

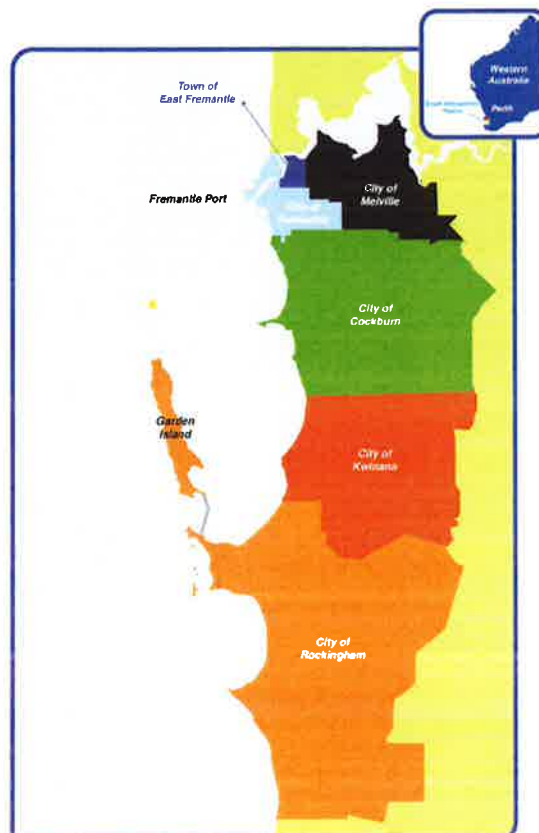
Infrastructure Policy Unit  
Department of the Premier and Cabinet  
Locked Bag 3001  
WEST PERTH WA 6872

### Submission on Infrastructure WA

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC) comprising the Cities of Cockburn, Fremantle, Kwinana, Melville, and Rockingham and the Town of East Fremantle. The South West Group is managed by a Board consisting of the Mayors and CEOs of its member Local Governments.

The South West Group's vision is for the "South West Metropolitan Region – the economic gateway to the west". The South West Group will collaborate to maximise the quality of life within the region by influencing and informing future planning and infrastructure delivery.

The region occupies about 12% (619 square kilometres) of the Perth Metropolitan Area, has a gross regional product of \$25.5 billion, population of 419,116 and over 31,577 local businesses.



The region contains the State's only major container port, premier heavy industrial area at Kwinana and is centrally located in terms of trade movements, national freight routes and an extensive logistics and supply chain network. As well as North and South Quays in Fremantle Harbour, other major infrastructure includes the Australian Marine Complex (AMC) in Henderson, Jandakot City, Jandakot Airport, Fremantle Outer Harbour Jetty and Terminal in Kwinana and HMAS Stirling at Garden Island. Many of these assets make up the Western Trade Coast.

Major roads and rail infrastructure corridors traverse through the region carrying significant numbers of passenger, light commercial and heavy vehicles as well as having busy passenger and freight rail lines.

The State's largest hospital is located at Murdoch which is also the busiest rail station outside of the Perth CBD.

The region represents over 20% of the population of Greater Perth and is expected to reach a population of over 600,000 by 2036.

The local governments comprising the South West Group (SWG) undertake detailed long term planning as part of good governance. With Forecast ID they have made estimates of long term population and dwelling growth to guide this planning. Development rate and location is greatly influenced by State Government Infrastructure investment and the SWG welcomes an open and transparent process for State Infrastructure planning.

The SWG have also been working on criteria for projects to be prioritised by industry and the community. The SWG are happy to provide these to Premier and Cabinet to support an open and transparent evidence based approach to prioritising infrastructure.

Future decisions on Westport, Latitude 32, light rail, new passenger rail stations, enhancing freight rail, grade separations, water treatment, waste water treatment, power generation and energy will all shape the growth and prosperity of the region.

Local governments have a key role to play in planning of future infrastructure to link with community aspirations and land use planning. Local governments should be represented on the board of Infrastructure WA (IWA) and on relevant working groups. The local government representative on the Board should ideally be a CEO from a large growth council. Local governments should be regarded as key stakeholders in both consultation and provision of advice.

The SWG notes the improved relationship with Infrastructure Australia and sees the establishment of IWA as strengthening this relationship.

The SWG supports IWA being a statutory body.

The proposal sets a threshold of \$100 million for project evaluation as well as proving for consideration of high risk projects. This threshold is supported for project evaluation.

A different approach should be used for project planning.

Long term infrastructure planning should include transformational infrastructure independent of its value.

Transformational Infrastructure is regarded as any Infrastructure that will promote significant economic growth, development, local content, investment and population growth. For example enhancing common user facilities at the Australian Marine Complex May cost less than \$100 million but would be regarded as transformational. Long term planning should also include projects with particularly high Benefit Cost Ratios.

Consulting local government, considering industry and community feedback, developing infrastructure plans then publishing them will greatly enhance overall infrastructure delivery as well as providing the opportunity for bipartisan support. This process needs to be effectively supported to be successful.

It is understood that the Infrastructure Coordinating Committee (ICC) has a separate role to play within government but there will be some overlap with IWA. IWA should be requested to recommend a model for future ICC operation and what linkages there should be between the two bodies.

It is noted that legislation to form IWA will take around 12 months. Preparatory work should commence on both the mid-term and long term needs of the State and compilation of agency 10 year plans. The planning horizon for the long term plan should be set at 2040 with the mid-term plan being 2030.

IWA activities should be resourced in the 2018 State Budget to provide for this preparatory work undertaken by Premier and Cabinet with agency support.

Yours sincerely



**Chris Fitzhardinge**  
**A/Director South West Group**