **Small Business Centre:** Established to assist potential and existing small business proprietors to develop or expand successful ventures by providing free, independent, confidential and practical assistance on a wide range of business related issues. Involved organisations include: Cities of Wanneroo and Joondalup, the Small Business Development Corporation, the Joondalup Business Association and the Wanneroo Business Association.
- **Rethink Program:** Unique partnership and mentoring program for WA's small business owners and managers under the age of 35, to learn the processes of serious creativity for improving their business enterprise.
- **Business Forums:** A series of workshops and seminars held by the City to provide information to the local business community on the strategic direction of the region and its potential impacts on businesses.
- **Tourism Development Plan:** A Plan used, among other things, to produce economic development outcomes for the City by providing a source of business revenues through tourist attractions.

ATTACHMENT 1

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- EcoBusiness Energy Assessment Program: Assists local small businesses to improve their environmental efficiency by addressing water usage, energy usage, travel decisions and waste and recycling methods.

Regional Significance:

Local economic development involves embracing regional resources and opportunities in order to maximise growth and expansion. The City of Joondalup recognises the need for developing key partnerships across the Northwest Region to encourage successful and coordinated economic development outcomes.

Outcomes Sought:

- Development, drafting and approval of the City of Joondalup Economic Development Strategy.
- Continued implementation of successful economic development projects by the City.

4.2 City of Wanneroo Key Projects/Issues

File Ref:	S02/0086V01
Responsible Officer:	CEO
Disclosure of Interest:	Nil
Attachment(s):	1

Mr Johnson noted the issues in the attached documents and was seeking formal responses to all the briefing notes provided to the State Government NWCCC at their previous meeting. Mr Johnson requested dialogue and support from the NWCCC on these issues.

Mr Goldie advised there was a lot of work involved in responding to all the issues and would therefore address the important issues in accordance with Committee's terms of reference.

Messrs Travers and Hamilton acknowledged these projects as major issues which needed to be taken to the State Government as soon as possible, noting the railway as a big driver.

Mayor Pickard noted a common thread with the Kingsway Regional Sporting Complex. He noted the City of Joondalup has a role in working with the City of Wanneroo on this project. He noted this as a well-utilised facility by the residents and ratepayers of the City of Joondalup and they needed to support this project.

Moved Cr Newton, Seconded Cr Treby

That the Joint Cities of Wanneroo & Joondalup North West Corridor Coordinating Committee

1. NOTES the City of Wanneroo's issues and projects outlined in Attachment 1.
2. SEEKS formal responses to the briefing notes provided to the State Government Corridor Coordinating Committee and requests immediate action in respect to the following issues:
 - a) Extension of Northern Suburbs Railway
 - b) Water Recycling
 - c) Neerabup Industrial Area

CARRIED UNANIMOUSLY



INDEX OF BRIEFING NOTES

NORTH WEST CORRIDOR COORDINATING COMMITTEE

1. Growth Management and Infrastructure Needs
2. Economic Development in the City of Wanneroo
3. Financial Sustainability in Local Government and in the City of Wanneroo
4. Extension of the Northern Suburbs Railway
5. St Andrews Project
6. Alkimos-Eglinton
7. Jindee Innovation Project
8. Northern Corridor Regional Sporting Facilities
9. Water Recycling
10. East Wanneroo
11. Neerabup Industrial Area
12. Wanneroo Town Centre Revitalisation Project
13. Kingsway Regional Sporting Complex
14. Girrawheen-Koondoola Revitalisation Project
15. Koondoola Neighbourhood Centre Revitalisation Project

Charles Johnson
Chief Executive Officer
23-11-06

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SUBJECT: GROWTH MANAGEMENT AND INFRASTRUCTURE NEEDS

ISSUE:

To brief State Cabinet on the growth challenges facing the City of Wanneroo and recommend the establishment of a high level coordinating committee.

BACKGROUND:

Wanneroo is in the top two or three fastest growing cities in Australia. The growth rate of Wanneroo has averaged 5.9% from 2000 to 2005 accommodating 25% - 35% of all new residential lots created in Perth each year. Population increases have been dramatic with over 16,000 new residents in the last two years, ie 2004/05 the growth rate was 7.1% and 2005/06 8.33%. It is estimated that this accounts for approximately 20% of WA's total population increase during that period.

Wanneroo is forecast to grow from 118,600 to 243,000 people in the next 15 years which is at least 25% of total metropolitan growth until 2021 (ID Forecasts). Population forecasts produced by the City are significantly higher than those prepared for the Western Australian Planning Commission (refer to attachment). This could have significant implications for the provision of State infrastructure with the construction of new schools, roads and public transport systems being required five years in advance of what WAPC predictions suggest.

CURRENT SITUATION

In order to guide the growth of Wanneroo the Council has developed its own Smart Growth Strategy. This Strategy co-ordinates all aspects of Council's work involving environmental, social and economic indicators to allow for a more balanced approach to growth management. The most recent product of the Smart Growth Strategy is the Smart Growth Assessment Tool which has been acknowledged for its innovative approach to the assessment of future plans.

The Smart Growth Strategy recognises that Council cannot manage the growth of the City on its own. It requires the involvement of the State Government, the private sector and the community. To this extent the Council has been seeking the active involvement of the State Government in the development of City of Wanneroo.

One of the most challenging problems facing Wanneroo is that economic investment and employment are lagging significantly behind population growth. The number of jobs as a percentage of the resident workforce (self sufficiency ratio) in the North West corridor (Joondalup and Wanneroo) was only 33% in 2001. The result has been an increasingly unsustainable reliance on long distance commuting and increasing congestion on the freeways of Perth.

A target of 60% job/population ratio has been set for the Corridor. Economic growth will not however occur just because space has been designated for new employment opportunities in zoning plans. In the same way, Wanneroo's excellent beaches and semi-rural lifestyles are not enough to attract investment and create jobs.

COMMENT:

The provision of the right sort of infrastructure (either hard or soft) at the right time has a significant impact on the overall sustainability of an area.

An imbalance between supply and demand of essential infrastructure and diminishing standards of provision means the community functions poorly and is unsustainable in the long term, regardless of how well a new residential precinct is designed and promoted.

Responsibilities for Infrastructure Provision

All three spheres of Government have responsibilities for the provision of infrastructure. In addition, land developers play an important role in providing initial infrastructure to support urban development. Private sector providers are also involved in the provision of some infrastructure.

The City believes that there is an opportunity for private developers to take a larger role in the provision of community based infrastructure where the need for the infrastructure has been generated by their development. Other States have legislative frameworks that support developer contributions to community infrastructure.

The Chief Executive Officer of the City has represented the Western Australian Local Government Association (WALGA) on a joint working party with the UDIA and DPI, which has prepared a new model for contributions to community infrastructure. This model will be subject to further consultation with the development industry and Local Government prior to formal endorsement and recommendation to the State Government through the Minister for Planning and Infrastructure.

Problems with the Current Process

The current process for planning and providing for infrastructure has a number of shortcomings including:

- Lack of finalised frameworks such as regional structure plans;
- Lack of recognition of non residential land requirements;
- Lack of certainty of infrastructure timing;
- Lack of strategic direction;
- Gaps in current planning provisions.

There are significant gaps in the current infrastructure planning and provision processes with a need for greater coordination between the spheres of government.

1. *Extension of the Northern Suburbs Railway to Jindalee by 2011 (subject to separate Briefing Note)*
By developing future rail infrastructure in a way that allows the presence of the rail system to be factored into land use planning, some significant potential density increases will flow. This in turn offers potential increases in development value and a community benefit by substantially reducing the rate of urban sprawl. The effect can be substantial.
2. *Neerabup Industrial Land (subject to separate Briefing Note)*
This 1,000 ha site is the only general industrial zone between Enterprise Park (Wangara) and Yanchep and is seen as a critical contribution to local employment opportunities, creating up to 24,000 jobs in the future. Unfortunately, the site is constrained through Bush Forever issues and is not serviced with water or sewerage. A whole of government approach to the development is needed, including the provision of grey water from Beenyp in the short term.
3. *Freeway Extension and East/West Linkages by 2011*
The extension of the freeway to Neerabup Road and the establishment of east/west connections are essential to support the Neerabup Industrial Area.

A linkage between Flynn Drive, the Freeway and Marmion Avenue is required to promote employment opportunities at the Neerabup Industrial area for people in the north west sector of the City (which has a high level of unemployment).

4. *Horticulture in East Wanneroo (subject to separate Briefing Note)*

The Draft East Wanneroo Land Use and Water Management Strategy identifies the opportunity for longer term relocation of the agriculture and horticulture industry to northern areas of East Wanneroo.

The opportunity to use treated wastewater from the Alkimos Wastewater Treatment Plan is supported, subject to environmental and health requirements.

It is essential that alternative water sources are found and secured to support horticultural activities in the north of the East Wanneroo area before current horticultural land is lost to production.

5. *Redevelopment of Wanneroo Town Centre (subject to separate Briefing Note)*

The State Government and the City of Wanneroo are involved in a partnership to redevelop the Town Centre based on sustainability principles. Additional funding is needed from both State and Local Government to fully achieve the project's objectives.

6. *Kingsway Regional Sporting Complex and New Regional Sporting Complex (subject to separate Briefing Note)*

There is a need for regional open space/recreation through redevelopment/upgrade of Kingsway and replication of this type of regional level facility in another suitable northern location (possibly Alkimos).

RECOMMENDATION:

The City of Wanneroo has sought State Government participation in the planning and growth management of the northwest corridor through the establishment of a Coordinating Committee. A Steering Committee was originally proposed in July 2003 as part of an agreement Council entered into for the pre-funding the construction of a grade-separated bridge on Hester Avenue above the railway tracks. The need for the committee is even greater today, and its formation is welcome.

Council is, however, disappointed that it is not represented on the Coordinating Committee, and believes that this decision by Government should be reviewed. In the interim, Council will seek to make presentations to the Committee. The following comments are made in relation to the functions and operations of the Committee:

- 1 The Committee needs to be properly resourced and funded if it is to meet the 12 month timeframe set;
- 2 It needs to provide a whole-of-government approach as many of the infrastructure coordination problems in the corridor relate to separate operations of State Government agencies;
- 3 The Committee needs to resolve planning and infrastructure coordination issues and not just be another level of bureaucracy and decision-making; and
- 4 The committee should not develop strategies in isolation and duplicate the work of local government. The use of sustainability assessments should be for example based on the use of the City's Smart Growth Assessment Tool.

CITY OF WANNEROO SUMMARY OF FORECASTS

ID FORECASTS (CITY OF WANNEROO SEPTEMBER 2006)	SUMMARY TABLE					YEAR
	2001	2006	2011	2016	2021	
Population	84,132	118,657	160,933	203,154	242,925	
Change in pop. (5 yrs)	-	34,525	42,276	42,222	39,771	
Average annual % change	-	7.1%	6.3%	4.8%	3.6%	

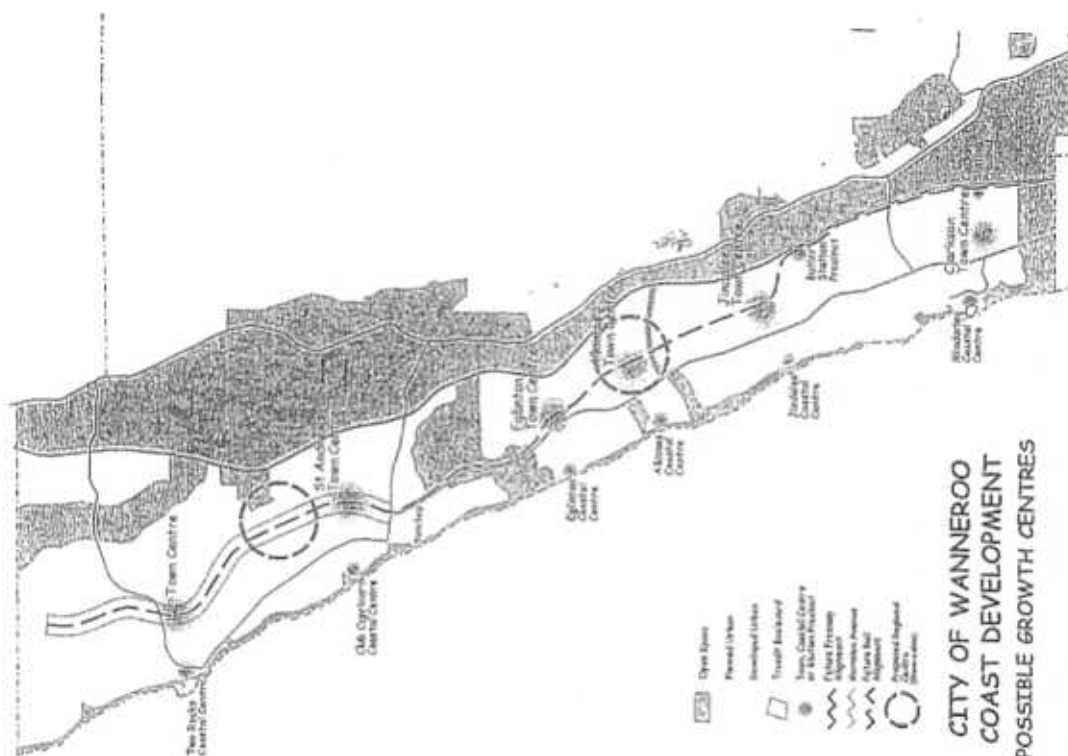
WA TOMORROW (WAPC NOV 2005)						
	2001	2006	2011	2016	2021	
Population	84,132	114,600	146,800	171,000	201,200	
Change in pop. (5 yrs)	-	30,468	32,200	24,200	30,200	
Average annual % change	-	5.3%	4.38%	2.83%	3%	

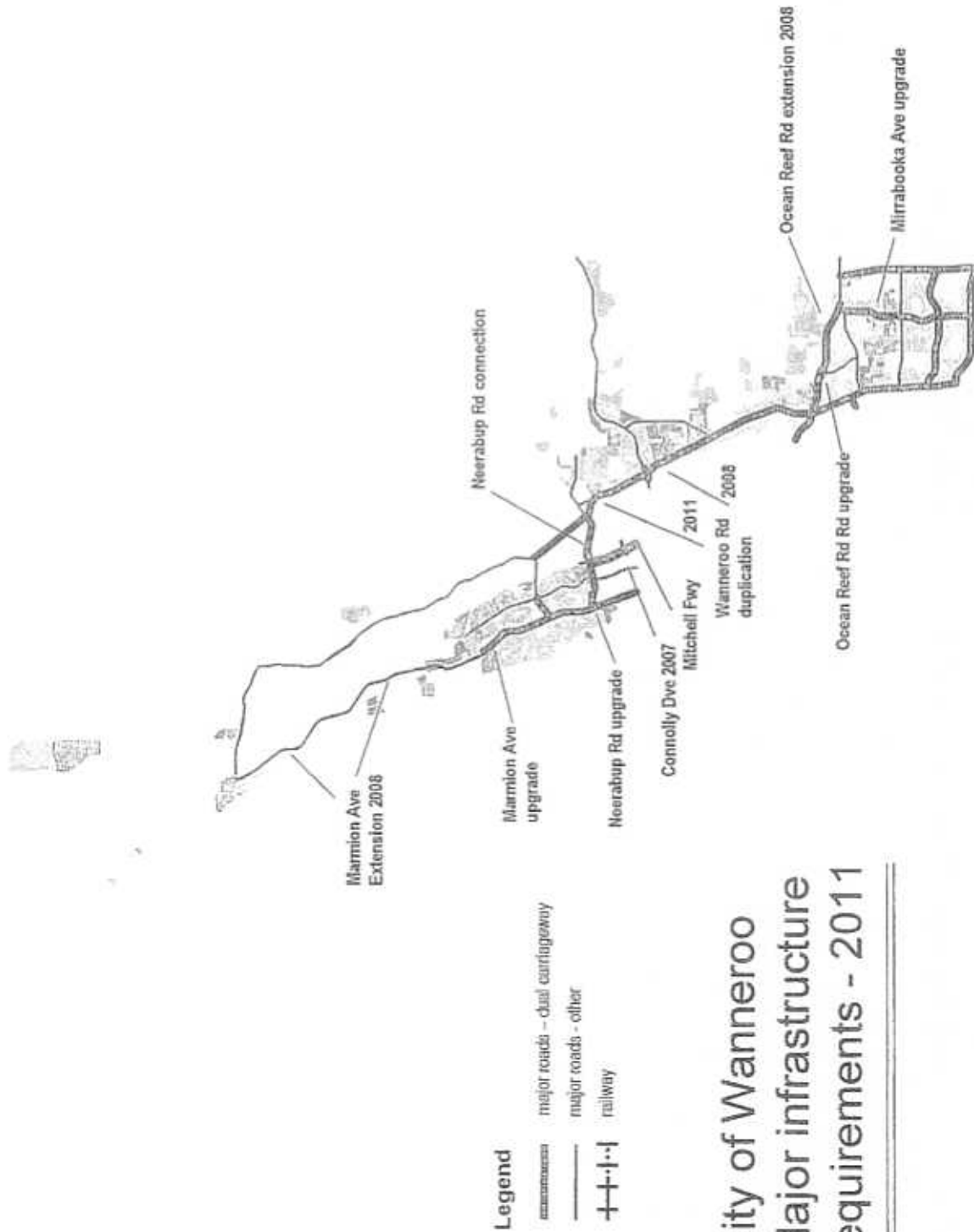
Note:

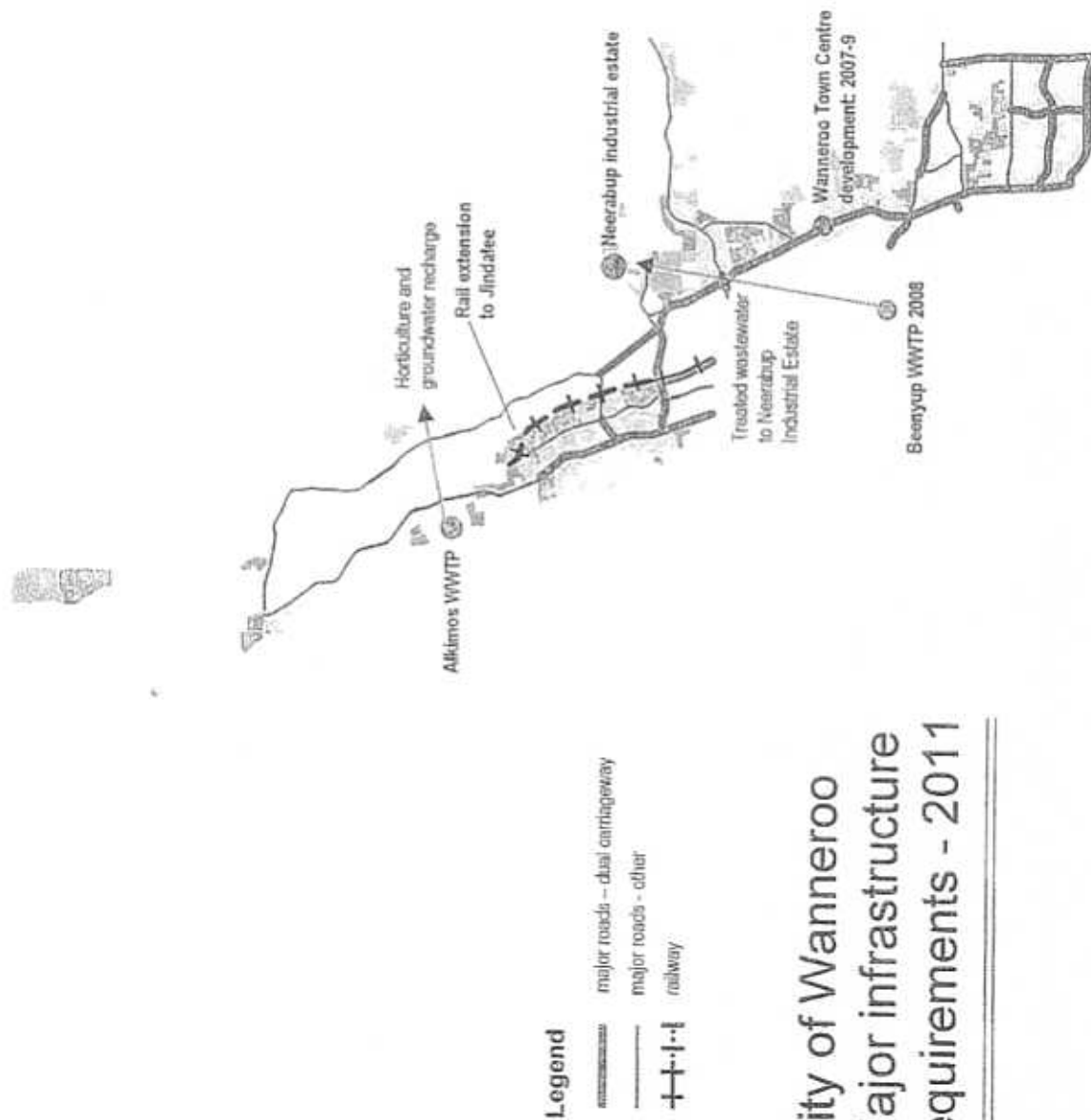
- State population projections are 41,725 less than City of Wanneroo projections for 2021 so that State infrastructure allocations may lag five years behind growth demands.
- These growth projections do not include additional land in East Wanneroo being considered for development.

SMART GROWTH PLACE MAKING

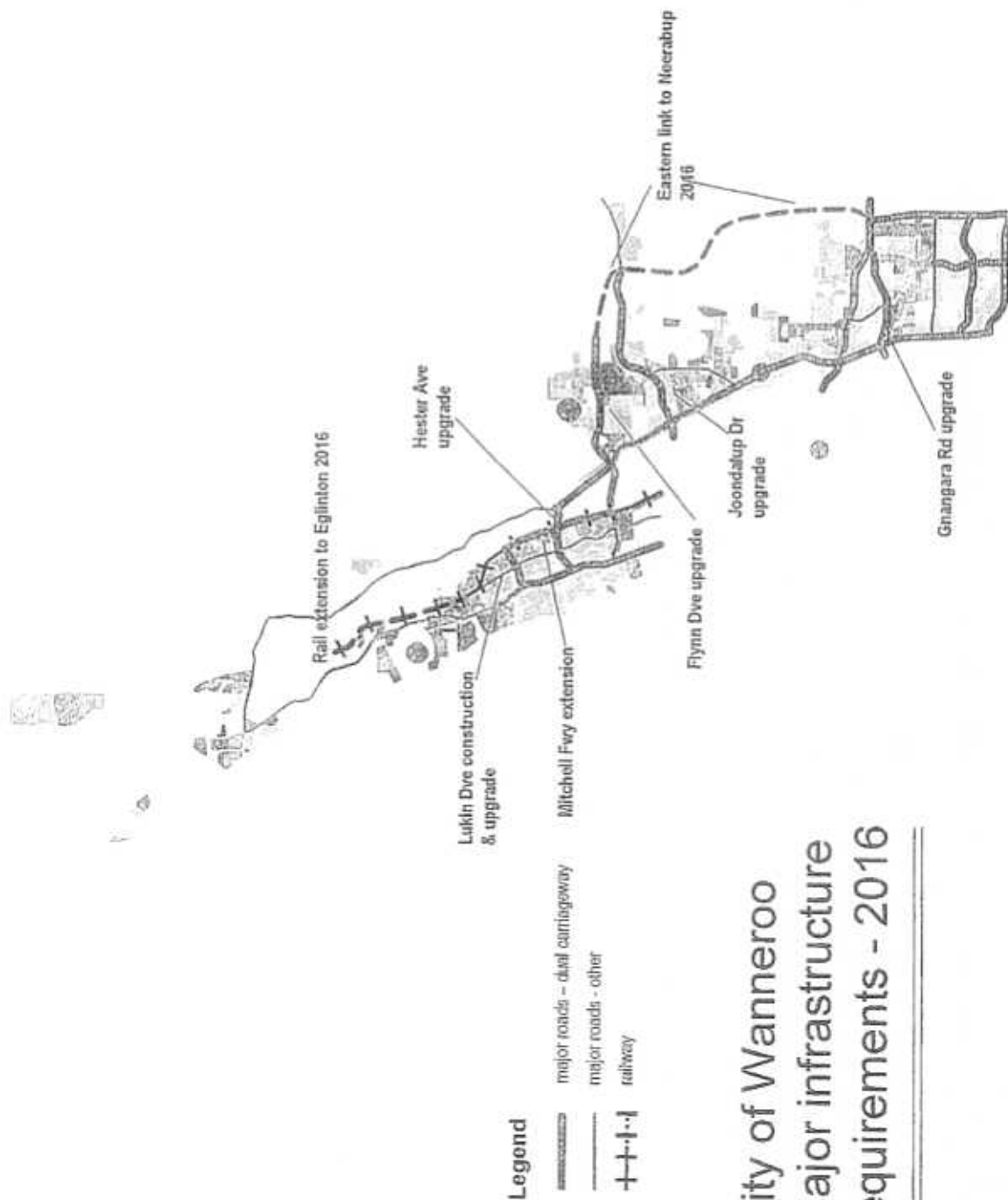
- Integrated Transport/Land use planning (NW Corridor Structure Plan)
- Infrastructure provision:
 - Coordination and timing
 - Infrastructure Contributions
- Employment Generation
- Urban Design and Best Practice principles
- Focus on creating Town Centres and coastal nodes

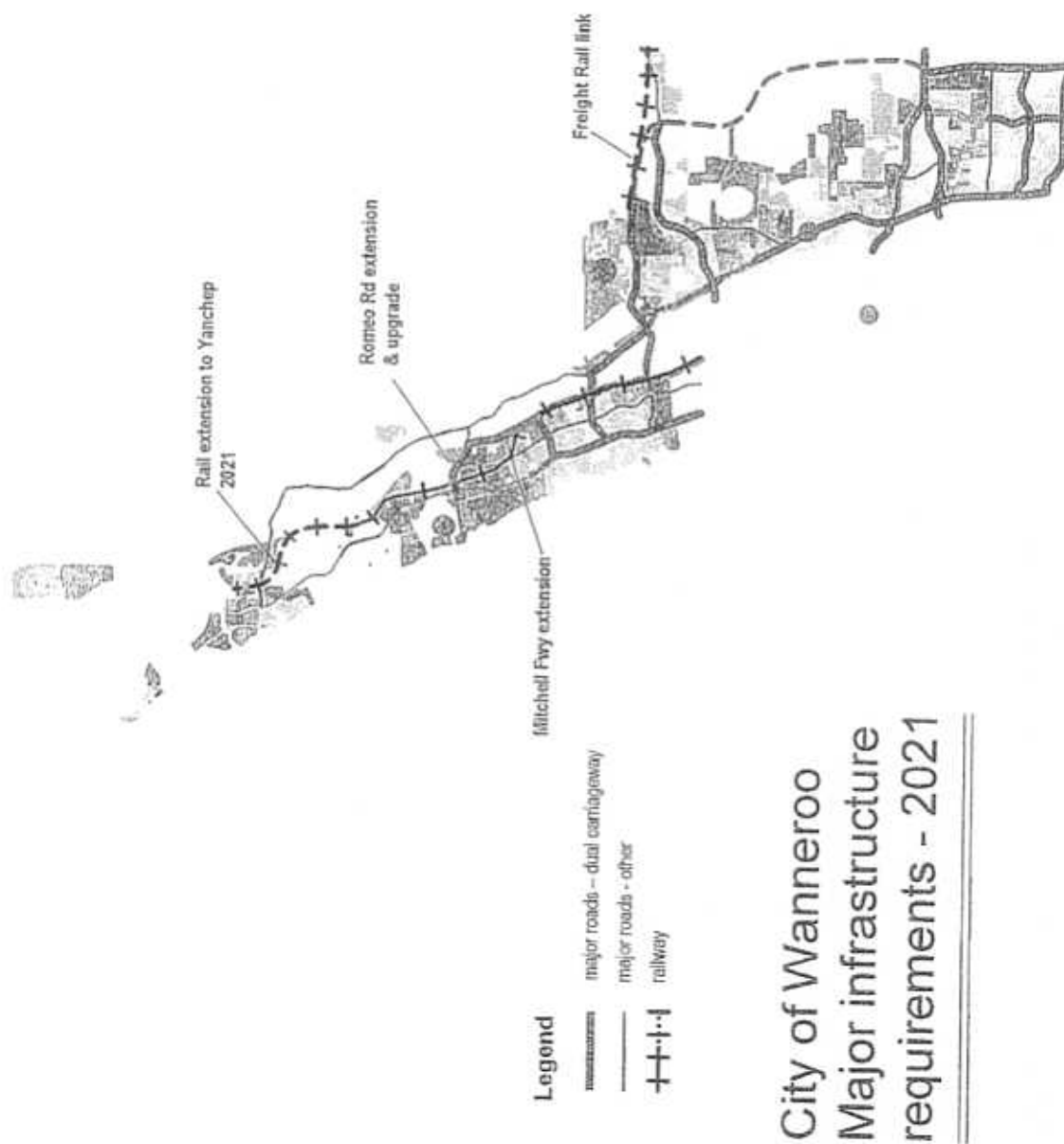






City of Wanneroo Major infrastructure requirements - 2011







BRIEFING NOTE

NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: ECONOMIC DEVELOPMENT IN THE CITY OF WANNEROO

ISSUE:

Proposal for an economic development strategy for the North West Corridor of Perth, including Wanneroo and Joondalup.

BACKGROUND:

With the high rates of population growth in the City of Wanneroo, there is an increasing need to focus upon economic development initiatives that respond to the requirements for higher levels of local employment in the region.

At the current time, it is estimated that around 67% of workers travel out of the Wanneroo/Joondalup region to find suitable employment. With the continued growth in the region, this situation is unsustainable. Current planning for growth in the Northern corridor relies on a self-sufficiency factor for employment of 60% which would mean only 40% of workers working outside the region by 2031. The increasing burden being placed on regional transport infrastructure as a result of this variance cannot be sustained, and there is a risk of socio-economic issues developing if the issue is not adequately addressed.

Both the Cities of Wanneroo and Joondalup recognise this challenge and are placing emphasis on economic development initiatives that respond to the challenge and facilitate business investment and growth in the region. These initiatives are not simply focused upon the creation of jobs themselves, but upon facilitating the provision of the right blend of economic opportunities that attract all types of workers, particularly knowledge workers.

CURRENT SITUATION

The City of Wanneroo and the City of Joondalup have actively supported the establishment of the North West Metro Small Business Centre (SBC). The Centre provides services to the small business community through offices in both Joondalup and Wanneroo, with the City of Wanneroo providing office space in Enterprise House. The Cities are supporting the Government's contribution by providing a combined cash funding component of \$110,000 for the Centre with additional in-kind support. The Cities continue to work closely with the SBC to maximise the strategic value that can be derived from the SBC's connection with the small business community.

The City of Wanneroo has developed a comprehensive Economic Development Strategy and a Tourism Strategy that underpin its economic development initiatives in the area. The City of Joondalup is currently developing its own strategy to complement the City of Wanneroo approach. Recent achievements in line with these strategies include:

- The development of Enterprise House (formally known as the Business Grow Centre) that provides a one-stop-shop for the delivery of support services for our local businesses, and also accommodates the Wanneroo Business Association and the Wanneroo Office of the North West Metro Small Business Centre.
- The implementation of the City's Employment Policy that requires land developers to consider and respond to employment needs for new residential developments.
- The delivery of business investment and support initiatives that include skills development, simplifying regulatory compliance, facilitating business investment enquiries, and participating in investment attraction activities.
- The delivery of focussed tourism projects including iCards (display stands containing information cards for local tourism providers) and the delivery of tourism accreditation workshops to improve the quality of the City's tourist destinations.
- The development of close partnerships with other government agencies and private organisations that facilitate and support economic development objectives in the region.

In the future, as well as continuing with the expansion of these activities, the City is looking into the feasibility of further projects to support economic development including the development of a light industrial incubator and an innovation lab for education/business partnership projects.

In line with these achievements, the City is also actively helping to realise the future vision for major projects such as the Neerabup Industrial Area and the St Andrews Project (covered in separate Briefing Notes). The City recognises the need for structured planning for these areas if they are to reach their full potential in providing employment opportunities. In particular, the St Andrew's Project expects to provide approximately 55,000 jobs over the next 30 to 50 years to support its predicted population of 155,000 and includes plans for a \$150 million economic development program that has been agreed with the Federal Government under the project's Major Project Facilitation status conferred by the Invest Australia program. The Neerabup Industrial Area covers an area of approximately 1000 hectares and is predicted to create approximately 24,000 direct jobs and a further 26,000 indirectly.

If these areas are to succeed in their anticipated projections of employment opportunities, it is crucial that State and Local Government form a partnership to develop a high level economic development strategy and vision for the region. It should establish a regional context to overall economic development, and facilitate strategic growth rather than adopting a "build it and they will come" approach. This regional context will support the development of Government's key priority areas of bio-technology, ICT, marine/defense and renewable energy industries in the region.

COMMENT/RECOMMENDATION:

The City is seeking a commitment by the State Government for the development of an Economic Development Strategy for the Northern Corridor. It is critical that State Government takes a leadership role in the preparation of the economic development strategy in consultation with the Cities of Wanneroo and Joondalup. If this is achieved, it could allow more focussed support for local economic development initiatives that align to the needs of the region.



BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: FINANCIAL SUSTAINABILITY IN LOCAL GOVERNMENT AND IN THE CITY OF WANNEROO

BACKGROUND:

The City of Wanneroo, like many other growth Councils, has implemented systems that are specifically designed to promote sustainability. Our Strategic Plan, Five Year Financial Plan and Smart Growth Strategy (with its associated implementation tools) are this City's high level strategic initiatives aimed at ensuring the City has strong robust planning and management systems to facilitate sustainability.

The Outer Metropolitan Growth Council's (OMGC) Policy Forum (of which the City of Wanneroo is a member) made a recent submission in response to the Western Australian Local Government Association's independent panel review in respect to the Systemic Sustainability Study of local government. Key recommendations contained in that submission include:-

- The introduction of a standard system of financial reporting to address consistent treatment of capital revenues (including physical assets transferred from developers) and establishment of adequate rates of depreciation for all asset classes.
- A review of the rating system to enable greater flexibility including the ability to use capital improved values (CIV) in addition to gross rental values (GRV) as a basis for local government rating.
- A Review of the Financial Assistance Grants process with a view to increase the pool of funds provided and simplify the WA Grants Commission allocation process so that it is more transparent and reflects growth (positive or negative) as a disability factor.
- Government support for loan borrowing to fund long-term capital development that cannot be funded from the Cities' existing rate bases.
- Statutory support (through planning and development legislation) for the introduction of sustainable development assessment tools and developer contributions for community development infrastructure.
- Undertake further work to develop a better understanding of the growth pressures impacting the sustainability of local government.

CURRENT SITUATION

Financial Performance

Under the existing local government financial reporting framework all OMGC's with the exception of Kwinana are reporting large positive "Changes in Net Assets from Operations" (Operating

Performance). These reported profits are contributing to a perception at State Government and Community levels that local government has sufficient resources to adequately manage growth.

When reported profits are adjusted for capital revenues (including the value of physical assets transferred by developers), most of these Councils are incurring annual operating losses. This indicates that day-to-day operating costs are exceeding operating revenues.

Preparation of the City's Five Year Financial Plan (incorporating an Operating Statement and Balance Sheet) highlighted a need for the City to borrow \$60.5 million dollars to fund essential capital works as outlined in the Five Year Capital Works Programme. The direct impact of increased maintenance costs associated with assets transferred by developers also required council to adopt a rating strategy comprising a 5.9% increase in general rates for 2006/2007 and CPI plus 2% for each future year of the Five Year Financial Plan.

The following information highlights that rapid growth has a significant adverse impact on the City's long-term financial viability:-

Rate Income Growth from new properties	\$1.90million per annum
Increased resources required to manage new public open space (Additional labor, materials plant and contract expenditure)	\$0.60 million per annum
Additional annual depreciation expense relating to assets contributed by developers	\$1.50 million per annum
Annual Increase in Operating Deficit	\$0.20 million per annum

The impact of additional costs associated with high growth rates is that no funds are available from rates income growth to support the establishment of new community and sporting facilities required to services citizens residing in new development areas.

The requirement for these facilities can only be funded from loan borrowings resulting in additional operating deficits through increased interest expenses resulting in an unsustainable situation without significant real increases in rate income from all properties or changes in legislation that facilitate developer contributions.

Financial Assistance Grants

Under the current Financial Grant Assistance Program local governments that incur higher costs for providing normal services may receive higher levels of funding. Local governments with greater revenue raising capacity (i.e. those with a strong rate base) will tend to receive lower grants.

The City of Wanneroo is a minimum grant council that receives a base per capita allocation, and in comparison with other states, receives significantly less financial assistance than other states. The current Local Government Grant assessment process results in significant disadvantages to OMGC's because of a fundamental mismatch in the manner in which the Federal Government allocates grants to the State (on a per capita basis) and the requirements on the states to allocate on the basis of horizontal equalisation. This process favours more remote, less populous local governments.

The types of disability factors used by the Western Australian Grants Commission also impact on the way grants are allocated within the State because growth is not recognised as a disability factor. Growth is recognised as a cost adjustment factor by other Grants Commissions particularly in Queensland and Victoria.

Rating Strategy

The City of Wanneroo's proposed rating strategy is comparable with other metropolitan local governments despite the fact that the City provides a significant proportion of first homebuyers land. The need to improve the City's rating effort within the district must be balanced with the need to ensure that people with less disposable income do not bear the bulk of this need.

The current rating system in Western Australia, which is based on Gross Rental Value (GRV), tends to result in a relatively even distribution between affluent and non-affluent areas. Further investigation is needed into moving to a rating system that allows greater flexibility. This may include a Capital Improved Value (CIV) basis where there is a greater differentiation between the value of affluent areas (with high maintenance public open space) compared with less affluent areas. This would enable an improved targeting of rating effort to areas within a district that have a higher amenity value and consume a greater proportion of council resources.

Loan Borrowing

In the past the City of Wanneroo has maintained an exceptionally low level of interest bearing liabilities and this has now enabled the City to adopt a loan borrowing strategy to meet the infrastructure needs of future generations. This strategy will result in significant increases in total interest bearing liabilities but debt-servicing ratios will be maintained within industry guidelines. The strategy is reliant on the long-term proceeds from strategic land developments at Tamala Park and the Neerabup Industrial Estate.

RECOMMENDATION:

The State Government should consider the implementation of key recommendations that formed the basis of the Outer Metropolitan Growth Council's submission to the Systemic Sustainability Study as outlined above.



SUBJECT: EXTENSION OF THE NORTHERN SUBURBS RAILWAY

ISSUE:

Master planning and earthworks for the extension of the Northern Suburbs Railway.

BACKGROUND:

The coastal corridor north of Mindarie is one of the fastest, if not the fastest, growing areas in Australia. In 2006 the coastal area has a population of 40,000, which is predicted to reach 60,000 by 2011 and 120,000 by 2021. Having a good quality railway and integrated bus system is essential to reduce car dependence through the provision of viable alternatives for access to work, shopping, education and recreation centres.

To be truly effective, we need to integrate the railway with development and not leave it on the Freeway to be built at a later stage. The City of Wanneroo has been working with the State Government to plan for the railway to run up the middle of the Corridor, to allow a much higher level of walk-on patronage than currently exists at the Freeway stations.

The extension of rail to Jindalee is an essential part of an overall strategy that will see the rail eventually extended to St Andrews. St Andrews is planned to be a significant employment node in the north west corridor. Rail will provide an effective system of mass transport to support this economic development area.

The rail infrastructure is a key element to support more intense land use in key locations in the metropolitan area. This is essential to check uncontrolled urban sprawl and the attendant inefficiencies in services and community infrastructure. In short it is an essential element in the creation of an efficient urban centre.

A Council funded economic impact study on the early construction of the railway indicates that with a greater density of development, there could be a reduction in the rate of urban sprawl by up to one year for each station built.

The State Government opened the Clarkson Station in September 2004. The mixture of residential and commercial uses being built in the Somerly project station area shows the potential for the creation of a centre development in support of the new station. The growth front has however spread two stations beyond Clarkson to Butler (Brighton) and opportunities to create transit-orientated centres around railway stations are being lost because commitments on their location and timing are not being given.

The rapid growth of the northern suburbs is expected to see population double in the corridor north of Clarkson between 2011 and 2021. By 2011, it is estimated there would already be about 1,300 trips per

day lost to the public transport system due to limited access opportunities to Clarkson Station. If the railway were not to be extended beyond Clarkson for a further 10 years, then the number of trips lost to public transport would increase to over 6,000 per day. This would result in about an additional 9,000 car trips (6,000 fully replacing rail and 3,000 trips to and from Clarkson Station for car drop off). By 2021, 17 to 18 buses would need to be purchased to provide access to Clarkson Station in peak periods.

Studies prepared for the Department for Planning and Infrastructure, the City of Wanneroo and the Brighton Joint Venture, provided the estimated costings for the railway extension and the rationale for the early construction of the railway. The estimated total costs were \$134m in 2006 dollars which included a contingency of \$19.5m and \$39.6m for purchase of new rail cars.

CURRENT SITUATION

Earthworks Negotiations

The City of Wanneroo has been involved in discussions with the Department for Planning and Infrastructure, Public Transport Authority and the Satterley Property Group regarding the potential and benefits of immediately undertaking earthworks for the railway extension to Jindalee.

Residential subdivisions to the west of the railway corridor have been constructed to within 30-50m of the corridor/boundary, with lots abutting the corridor not being released for sale. Subdivisional approvals have also been given to stages to the east of the rail corridor to within one lot of the boundary. While the Brighton Joint Venture has provided a narrow buffer zone of approximately 30-50m to the railway corridor.

The joint venture has offered to prefund earthworks for the railway and this has major advantages in reducing the construction costs as the work is not constrained by the construction of housing near the site works. A delay in earthworks will most certainly result in additional costs.

Negotiations are now in progress between the respective State agencies and the developers regarding the funding of earthworks and also the land assembly issues. It is understood that a decision needs to be made within the next month in order to allow the works to be commenced by February 2007. Any delay beyond that date would result in additional project costs as the development will become more constrained.

The estimated cost to undertake the railway corridor earthworks in 2009, after residential development is complete, is in the order of \$8.8m, compared with undertaking the work at this time of \$3.9m. Not only is the cost much higher in this delayed earthworks option, there are also the social disbenefits (disadvantages) to the local community of truck haulage on the public road network, dust, noise, vibration and structural damage.

Early Construction of the Railway

At this stage, there is no agreement with respect to the time frame for the development of the railway although it is understood that master planning by the Department for Planning and Infrastructure and

Public Transport Authority is scheduled to commence in November 2006. It is hoped that the following time table could be achieved for the railway construction:

2006	Commence Master Planning
2007	Master Planning completed
2008	Master Planning approved
2008	Commence design and documentation
2009	Design and documentation completed
2010	Tenders awarded
2011	Project completed

Council is also concerned that without an agreement to the timing of the railway there is no incentive for the developer to substantially increase densities of development around the railway station. This should be a requirement of any arrangement to bring forward the construction of the railway (i.e. use minimum R Codings rather than maximum R Codings).

Council is also aware that the Alkimos-Eglinton Joint Venture is also interested in fast-tracking the development of the railway to Alkimos. They may be seeking the extension of Master Planning to Alkimos and this could further delay the Project. It is also noted that there is no MRS Reservations or Planning Control in place for the alignment.

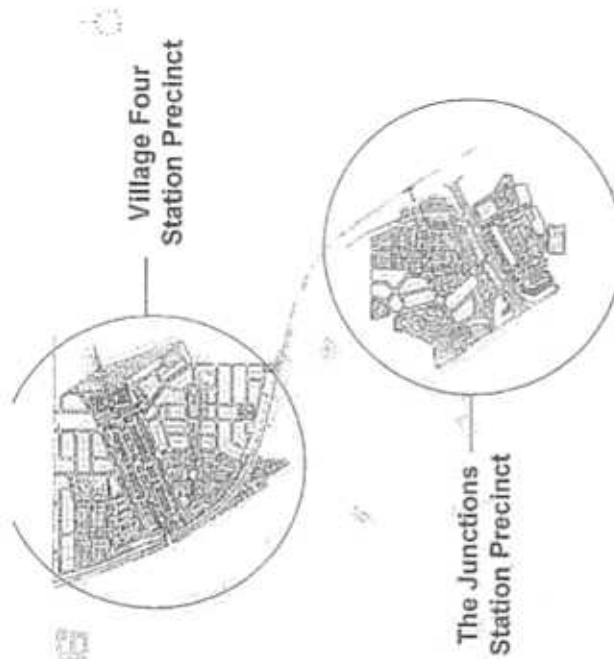
RECOMMENDATION:

That the State Government:

1. Agrees to the immediate earthworking of the railway extension to Jindalee in order to reduce the ultimate construction costs and avoid significant issues with the community which will be moving into the area over the next 12 months.
2. Commences Master Planning for the extension of the railway from Clarkson to Jindalee with the aim of opening a new service in early 2011.
3. Allocates the necessary budgets to allow for both the early earthworks to be undertaken and the construction of the railway project itself.

EXTENSION OF RAILWAY TO JINDALEE

- Corridor planning to integrate railway with centres development
- Need to extend railway to Jindalee by 2011 or lose development opportunities
- Urgent need to undertake earthworks now as residential development is adjoining railway alignment



BRIGHTON MASTER PLAN



BRIEFING NOTE
NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: ST ANDREWS PROJECT – STATUS REPORT

ISSUE:

To brief State Cabinet on the St Andrews Project.

BACKGROUND:

The St Andrews project, located around Yanchep and Two Rocks, is four times larger than any other urban development in Australia. The Tokyu Corporation (Yanchep Sun City), bought the 6,800 ha landholding from Alan Bond over 30 years ago. Once known as Sun City it was the location from where Alan Bond launched his initial challenges for the Americas Cup.

In July 1999, Tokyu Corporation, the Western Australian State Government, Western Australian Planning Commission and the City of Wanneroo signed a Strategic Cooperation Agreement (SCA) to explore an innovative, integrative approach to: -

- Collaborative Private Public Sector Partnering in City Planning and Economic Development;
- Urban development based on Best Practice New Urbanism; and
- Cluster based economic development to create employment opportunities.

The SCA is the guiding document for the project's development as it grows to a city of 150,000 people, sustained by some 55,000 jobs over the next 30 to 50 years. The project proceeds on two fronts – urban and economic, and there has been significant progress on both this year as follows.

The SCA established a Strategic Implementation Group (SIG) to coordinate the implementation of the Agreement. The SIG is jointly chaired by Dianne Guise MLA, Wanneroo and a senior executive from Tokyu and includes representatives of the City of Wanneroo and key State Government agencies.

CURRENT SITUATION:

Urban Development

- St Andrews District Concept Plan has been endorsed by the City of Wanneroo in February 2006, and then forwarded to the Western Australian Planning Commission (WAPC) for comment. A St Andrews District Structure Plan based on the District Concept Plan, is currently being completed and will be lodged with the City of Wanneroo by December 2006.

- Capricorn Village Joint Venture, a 3,000 dwelling residential, retail and aged care facility development near Yanchep is underway with the sale of lots and commencement of construction.
- Superlot subdivision applications for the southern town centre, an innovation/technology park, industry park and residential precinct have been approved by the WAPC.
- Subdivision and rezoning application for 1.8 ha of land to accommodate the first stage tenants of the innovation park has been approved by the WAPC.
- A new joint venture between Tokyu Corporation and Singaporean interests was signed on 15 September 2006 – the foundation for the southern town centre, an innovation park, industry park and golf course estate at the southern part of the development. Its planning is underway and its first stages will come to construction in 2008/09.

As part of its development strategy, the Capricorn Village Joint Venture has sought to prefund the construction of Marmion Avenue from the urban front at Butler to Yanchep, a distance of some 13 kilometres. Negotiations are well advanced and it is hoped that construction will be completed by early 2008. These roadworks provide an opportunity for the early installation of an optic-fibre cable, which is needed to support the early establishment of high value economic knowledge industries.

Economic Development

The St Andrews Project is critical in terms of meeting targets for employment growth in the North West Corridor. The target of 60% job population ratio requires an additional 31,000 jobs above the current predicted number of 86,000 by 2031.

The economic development program comprises the following elements, with a focus on the \$150 million program agreed with the Federal Government under the project's Major Project Facilitation status – conferred by the Invest Australia program.

- Ocean Power Technologies – Heads of Agreement. Undergoing pre-implementation due diligence for completion April 2007, leading to construction of a 5 MW power plant in the ocean off St Andrews if approved.
- Churches of Christ Aged Care – construction underway
- Capricorn Tourist Resort – in planning and design phase
- Imaging the South – Heads of Agreement signed (projected export revenue of \$35 million per annum).

The development of the Two Rocks Marina is also seen as an important project for creating industrial, commercial and recreational opportunities in the region.

ST ANDREWS PROJECT CONCEPT PLAN

- 6000 hectares
- Owned by Tokyu Corporation
- Projected Population 150,000
- Target of 60,000 jobs
- 1000 jobs in first five years
- Subject to agreements with Government and Developers





SUBJECT: ALKIMOS- EGLINTON

ISSUE:

This Briefing Notes provides the background to and current status of planning and development for the Alkimos-Eglinton planning district in the City's northern coastal corridor.

BACKGROUND:

The Alkimos-Eglinton district has been identified for future urban development dating back to The Corridor Plan for Perth (1970). More recent strategic planning documents including the North West Corridor Structure Plan (NWCSP)(1977 and 1992 editions) and Network City (2004) also designate the district for future urban development and identify a site for the Alkimos Regional Centre.

A second Alkimos-Eglinton Metropolitan Region Scheme (MRS) Amendment No 1029/33 was gazetted in July 2006 and revised elements of the planning framework for the district based on a review of development options and a broad-scale district structure plan prepared by the major landowners LandCorp and Eglinton Estates Pty Ltd (Water Corporation and WR Carpenter Properties being the other district landowners).

Key elements of the MRS Amendment are as follows:

- The relocation of the Alkimos Waste Water and Ground Water Treatment Plant sites (MRS Public Purposes reservations) inland to improve access to the Alkimos regional beach.
- Modifications to the regional Parks and Recreation reserves to improve coastal access, create a Town Centre Park and conserve areas of better quality significant vegetation.
- Reduction of the area of the Alkimos Central City Area zone.
- Changes to the alignment and width of Regional Roads reservations, in particular that for Marmion Avenue.

An Amendment (No 68) to the City's District Planning Scheme No 2 (DPS2) is currently being progressed so that DPS2 reflects the MRS as amended.

CURRENT SITUATION

The Alkimos-Eglinton planning district comprises some 2,660 hectares with a coastline of 7.5 kilometres, and will ultimately accommodate some 55,000 people as well as major commercial and community facilities and infrastructure.

The district landowners, led by LandCorp, are now progressing preparation of a District Structure Plan (DSP) for submission to Council and the Western Australian Planning Commission in the coming months. The DSP will provide the broad strategic and statutory planning framework to guide the preparation of subsequent local structure plans and subdivision plans.

The City's expectation is that the DSP will reflect best practice planning and sustainability principles as espoused in state government strategies such as Network City and Liveable Neighbourhoods, and Council's strategies including the Smart Growth Strategy, Local Housing Strategy and Economic Development Strategy. Relevant principle and elements include:

- Transit oriented development (TOD) and best practice urban design to reduce car dependency and encourage public transport usage, walking and cycling.
- Encouragement of a range of housing types and densities, and including provision for affordable housing.
- Urban design to promote energy and water efficiency.
- Development of mixed use activity centres and corridors incorporating main street principles, and coastal development nodes in appropriate locations.
- Development to facilitate a high level of local employment generation and self-sufficiency.
- Protection of significant local natural areas, ecological linkages and landform elements.
- Local and state government and developer partnerships in the provision of major community infrastructure.

Marmion Avenue is proposed to be extended from Butler through to Yanchep by 2008 by virtue of a pre-funding agreement currently being finalised by the major developer of Yanchep-Two Rocks, Tokyu Corporation. This is necessary to facilitate early development of that district due to capacity constraints of Wanneroo Road, and will also benefit the Alkimos-Eglinton developers. The Hon Minister for Planning and Infrastructure has approved the arrangement.

It is understood that Landcorp may pursue its first stage subdivision within the southern part of the project area within the next two years. Such a release must be carefully planned and will require special consideration to ensure it will not result in another isolated community remote from essential infrastructure and services. The City has witnessed such examples in the past eg: within Banksia Grove, where the community quickly became alienated through the effects of separation. Accordingly, it will be imperative that a proper planning framework is first put in place and that Landcorp provides a commitment to ensure that key infrastructure is established in a timely fashion.

ALKIMOS - EGLINTON



- Joint Venture LandCorp, Eglinton Estates, Water Corporation and WR Carpenter Properties
- Total 2660 hectares
- Population 55,000 – significant employment centres
- Structure Plan Lodged with City of Wanneroo
- Transit-orientated development with opportunities for water recycling
- Current employment target of 40% needs to be reviewed
- Consider second Marina development at Alkimos



BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: JINDEE INNOVATION PROJECT

Issue

Finalisation of Project Agreement between the City of Wanneroo, Westminster Estates and the Western Australian Planning Commission (WAPC) for the "Jindee Innovation Project".

Background

'Jindee' is the estate name for the land located at Lot 10 Marmion Avenue, Jindalee. Lot 10 comprises some 112 hectares of undeveloped land just north of the City's coastal development front.

The land is zoned "Urban" under the Metropolitan Region Scheme (MRS) and predominantly "Urban Development" under District Planning Scheme No 2 (DPS2), indicating that the land is suitable for urban development subject to detailed planning. The adjacent foreshore is reserved for "Parks and Recreation" under the MRS and comprises a portion of Bush Forever Site No. 397.

In 2001/02, a structure plan was prepared which reflected the requirements of Liveable Neighbourhoods. While the structure plan significantly improved the proposed development for the land, the plan still did not fully utilise the unique topographic and environmental features of the site.

In 2001, United States based planning consultants Duany Plater-Zyberk (DPZ) were commissioned by the landowner to prepare a new plan for the site based on the Transect Model, Smart Code (a DPZ unified planning ordinance) and the principles of traditional neighbourhood design.

In November 2002, a charrette was convened to develop the plan for Jindee. The charrette process entailed extensive tours and comprehensive evaluation of the urban form of Rottnest, Fremantle, Cottesloe, Scarborough, Hillary's, Mindarie and the original townsites of Quinns Rocks and Burns Beach. The process also included meetings with relevant Ministers and representatives of both the City and relevant government agencies.

The vision for Jindee is to create a community lifestyle and village premised on close interaction with the surrounding beach and landscape. The implementation of this vision is planned to re-establish the link with the beach, creating urban beach experiences which will establish the Jindee Innovation Project as the dominant focus of lifestyle and entertainment for the local community, the wider district and the regional community. The approach is planned to mirror that taken in older coastal suburbs and is planned to set a new benchmark for land development for Western Australia.

The Innovation Project aims to create an integrated coastal community that demonstrates an alternative to the 'urban sprawl' prevalent along the Perth metropolitan coastline. The indicative Jindee master

plan is based on the principles of traditional neighbourhood design which seek to create compact, walkable, mixed use neighbourhoods with an interconnected street network. The plan promotes pedestrian movement and seeks to reduce the dominance of the car. It emphasises the creation of a 'community', rather than a suburb, which respects, rather than destroys, the natural topography of the land. This focus on maintaining the natural topography and environmental features of the site is vastly different to the current general attitude to land development within Perth which involves considerable bulk earthworks and land re-contouring.

CURRENT SITUATION:

The successful implementation of the plan will require a clear direction for the WAPC, the City and the landowner. The Jindee Innovation Project Agreement provides this direction by addressing issues such as project goals, shared visions, land exchanges, valuation method, public works and project management all within the context of statutory town planning processes.

In essence, the Agreement provides that the parties will acknowledge the project vision and agree to pursue the project on merit, as a demonstration project to be tested through the statutory processes of MRS and DPS2 amendments, structure planning, subdivision and development applications. The Agreement does not purport to provide certainty in the outcome of these statutory processes; rather it sets a framework for the parties to work together to achieve the vision. The Agreement also contains a framework for progressing the proposed land exchange. In essence, this is planned to involve an equal area exchange, with the extent and detailed location of land being determined through the MRS amendment process.

The objectives behind the Jindee project are closely aligned to the principles contained within the City's Smart Growth Strategy and the objectives of the State Sustainability Strategy and Liveable Neighbourhoods Code. The landowner has agreed to implement this plan as a Smart Growth demonstration project and to work with the City to trial its new Smart Growth Assessment Tool.

In pursuing a highly innovative project such as that planned at Jindee, the landowner is exposed to a greater level of risk, including risk associated with both decision making outcomes and timeframes.

Whilst the agreement does not fetter the City's decision making processes, it endeavours to reduce this risk by providing direction in respect to key matters and a framework within which the parties can work together to achieve the agreed project vision. From the City's viewpoint, the agreement will improve the likelihood of a superior planning outcome and is therefore recommended for endorsement.

RECOMMENDATION:

The Jindee Innovation Project Agreement was endorsed by the City of Wanneroo in July 2005. Since that time it has been with the WAPC and the Crown Law Department. Parts of the Agreement have been redrafted but the basic principles remain the same.

It is understood that the WAPC and Westminster Estates are close to reaching an Agreement and the State Government is urged to complete this as soon as possible so that planning can commence on this very innovative project.

File Reference: S02/0086V01





BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: Regional Sporting Facilities and Public Open Space Requirements for the Northern Coastal Corridor

ISSUE:

To develop a partnership with the State Government on the future planning of Regional Recreation facilities and public open space requirements for the northern coastal corridor.

BACKGROUND:

The provision of Regional Open Space facilities is a critical need in the northern coastal corridor affecting both the City of Wanneroo and Joondalup. State Government policies in recent years have combined to reduce the opportunities for the City of Wanneroo to acquire without significant cost, large areas of public open space for active recreation purposes.

The State Government's Bush Forever strategy has, of necessity, identified many regional parks and reservation reserves as being required for the protection of biodiversity. Some of these reserves have traditionally been vested with local governments for use as active recreation spaces and it would seem that there are now reduced opportunities for this to occur. The Policy has also had an affect on current landholdings of Local Governments in that freehold or reserve land set aside for future sport and recreational development has been wholly or partially reserved for Bush Forever with the Local Governments having little or no capacity to replace the land. It would also seem that in recent years, the WAPC's Metropolitan Region Scheme Improvement Fund Tax has been largely used to acquire land for Bush Forever and Conservation purposes limiting opportunities for the provision of land for active recreation.

In addition, the Liveable Neighbourhood policy has lead to a focussing on the provision of smaller "pocket" parks making up a significant proportion of the 8-10% open space allocation and is silent on the matter of regional open space. The need to provide for local conservation reserves has also eroded the potential for provision of active open space.

CURRENT SITUATION

The State government and the City of Wanneroo urgently need to focus on the planning for regional recreation facilities and public open space needs within the northern coastal corridor centre including the Alkimos Eglinton and St Andrews developments.

The City of Wanneroo considers that there is a need in these projects to provide both district playing fields of 20-30 hectares (4-6 ovals) co-located with educational providers as well as stand-alone

regional facilities of 30-40 hectares (6-8 ovals). In addition, there is a need for other facilities such as public golf courses, indoor sports facilities, and recreation centres.

In the Mindarie, Clarkson and Kinross area there are limited opportunities for major active recreation facilities although there is an identified unmet need. One area of opportunity is within the buffer zone of the Tamala Park Landfill site owned by the Mindarie Regional Council. This site is ideally located between the Mindarie-Clarkson-Kinross communities (south-east corner of Tamala park). Some 10 years ago this area was identified as a site for a public golf course, which would be the only one located west of the Neerabup National Park.

It is understood that the WAPC has approached the Mindarie Regional Council regarding the purchase of this land for Bush Forever preservation purposes. It is appropriate that the State Government purchase this land, however, it needs to fulfil a range of active recreation uses, as well as conservation purposes. Any purchase of the land by the Government should allow for active recreation in order to meet the needs of the existing and future communities in the Corridor.

RECOMMENDATION:

That the North West Corridor Coordinating Committee works with the Cities of Wanneroo and Joondalup to secure the provision of regional and district active recreation space in St Andrews, Alkimos-Eglinton, and in the Kinross-Mindarie area.

File Reference: S07/0088V01



SUBJECT: WATER RECYCLING

ISSUE:

A need for increased recycling of water, particularly re-use of treated wastewater, rather than discharging it to the ocean.

BACKGROUND:

Currently approximately 100 Gigalitres of treated wastewater is discharged to the ocean each year from Perth's wastewater treatment plants. This amount can be compared to the approximate 230 Gigalitres of water which is currently provided each year by the Water Corporation to the metropolitan area.

A significant proportion of this wastewater emanates from the Beenypup Waste Water Treatment Plant (WWTP). The Alkimos WWTP which is about to be constructed is also intending to have a significant ocean discharge.

CURRENT SITUATION

The State Water Strategy includes a target of 20% re-use of recycled water by 2012, and various initiatives are in progress involving a number of agencies to achieve this target. However, given the amount of treated wastewater which is indeed being wasted through ocean discharge, greater effort and higher targets are required.

Within the City of Wanneroo, there are a number of areas where there is a pressing need for additional water to be provided and where the water need not be of a potable standard but would be an ideal use for recycled water:

1. Replenishment of the Gnangara Mound to protect environmental values.

Since 1980, the amount of groundwater stored in the Gnangara Mound has declined by almost 600 Gigalitres. This is almost 3 times the amount of water currently stored in the hills dams. The decline has meant a drop in the water table of varying degrees across the Mound area, and in places where environmental features such as wetlands depend on access to the water table, this has often meant a loss of environmental values. It also poses a risk in respect to acid sulphate soils and peat fires.

The Gnangara Mound has for many years been the 'fall back' for Perth's water supply in dry years. Government agencies have applied a 'Variable Groundwater Abstraction Rule' which has basically meant that the less water in the hills dams, the more groundwater will be permitted to be extracted.

This has also meant that the Mound is drawn on most heavily at the dry times when it is already under most stress.

Government officers have recently advised that the imminent commissioning of the Kwinana Desalination Plant will not be leading to any change in the way that the Variable Groundwater Abstraction Rule is applied, and that given the failure of the winter rains, the amount to be drawn from the Mound in the forthcoming year is likely to be in the region of 165-175 Gigalitres, compared to 141 gigalitres for the current year. (It appears likely that in mid-October, the hills dams will be at about one third capacity, or about 60 Gigalitres less than they were at this time last year).

2. Agriculture.

Wanneroo has important horticultural and agricultural industries, with annual farm-gate production value of at least \$100 million, and beyond-farm-gate value of at least \$240 million. It has about 30% of total metropolitan horticultural production.

The groundwater for this industry is now generally fully allocated (and some areas are indeed seen to be over allocated).

The State Irrigation Review Committee has recommended that a site in Wanneroo be investigated for development as a major irrigated horticulture precinct, using recycled water. The existing Beenyp and proposed Alkimos WWTP's which are relatively near to the site envisaged for this horticultural precinct, provide an ideal opportunity for provision of the required recycled water.

3. Neerabup Industrial Area.

This project is the subject of a separate Briefing Note which identifies the desirability of using recycled water to supply industries which do not require a potable standard of water.

COMMENT/RECOMMENDATION:

1. The Gnamptara Sustainability Strategy study is about to commence, led by the Department of Water and involving all relevant agencies. It will be following on from the work done on the East Wanneroo Land Use and Water Management Strategy study (to be finalised shortly) and will be aiming, amongst other things, to effectively integrate the land use and water planning and management systems applying to the Gnamptara Mound area.

This study needs to fully consider the issues and opportunities relating to use of recycled water identified in this Briefing Note. This should particularly include the provision of treated wastewater from the Beenyp and Alkimos WWTP's to the proposed horticultural precinct and Neerabup Industrial area, and in the case of the latter, given the presumably less stringent water quality requirements applying, have this recycled water provided by 2008.

2. It is not sustainable for the Gnamptara Mound to continue to be the 'fall back' for Perth's public water supply in dry years. New water sources, including recycling, need to be developed as soon as possible to take pressure off the Mound.



SUBJECT: EAST WANNEROO

ISSUE:

This Briefing Notes provides the background to and current status of planning and development for the east Wanneroo planning district, particularly in relation to the East Wanneroo Land Use and Water Management Strategy (EWLUWMS).

BACKGROUND:

The North West Corridor Structure Plan (1992) and the City's Interim Local Rural Strategy (2000) have provided the general strategic planning framework for the east Wanneroo area. These and other relevant government policies have promoted the retention of rural land in east Wanneroo for agricultural and horticultural purposes.

A number of land use planning, environmental and water resource management issues, in particular the full allocation of groundwater resources in east Wanneroo and the resultant inability of many landowners to use their land for designated agricultural purposes, have led to a need for review of the planning framework. A specific 'trigger' was the number of appeals the Minister had before her for subdivisions refused by the Western Australian Planning Commission (WAPC) and which had been supported by Council. This support had been contrary to Council's Subdivision of Rural Land Policy, but had been based on the lack of groundwater availability. Hence the decision of the Hon Minister for Planning and Infrastructure and WAPC to embark on the East Wanneroo Land Use and Water Management Strategy (EWLUWMS) project in 2002.

The EWLUWMS project process has involved the establishment of a Steering Committee (chaired by Mr Mike Allen of DPI) to oversee progress of the project, a Community Consultative Committee (Co-chaired by Mrs Dianne Guise MLA and Mayor Jon Kelly), and a Technical Officers Group comprising technical representatives of the City and relevant state government agencies (such as Water Corporation, DPI, Environment, Water and Agriculture Departments).

The WAPC released a Preliminary Discussion Paper in May 2004 reviewing the key issues and including three land use scenario options. Public comment was invited and 432 submissions were received. Assessment of the submissions resulted in preparation of a further scenario plan which was presented to a community forum held in November 2004 (the plan was published on the WAPC website with a forum notes document).

The draft EWLUWMS report including a draft proposed land use concept plan was released for public comment by the WAPC in November 2005. The key elements of the draft concept plan are:

- Designation of much of the southern part of east Wanneroo (generally south of Neaves Road, east of Lenore/Franklin/Pinjar Roads, north of Ocean Reef Road and west of Sydney Road) as 'Possible Future Urban Deferred'.
- Identification of 'Proposed Rural Living Areas' and retention of existing Special Rural zones which would serve as rural buffers between new urban areas and environmental features, wetlands etc, and assist in conserving native vegetation and rural landscape character. A Special Use (Tourism) and Rural Living precinct is identified along Wanneroo Road Neerabup.
- Retention of Rural zonings in the Nowergup and Carabooda area for agricultural, horticultural and basic raw materials resources.
- A proposed new Agricultural/Horticultural Precinct is identified to the east of Carabooda-Nowergup within the State Forest 65 pine plantation area.

Council considered the draft EWLWMS at its meeting of 21 February 2006 and resolved to not support the draft strategy and concept plan until a range of specific issues are addressed and detailed investigations undertaken to demonstrate with some certainty the appropriateness of the proposals contained in the document.

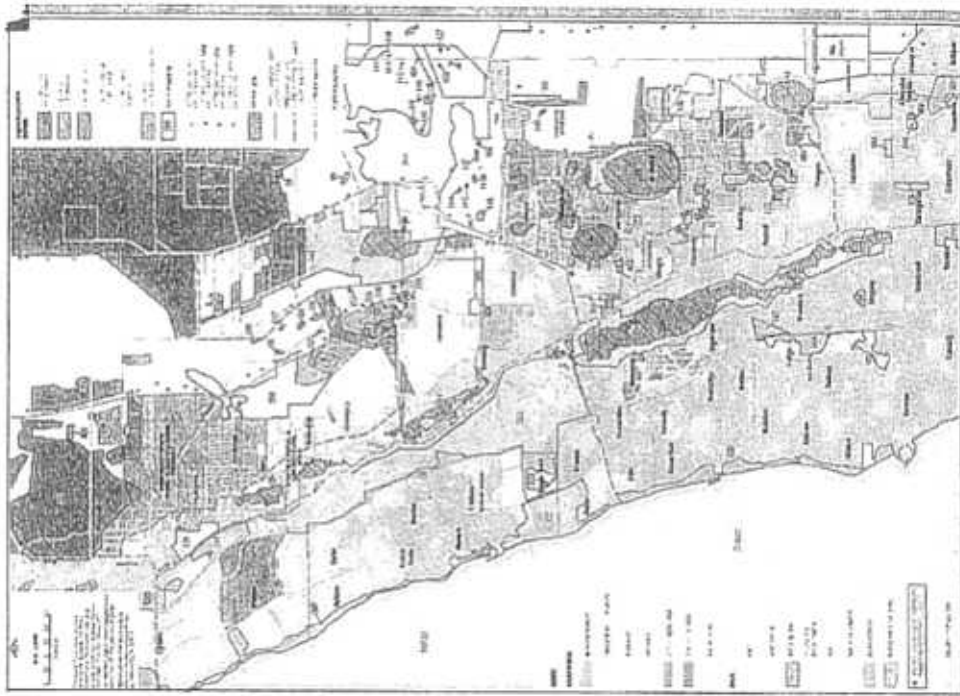
Some of the key issues highlighted by the City include:

- The proposed urbanisation of the southern part of east Wanneroo is to be conditional upon the feasibility and other relevant studies confirming acceptability of, and subsequent development of the new horticulture precincts in eastern Carabooda and State Forest 65 to ensure a viable and continuing vegetable growing industry in the Wanneroo district.
- The State Government should commit to horticulture, agriculture and related rural resource activities, tourism and heritage in the northern part of east Wanneroo through a package of measures similar to the approach taken in the Swan Valley Policy model.
- The final land use plan must address all matters required to amend the North West Corridor Structure Plan including regional transportation strategies, major centres, employment and regional active recreation. These studies are therefore to be prepared and adopted prior to and as part of the final land use plan.
- Lead responsibility for the above studies and district structure planning should rest with the WAPC/DPI.
- Concerns that the future stages of planning will represent a major impost on the City's resources, as will infrastructure provision for the communities subsequently created. Therefore, a best practice infrastructure contributions and development staging model must be developed prior to any subdivision/development.

CURRENT SITUATION

The DPI is currently assessing the some 700 submissions received on the draft EWLWMS with a view to releasing the Final EWLWMS report by the end of this year. It is understood that a progress report has been prepared for the WAPC and the final report is to be considered at the November 2006 meeting. It is understood that many of the City's concerns will not be addressed prior to the strategy being finalised. The City remains concerned that these issues must be satisfactorily addressed before any rezonings to the MRS are contemplated and any subdivision/development approved.

EAST WANNEROO LAND USE & WATER MANAGEMENT STRATEGY



- Proposal for urban deferred in southern area (1,200 hectares) and proposed rural living areas
- New agricultural/ horticultural precinct in north
- Need to ensure viable vegetable industry through secure water supply
- Need for regional and local transportation and infrastructure strategies for south



BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: NEERABUP INDUSTRIAL AREA

BACKGROUND:

The 1000 hectare Neerabup Industrial Area (NIA) has been recognised as a state level strategic opportunity for the development of the major General Industrial estate north of Perth. It is located approximately 30 km north of the Perth City and 12 km from the nearest major industrial estate at Wangara, which is likely to be developed out within 2-3 years. At a district level, it is 7 km north of the Wanneroo Town Centre, 6 km north east of the Joondalup City and 6-7 km from the coast.

The NIA zone covers an area of approx. 1000 hectares with the City of Wanneroo and LandCorp owning 38%, Cockburn Cement 37% and the remaining 27% in private ownership.

Strategic infrastructure planning for the region is relying on achieving a self sufficiency factor for employment generation of 60-65% in the northern corridor. The NIA is to be a major contributor to meeting those employment targets. A key objective for the NIA will therefore be maximisation of employment opportunities, with current estimates being the ultimate creation of approximately 24,000 direct jobs and a further 26,000 indirectly.

Although the NIA extends across 1000 hectares, there are a number of issues that will impact on the extent of land release and consequently on the employment generation achieved. These primarily relate to:

- the area of NIA actually able to be developed due to environmental constraints and resource extraction timetables; and
- the potential predominance of industries with a low employee/land area ratio. This includes brickwork facilities, which indicatively require in the order of 25 hectares. Similarly, there are proposals for power stations and related industries, each requiring in the vicinity of 10 hectares, but relatively low employee numbers to operate these facilities. The compounding of these industries could quickly see at least 10% of the NIA consumed for the creation of only a hand full of direct jobs.

CURRENT SITUATION

With industrial land supply north of the river diminishing, alternate areas are required to be brought to the market to meet ongoing demand from the fast growing population in the northern corridor. Accordingly, Council has agreed to enter into a joint venture arrangement with LandCorp to develop our combined land holdings. Whilst negotiations on the JV are ongoing, given the importance placed on the strategic development of Neerabup, subdivision planning is progressing to ensure a first stage is achieved by early 2008. Key issues impacting on the development are:

Bush Forever/Environmental Issues

Effectively, despite the pre-existing Metropolitan Region Scheme (MRS) Industrial zoning across the NIA, approximately 9% of developable land has subsequently been reserved under Bush Forever (BF), as detailed below:

<u>Site</u>	<u>Lot</u>	<u>Owner</u>	<u>Area (Hect)</u>	<u>Area (M²)</u>
293	21	Cockburn Cement	38.1	381,000
295	505	Mindarie Regional Council	9.1	91,000
295	4	City of Wanneroo	17.2	172,000
295		Drainage/Power Reserve	2.7	27,000
295	2477	Borello family	<u>22.1</u>	<u>221,000</u>
			89.2	892,000

In addition, Flora and Vegetation surveys across proposed road alignments and Lot 4, have identified two different Banksia woodland vegetation type sites. One of these Floristic Community Types (FCT 20a) was listed in 2001 as a Threatened Ecological Community (TEC). Approximately half of the area mapped with FCT 20a is within the BF area on Lot 4. It is possible that other parts of BF site 295 to the east also contain FCT 20a, although no analysis has been conducted. The balance of BF site 295 is owned by the state government and private ownership.

The total area affected by Bush Forever and TEC on Lot 4 is approximately 35ha. There is the potential for similar communities to be identified across the NIA when those areas are surveyed.

Water Supply

Currently, there is no potable water supply to the NIA and therefore the provision of scheme water supply is one of the most critical issues impacting on the timing of the subdivision. Water Corporation has advised that an 'interim' supply will be made available from the main being provided into Banksia Grove. As this supply will not be continued through to the eastern end of the NIA via Pinjar Road and Flynn Drive until October 2008, the City/LandCorp will be required to prefund the last section, to expedite the delivery of infrastructure into Neerabup and enable development to commence mid 2007 for Lot creation late 2007 or early 2008.

It is intended that the City and LandCorp will adopt a responsible approach to the design of the subdivision and treatment of landscaping, to minimise water demand. However, given that there is potential that some of the ultimate industries that establish in Neerabup may be significant water users, alternatives to potable water must be considered.

Electricity

Western Power proposes to install 132kVA transmission lines through the NIA. Discussions are underway to address the impact of the transmission lines and ensure that the poles along the Flynn Drive alignment will be at the appropriate levels and alignment to suit future widening works, thereby avoiding rework and the associated cost. Due to the size of the poles and impact on the landscape, this issue is of significant interest to the JV and neighbouring communities/developers.

In view of Western Power time imperatives (cleared and earthworked by Feb 2007), it is essential that where clearing requirements are identified, relevant applications are prioritised and approvals granted expeditiously.

Demand has been expressed for the provision of land for the establishment of gas powered stations to meet peak demand. Two submissions have been received to date, with a requirement for 7-10 hectares each. The provision has been supported by the Office of Energy, however, the provision of up to 20 hectares for the delivery of a proportionately small number of jobs is a poor use of the limited land within the NIA. Alternatives such as the old landfill site provide excellent options.

Road Infrastructure

A fundamental success factor for the NIA is the provision of a suitable transport system. Presently, this area relies heavily on Wanneroo Road, which is recognised as operating at full capacity. There are no direct links to the west and the closest freeway access is via Hodges Drive. It is understood that the Freeway extension to Burns Beach Road is anticipated to be completed by late 2008, however there is no detail on the timing of further extension through to Clarkson and beyond. The Burns Beach Road exit is 7.5 km from the proposed entry to the NIA estate via Wanneroo Road.

Heavy haulage vehicle traffic is generated from extraction activities, together with the existing Laminated Veneer Lumber (LVL) plant. This is likely to increase significantly with the establishment of the Mandarie Regional Council's resource recovery facility, the proposed biomass energy plant and in the event that a brick works is established in the area. This level of traffic generation is ahead of proposed subdivision activities and will only be compounded by traffic requirements of servicing new industries, together with workforce movements and visitors.

RECOMMENDATION:

It is recognised that planning for the growth in the northern corridor is relying on a significant self sufficiency factor for employment generation. The NIA has a substantial role to play, through direct employment and the multiplier effect of indirect job creation. In addition, the NIA has a key economic development role for sustained regional growth.

Whilst the NIA was identified under the MRS in 1994, infrastructure planning has failed to recognise the impending nature of the demand for the establishment of this centre from 2007. In addition, the subsequent introduction of a range of environmental policies and regulations is likely to impose significant constraints on the developable area, which will directly impact on achievement of the key objectives of jobs creation and economic development. Accordingly, recognition of the **strategic and economic importance of the NIA at a State level** is required to foster a whole of Government approach to address the following fundamental issues:

1. Developing a reasonable balance between environmental sustainability and strategic industrial land supply. Ideally, this would be in the form of dispensation from the impact of TEC's and a balanced approach adopted to Bush Forever that recognises sound arguments in respect to the volume and shape of Bush Forever reservations to achieve mutual requirements.
2. Ensuring that relevant approval processes can be expedited to minimise potential delays to development. This is particularly relevant for issuing of clearing permits, which through experience can take months to be assessed. In the first instance, it is essential that clearing permits for the Western Power works in Flynn Drive be expedited.
3. Fast tracking infrastructure planning and construction to facilitate the connection of the NIA to an effective road transport network. This includes bringing forward the extension of the freeway and construction of Neerabup Road to provide a suitable access link to the west and

south. Given this road is to be constructed through the Neerabup National Park, consideration should be given to waiving normal clearing requirements to expedite the process.

4. A proactive approach to the provision of non-potable water supply to Neerabup, including an appropriate legislative framework and funding provisions.
5. Increasing the area of the NIA to meet demand for industrial land in the expanding Northern Corridor (435,000 residents 2058) – allocating low value peripheral Crown Land for electricity generation plants (two submissions for gas peak power stations – combined 15 hectares).

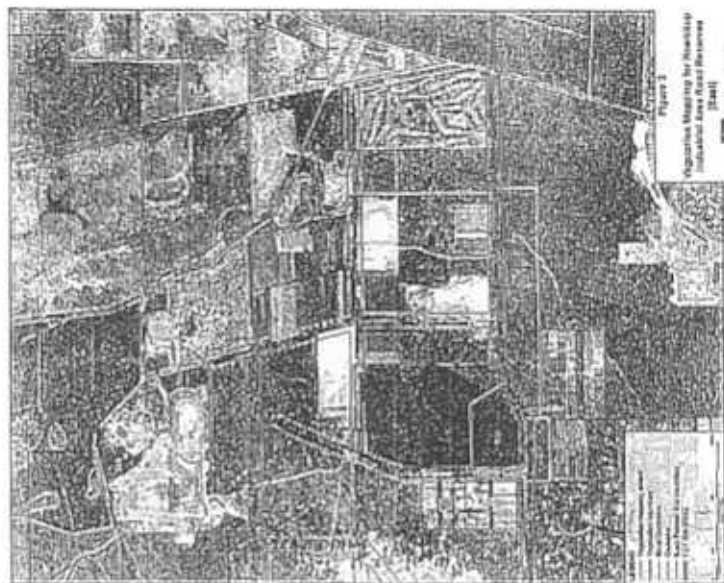
NEERABUP INDUSTRIAL ESTATE



- 1,000 hectares
- 400 hectare LandCorp/CoW first stage joint venture
- Potential to create 24,000 jobs

KEY ISSUES - NEERABUP

- Bush Forever/ Threatened ecological community (35 hectares)
- Critical need for water supply and sewerage
- Need to use recycled water possibly from Beenyup and possibly Alkimos treatment facilities
- Must coordinate development and avoid fragmentation in order to reach employment targets





BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: WANNEROO TOWN CENTRE REVITALISATION PROJECT

ISSUE:

The City and State Government have in place a Partnership to Revitalise the Wanneroo Town Centre.

BACKGROUND:

Initiating Wanneroo Town Centre Redevelopment

In 1996 the City of Wanneroo initiated redevelopment of the town centre. Since then it has spent \$23.0 million on major infrastructure and also approved significant other project development. Notable achievements include:

- Major roadway (Dundebar Rd and Rocca Way) redevelopment;
- Construction of a new civic and administration centre;
- Development of a special needs community playground Stage 1;
- Development of a war memorial in a parkland setting;
- Development of enhanced senior citizen's facilities;
- Construction of St Anthony's church and school; and
- Establishment of a business enterprise centre.

Partnership Agreement

In mid 2005 the State Government entered into a partnership agreement with the City of Wanneroo to advance the revitalisation of the Wanneroo Town Centre as the major cultural and commercial hub of the City, through sustainable economic, social and environmental development.

Under a Memorandum of Understanding the State Government is represented by the Member for Wanneroo, Dianne Guise, MLA and the Deputy Mayor, Sam Salpietro, and senior personnel the City and a wide range of agencies including: Health; Education and Training; Planning and Infrastructure; Culture and the Arts; LandCorp; Main Roads; Environment and Conservation (Sustainability); Sport and Recreation; Community Development; and, Housing and Works. This working party is known as the Technical Advisory Group (TAG).

Key State agency and City of Wanneroo representatives work together to guide and facilitate implementation of substantial infrastructure and services that will not only meet immediate requirements but, also, contribute in the longer term community sustainability.

The State Government has pledged \$8 million over a 4-year period (2005 - 2009) to assist development and implementation of priority initiatives endorsed by the partnership. The Member for

Wanneroo, Dianne Guise, MLA has worked closely with the City to help achieve the objectives in the MOU.

CURRENT SITUATION

A community engagement process on the revitalisation of the Town Centre is drawing to a conclusion. The Visioning TaskForce has endorsed a Vision and Key Themes report and this will be reported to Council on the 31 October 2006. The Technical Advisory Group (TAG) will use this document over the next six (6) months to develop strategies, actions and resource needs. A Broad Based Action Plan (BBAP) will then be presented to Council and the State Government for consideration of resources over the next one to ten years.

This phase will provide the Premier and Mayor an opportunity to make a positive statement about the partnership and the future plans for the Town Centre. It will also provide an opportunity for the Premier/Mayor to re-enforce the involvement/commitment of State Government agencies and the City to the Revitalisation of the Wanneroo Town Centre.

Partnership Priorities

Major initiatives currently being considered or actively progressing under the terms of the MOU, include:

- Addressing critical traffic management issues associated with the 1.2km of Wanneroo Road passing through the town centre (scope unspecified and will be included in the Broad Based Action Plan- State request over 5 years estimated at \$6.6 M);
- Development of a contemporary, integrated Cultural and Learning Centre (\$16.0 M with a State request of \$6.00 M);
- Enhancement of an existing community aquatic and recreation facility (Aquamotion) (\$12.0M with State request \$5.0M);
- Creation of an Inclusive and Accessible playground on Scenic Drive (\$1.127 M);
- Rationalisation of residential and commercial land use within the town centre, including a revised town centre structure plan and introduction of new Local Housing Strategy (LHS)-(\$300,000 with State commitment \$206,000);
- Redevelopment of the Wanneroo Shopping Centre by private developer. Proposed redevelopment estimated at \$41.0M for Stage 1A and 1B;
- Development of the Department of Environment and Conservation site on the Corner of Wanneroo Road and Dundobar Road following the relocation of the Department of Environment and Conservation Depot. (This corner-stone area will be available for private/commercial development);
- Resolving environmental and residential interface issues associated with the Ingham poultry processing plant;
- Enhancement of the Wanneroo Showgrounds; and
- Relocation of Inghams (Landcorp to provide feasibility study by December 2006).

COMMENT

The City has spent \$23.0 million to date and committed \$29.621 M over the next 5 years on Town Centre projects. The State has pledged \$8.0 million and to date has committed to fund the Visioning and Structure Plan Review at \$206,000.

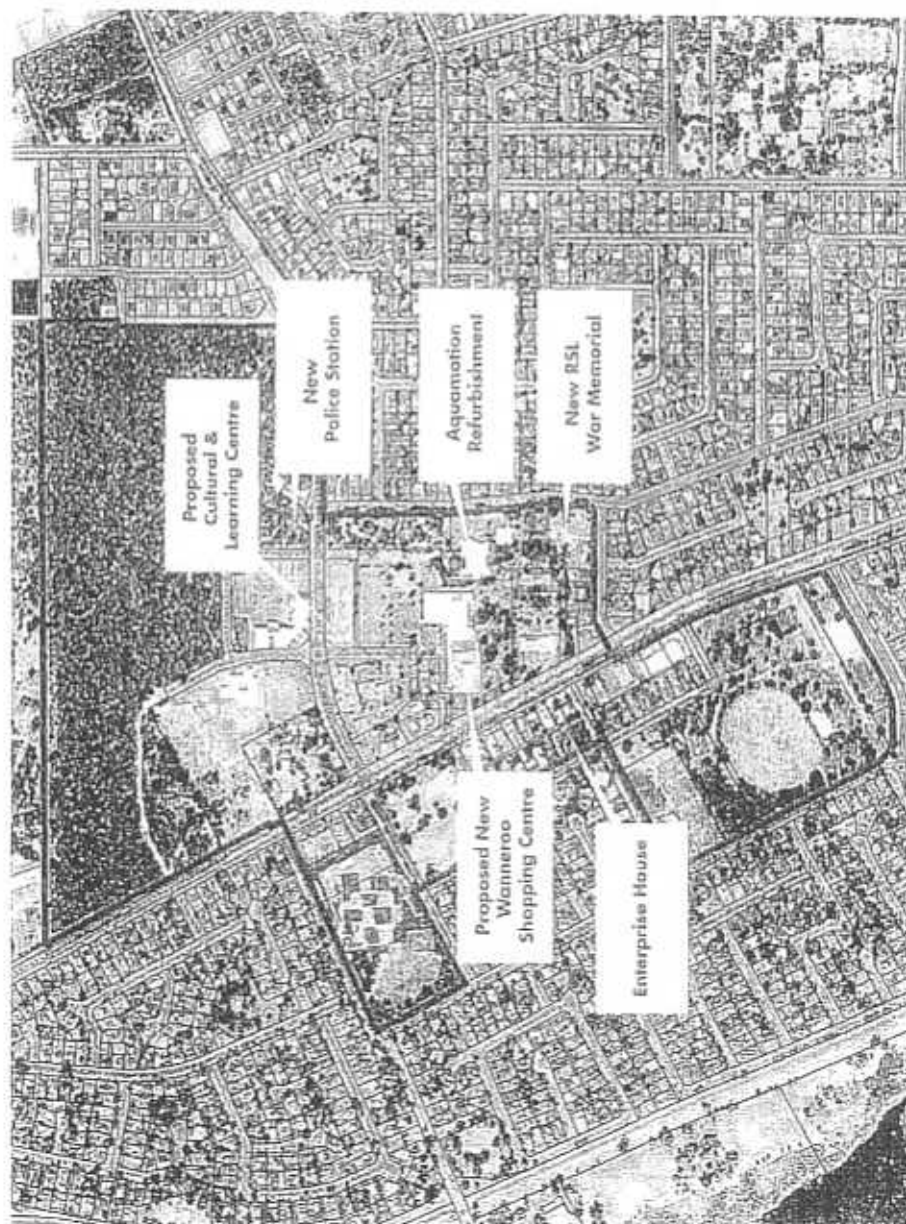
RECOMMENDATION:

That the State supports the additional funding requests made under the partnership agreement for the following projects:

1. The Cultural and Learning Centre (The Library and Regional Museum) – Request \$6.0M; and
2. Aquamotion Recreation Centre Refurbishment-Request \$5.0M.

Note: A business case for each of these projects has been prepared by TAG and is with the State Government.

WANNEROO TOWNSITE





BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: KINGSWAY REGIONAL SPORTING COMPLEX – REDEVELOPMENT PROJECT

ISSUE:

State Government Funding Support for the Kingsway Regional Sporting Complex Redevelopment Project

BACKGROUND:

The Kingsway Regional Sporting Complex (the Complex) provides high-class facilities for over 500,000 senior and junior sports participants and spectators each year from many parts of the metropolitan area. The diversity and size (70 hectares) of the Complex means that it is of state significance, comparable with few other facilities of a similar nature within the State. The Lark Hill development in Rockingham is perhaps the most comparable facility to that of the Complex. This facility currently provides 26 hectares of sporting reserve, with an expected total of some 55 hectares. The Lark Hill development has received State Government support, through WAPC, to the value of \$5 million and it is understood that the City of Rockingham is seeking additional support.

The Complex comprises nine distinct areas and caters for a total of 23 regular organised sporting groups. The sports represented include Cricket, Hockey, Soccer, Australian Football, Little Athletics, Baseball, Softball, Netball, Rugby, Badminton and most of these sports include competition played at an elite or premier league level. The Complex also accommodates an Air Training Corp facility and the Kingsway International Sports Stadium.

In addition to the many individuals that participate in sport and the Clubs that coordinate their activities at the Complex, it has also been the founding ground for many of Western Australia's most successful athletes, who have gone on to represent both Western Australia and Australia throughout the world. These athletes include Kylie Wheeler (Athletics), Stan Lazaridis (soccer) and Michael Hussey (cricket).

The Complex is now over 30 years old and its infrastructure now requires upgrading or replacement in order to meet the ongoing demands being placed on it.

In October 2003 the City of Wanneroo produced the Kingsway Regional Sporting Complex Master Plan, providing a clear vision and direction for the future development of the Complex. The philosophy on which the development of the Master Plan has been based includes:

- Maintaining the regional significance of the Complex and its icon status within the City of Wanneroo and the broader metropolitan area.
- Providing increased passive recreational opportunities and general community use of facilities, whilst maintaining a balance with existing and future active recreation opportunities.

- Supporting the future development of existing sporting clubs.
- Reducing the duplication of infrastructure in the provision of active recreation opportunities.
- Ensuring personal safety, security and equity of access to the facilities at the Complex.

Without the vital work proposed by the Redevelopment Project, the Complex will be unable to cater to the existing demands of sporting clubs and individuals who use the Complex for their sporting and leisure pursuits.

CURRENT SITUATION

A six stage, seven year implementation program for the redevelopment and upgrade of the Complex was endorsed by Council in June 2005. By way of summary, the staging of the works is as follows:

Stage	Summary of Outcome
Stage 1	Design documentation and staging plan
Stage 2	Critical skeleton infrastructure (power, reticulation, sewer, irrigation lakes etc)
Stage 3	General road works and upgrades to cricket and hockey, football and little athletics areas.
Stage 4	Upgrades to Soccer and Rugby areas (north)
Stage 5	Upgrades to Soccer and Rugby areas (south) and development of recreational paths to ¼ of the Complex.
Stage 6	Recreational path completion, baseball and netball facility upgrades.
	Defects liability stage.

On this basis a total commitment of \$22.94m is needed to undertake the infrastructure redevelopment works at the Complex. This commitment, coming at the same time as increased demands for infrastructure in growth areas such as the North Metropolitan corridor and East Wanneroo, places an enormous burden on the City of Wanneroo.

Over 85% of participants in some sports at Kingsway are resident in other local government areas. Whilst the City of Wanneroo is happy to support regional initiatives, the burden of maintaining this vital regional amenity impacts on amenities in other areas within the City of Wanneroo.

Although applications have been made to the State Government for funding assistance with these works, to date, only minor grants have been made in support of one new soccer ground. This is largely because the regional nature of the project falls in between the highly competitive CSRFF program and the funding available to State Sporting Facilities. The City of Wanneroo is aware that the Department of Sport and Recreation is sympathetic to the requirements of regional facilities such as the Kingsway Regional Sporting Complex, but is currently unable to assist.

The growth in childhood obesity is a major concern to both the City of Wanneroo and the State Government. Currently the City hosts regular Junior Multi Sport programs at the Complex, as a part of the Get Active Wanneroo 10,000 programme, to encourage junior participation in sport, in addition to the significant level of junior sporting participation that currently occurs. However, as amenities at the Complex attract young people from Joondalup, Stirling, Swan and Bayswater amongst other municipalities, the City has had to develop a policy to charge non resident juniors participating at Wanneroo venues.

COMMENT/RECOMMENDATION:

Regional facilities such as the Kingsway Regional Sporting Complex are vital to the continued participation in physical activity by a range of residents both young and old. However, the City of Wanneroo is unable to sustain this level of provision without assistance. Recognition of the importance and value of regional facilities is strongly supported by the City of Wanneroo and recommended to the State Government.

The City of Wanneroo is actively seeking a funding contribution by the State Government on a 50:50 basis for the redevelopment works associated with the redevelopment of the Kingsway Regional Sporting Complex. This level of relief for vital regional sporting facilities would enable the City of Wanneroo to review its policy of charging non resident juniors playing at this and other venues within the City of Wanneroo.

On the basis of State Government contributing to the re-development project on a 50:50 basis, the City of Wanneroo would then encourage the development of a joint Project Working Group to oversee the implementation of the Kingsway Regional Sporting Complex Re-development Project.

File Reference: PR18/0001V02

Kingsway Regional Sporting Complex – Location Plan





BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: GIRRAWHEEN/KOONDOOLA REVITALISATION PROJECT – STAGE 1

ISSUE:

To revitalise the Girrawheen and Koondoola area, involving an overall improvement in the social, economic and environmental (including built) characteristics of that area.

DETAIL:

It is proposed to generally model this project upon a similar project being undertaken by the Maddington Kenwick Sustainable Communities Partnership (MKSCP) for the Maddington and Kenwick areas in the City of Gosnells. This is considered an appropriate model to use given the apparent general similarity of the communities involved, and the comprehensive and logical approach apparent in the documentation available on the project. (This model has also been largely adopted for the Wanneroo Town Centre Revitalisation Project).

The basic steps involved under this model are as follows:-

1. Enter into a partnership agreement with the State Government

To commence the process, a forum would be held between representatives of the City and key government agencies.

The aim of the forum would be to obtain consensus on the need for the project and the preparation of a partnership agreement.

The achieving of the project objective will require a whole-of-government approach and the partnership agreement should facilitate this. The objectives of the project would likely to be articulated in more detail in the preparation of the partnership agreement by the agency representatives involved.

2. Establish a community engagement network

Effective community engagement from an early point in the project will be essential to success of the project.

The form of this network can be determined as part of the engagement process. (In the case of the MKSCP, a 'Community Leadership Network' has been formed which is structured around two groups, one being a 'Core Group' of approximately 20 community members, and another being

'The Friends of Maddington Kenwick' which is a continually growing group of community members who support the Core Group).

3. Apply 'Oregon Model'

The MKSCP has applied what is now commonly referred to as the 'Oregon Model', and this approach has also been used in various other strategic planning studies undertaken in Perth, including the Vincent 2000 project which has received various awards.

The approach essentially involves steps which answer the following questions:

- a) Where are we now?
- b) Where are we heading?
- c) Where do we want to be? and
- d) How are we going to get there?

A notable feature of the MKSCP project is that a reasonably dynamic and evolutionary approach is required. That is, rather than a project plan being proposed and then rigidly adhered to, flexibility is required so that the plan can be modified in light of what is learnt along the way, and actions taken which make most sense in terms of what is known at the time.

Review of Community Facility and Service Requirements for Southern Localities Between Beach Road and Gnangara Road

This aspect of the project would allow both the State Government and the City of Wanneroo to review the provision of facilities and services to the area and involves:

1. An audit of current community facility and service provision as part of the 'Where are we now?'/community profile step.
2. Determining the nature of the future community sought and the nature of community service provision sought, in general terms, as part of the visioning step.
3. Determining specific details of community facility and service requirements as part of the action plan preparation step.

Alignment with City and State Strategies

The Girrawheen-Koondoola Revitalisation Project is strongly aligned to the strategies of the City and State government strategies.

The City of Wanneroo's Local Housing Strategy specifically included a requirement that "a local consultation program be undertaken with the communities of Girrawheen and Koondoola to continue to gauge the level of community support for the possible increasing of housing choice (including R coding) for those areas to enable further opportunities for redevelopment, revitalisation and improvement in those areas". For several years now, there has been a high level of interest shown by local residents and other landowners in this area in respect to the possibility of increasing of R Coding in this area (in

a similar manner as has occurred in areas to the south such as Balga, Westminster and Nollamara) as this would provide opportunities for more intense subdivision and residential development of the area.

In respect to the State Government, the project would link very well with the Network City Strategy including the provision for local dialogues relating to the potential for urban consolidation. It could also provide further emphasis for the State government's New North project being coordinated by the Department of Housing and Works.

Demonstration Projects

It is critical that the revitalisation of Girrawheen and Koondoola be initiated through a process of demonstration projects showing the positive outcomes and opportunities of urban consolidation. The City is currently engaged with the State Government on the first demonstration project involving the Koondoola Plaza (subject to a separate briefing note). A second and more expansive demonstration project is being considered involving the redevelopment of the Summerfield shopping centre in Girrawheen. This project could also involve the redevelopment of Council's aging Library and community facilities adjacent to the shopping centre.

CURRENT SITUATION

The City's Smart Growth Steering committee considered a report on the Girrawheen-Koondoola Revitalisation Project at its meeting of 21 November 2006. Support for the project was given, subject to formal endorsement by Council. The Committee also noted the intention to progress consideration of the project through the North West Corridor Coordinating Committee. It is also intended that the local Members of Parliament be briefed on the proposal and provide their input, prior to any formal decision made by Council to progress with the initiative.

RECOMMENDATION

That the North West Corridor Coordinating Committee considers the potential benefits provided by the Girrawheen-Koondoola Revitalisation Project and advises the State Government of the extent of its support for the development of a Partnership Agreement between the City of Wanneroo and the State Government.



BRIEFING NOTE NORTH WEST CORRIDOR COORDINATING COMMITTEE

SUBJECT: KOONDoola NEIGHBOURHOOD CENTRE REVITALISATION PROJECT

ISSUE:

A need for maintenance of State Government support for a project aiming to revitalise the Koondoola Neighbourhood Centre.

BACKGROUND:

The Koondoola Neighbourhood Centre is located on the corner of Koondoola Ave and Burbridge Ave, in Koondoola. The site comprises four landholdings:

- Lot 252: owned by eight strata owners and used for the Koondoola Plaza Shopping Centre and a church;
- Lot 250: owned by the City of Wanneroo and used for a community hall and a kindergarten/child health facility;
- Lot 251: owned by Mallow Investment Pty Ltd and Carjonholdings Pty Ltd and used for the Burbridge Tavern;
- Lot 253: owned by A & B Naidu and used for a service station.

The Centre currently, generally, provides a poor level of service and amenity to the local community and experiences considerable anti-social behaviour. Part of the City landholding is vacant and a review has found that the community hall is not required and could be demolished. The future of the kindergarten/child health facility is currently being reviewed. In short, the City landholding can be better utilised to benefit the community. The revitalisation project is therefore essentially a joint project aimed at raising the level of amenity and service provided by the whole site, and enabling better value to be achieved from the City landholding.

In November 2004, the City of Wanneroo and the Koondoola Plaza strata owners entered into a Memorandum of Understanding (MOU), confirming their agreement to undertaking the joint project.

Hames Sharley consultants were subsequently engaged by the City (with part funding from the strata owners) to prepare a concept plan (with supporting financial analysis) for the project.

In January 2005, the State Government announced a commitment of \$1 million contribution toward this project, together with an immediate additional \$50,000 to assist in the planning and consultation work involved.

In June 2006, following considerable consultation with the strata owners, Council considered a progress report on the project. This reviewed the various options, which had been considered for the

site, ranging from a "refurbishment option" which retained most of the existing shopping centre buildings, through to "redevelopment" and "relocation" options which involved more substantial changes to the existing centre.

In the end, the critical factor was that any change proposed to the Koondoola Plaza site could only occur if there was unanimous support to such change from all eight strata owners. The positions held by several of the strata owners has meant that the only achievable option has been the "refurbishment" option, and Council's June 2006 resolution was to approve-in-principle this option, subject to a new site being provided for the Romanian Orthodox Church, which currently occupies a small building at the rear of Koondoola Plaza and which would be demolished under this option.

CURRENT SITUATION

Following Council's June 2006 resolution, a draft modified concept plan was prepared including the northern part of the site for 31 residential lots. This draft Plan has recently been the subject of more detailed technical assessment to ensure that no detailed design problems are raised at subsequent development/subdivision stages.

In the meantime, Churches of Christ WA (COCWA) has expressed an interest to the City in the development on the northern part of this site of a three-storey residential care facility, providing 160 beds (50:50 split between high and low care); and 30 apartments for either sale or rental (COCWA is currently having discussions with Homeswest on this matter).

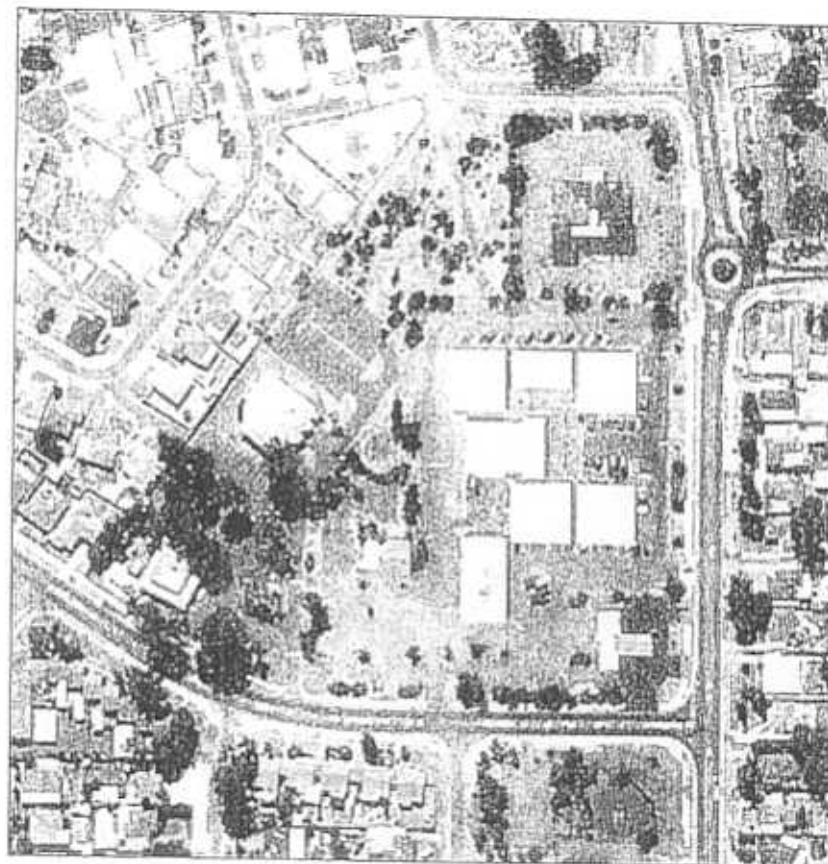
The City's Smart Growth Steering Committee considered a report on this matter at its meeting of 21 November 2006. The report described the benefits the COCWA proposal could provide to not only this centre revitalisation project, but also to the broader community through providing much needed affordable aged persons housing. The Committee noted the intention to progress consideration of the COCWA proposal, and to refer this revitalisation project to the North West Corridor Coordinating Committee for consideration.

COMMENT/RECOMMENDATION:

That the North West Corridor Coordinating Committee notes the potential benefits to be provided by the Koondoola Neighbourhood Centre Revitalisation Project, and advises the State Government of the need to maintain its funding commitment to ensure the successful implementation of this project.

File Reference: S24/0023V01

KOONDOOLA PLAZA REVITALISATION PROJECT



- Joint project with State Government and shopping centre owners
- Refurbishment of shops (exteriors and interiors) and public domain areas
- 31 new housing lots or Churches of Christ residential care facility for 200 residents
- Application of Crime Prevention Through Environmental Design (CPTED) principles

4.3 Approval of Dates for Committee Meetings

File Ref: S02/0086V01
Responsible Officer: Charles Johnson
Disclosure of Interest: Nil

Cr Gray asked if the dates were arbitrary as they are not consistent and conflicted with other appointments in her calendar and suggested meetings be held on the third Monday of each month.

Mr Johnson advised the dates were selected in accordance with current Council commitments of both Cities although it was up to the Committee if changes were required.

Mayor Kelly suggested that Cr Gray send a suggested schedule to Mr Johnson to be circulated to the Committee members and referred back to the Committee for endorsement at its next meeting.

Moved Cr Steffens, Seconded Mayor Pickard

That the Joint Cities of Wanneroo & Joondalup North West Corridor Coordinating Committee ADOPT the following meeting schedule for 2007:

Committee meeting date	Venue of meeting
Monday 26 March 2007	Joondalup
Monday 14 May 2007	Wanneroo
Monday 16 July 2007	Joondalup
Monday 10 September 2007	Wanneroo
Monday 12 November 2007	Joondalup

Amendment

Moved Cr Steffens, Seconded Mayor Pickard

That the Joint Cities of Wanneroo & Joondalup North West Corridor Coordinating Committee amend the meeting schedule for 2007 circulate to members and REFERRED back to the Committee for adoption as its next meeting.

Committee meeting date	Venue of meeting
Monday 26 March 2007	Joondalup
Monday 14 May 2007	Wanneroo

Monday 16 July 2007	Joondalup
Monday 10 September 2007	Wanneroo
Monday 12 November 2007	Joondalup

Item 5 General Business

Nil

Item 6 Date of Next Meeting

The next Ordinary Cities of Wanneroo & Joondalup North West Corridor Coordinating Committee Meeting will be on TBA at the City of Joondalup.

Item 7 Closure

There being no further business, the Chairman closed the meeting at 7.07pm