



**PROPOSAL FOR
GOVERNMENT INVESTMENT
& PARTNERSHIPS**

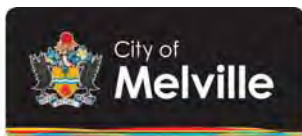


SOUTH WEST GROUP

The South West Group is a Voluntary Regional Organisation of Councils (VROC) established in 1983 and comprising six member Councils in the South West Metropolitan Region including City of Cockburn, Town of East Fremantle, City of Fremantle, City of Kwinana, City of Melville and City of Rockingham.

The South West Group partners and collaborates with State and Federal Government, industry, business and community on activities that benefit and facilitate further economic development in the South West Metropolitan Region.

The Vision for the South West Metropolitan Region is to be the "Economic Gateway to the West."



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ONE.

WA'S ECONOMIC ENGINE

Perth's South West Metropolitan Region is Western Australia's gateway to the dynamic Indo-Pacific Region. The Region's world-leading industries and expertise, abundance of 'clean and green' commodities, world-class liveability and its proximity to Asia are all reasons why the Region should be the State's economic engine for generations to come.

The Region's major industries service the state's globally significant mining, petroleum and agricultural sectors, and Australia's largest naval base, HMAS Stirling. The Region has advanced capabilities in: Advanced Manufacturing and Defence; Agribusiness and Food; International Education; International Health; Resources and Energy; and Tourism.

It is also home to the 'Western Trade Coast' that includes the Kwinana Strategic Industrial Area, Australian Marine Complex, Rockingham Industrial Zone, and Latitude 32. It is also home to major industrial precincts and emerging clusters of expertise that complement a range of growing markets in Australia and the wider Indo-Pacific Region.



Furthermore, with a population of circa 460,000 in 2019, expected to grow to almost 625,000 by 2036, the Region is ideally positioned to develop as the economic, cultural and environmental powerhouse of Western Australia.

However, the Region requires fresh public investment and renewed coordination to realise this vision.

This prospectus outlines how to achieve this vision via strategic coordination at all levels of Government. It has been prepared by the South West Group, comprised of the Town of East Fremantle and the Cities of Cockburn, Kwinana, Fremantle, Melville, and Rockingham. It is structured into three key themes: Movement; Industry and Logistics; and Jobs and Innovation.

The Group is seeking to work with all levels of Government, the private sector, academia and the community over several years to deliver a shared and sustainable vision for the Region.

This prospectus especially serves as an open invitation to State and Federal Governments to work with the Group to unlock the economic and lifestyle potential of the Region.

TWO.

SOUTH WEST REGION

Context map

Town of East Fremantle

City of Fremantle

City of Melville

City of Cockburn

City of Kwinana

City of Rockingham



TWO.
THE REGION
Major Assets



TWO.

THE REGION

Major activity centres

Perth is home to over three-quarters of Western Australia's population of 2.6 million people, of which 461,150 people live in Perth's South West Metropolitan Region.

The region's network of major activity centres, industrial precincts and strategic infrastructure underpin the state's world-class liveability and productivity.

Town of East Fremantle

City of Fremantle

City of Melville

City of Cockburn

Garden Island

City of Kwinana

City of Rockingham

Activity centres



Strategic Metropolitan Centres

- 1 - Fremantle
- 2 - Rockingham



Secondary Centres

- 3 - Booragoon
- 4 - Cockburn Central
- 5 - Kwinana



Specialised Centres

- 6 - Murdoch

Industrial Precincts

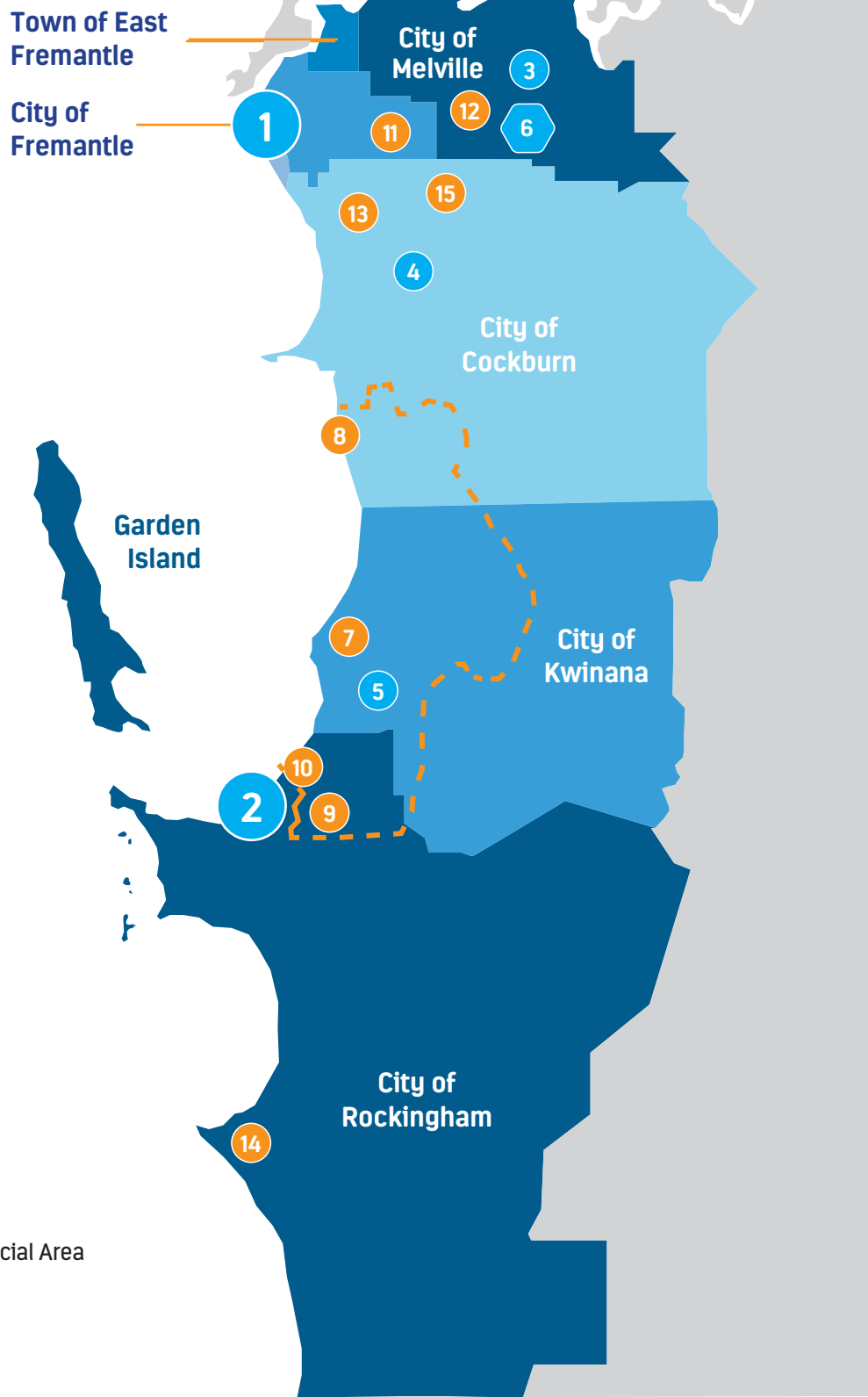


Western Trade Coast

- 7 - Kwinana Industrial Area
- 8 - Australian Marine Complex
- 9 - Rockingham Industry Zone
- 10 - Latitude 32



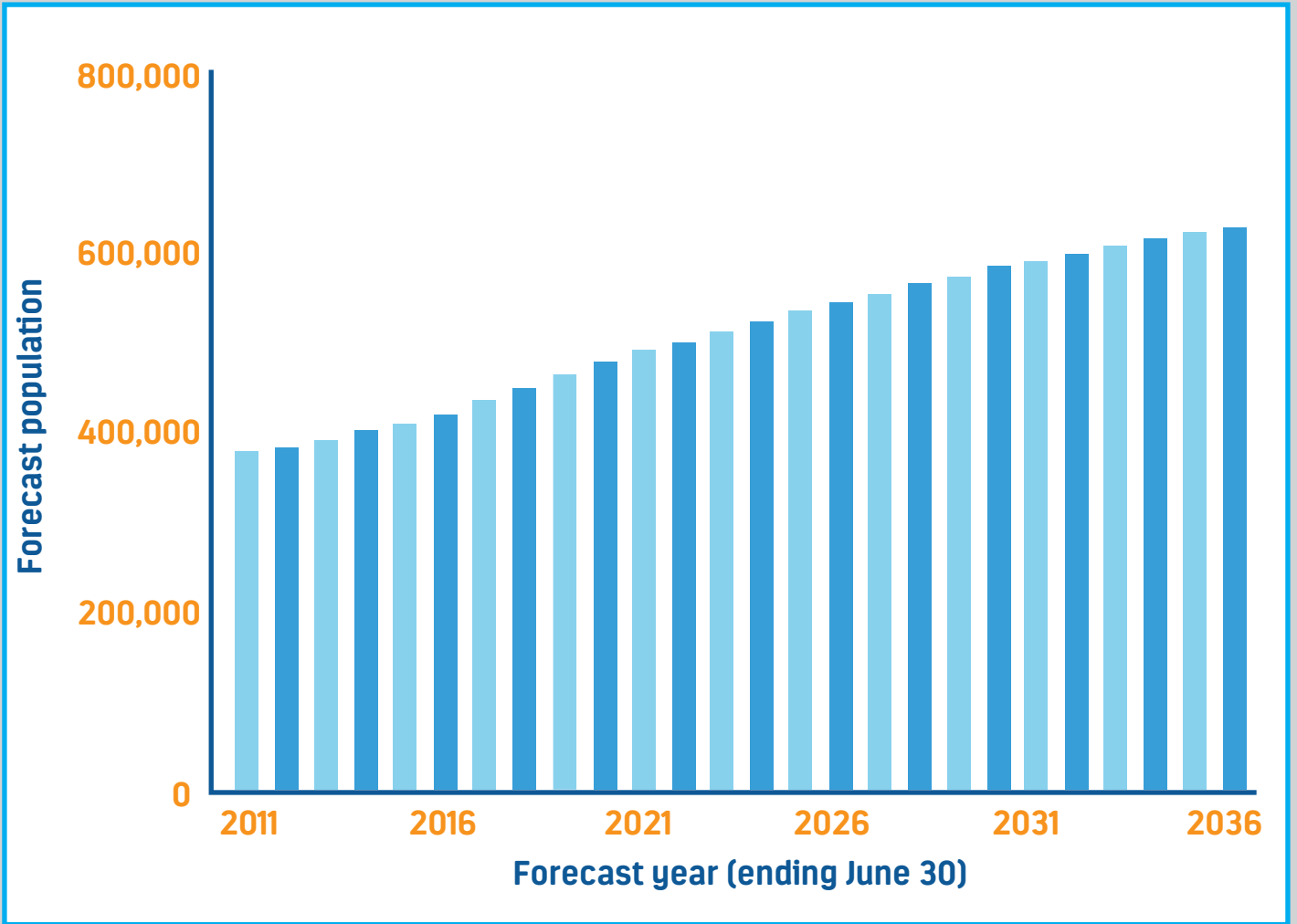
- 11 - Bibra Lake Industrial Area
- 12 - Myaree Mixed Business Zone
- 13 - O'Connor Industrial and Commercial Area
- 14 - Port Kennedy Business Park
- 15 - Jandakot City



TWO.

THE REGION

Population forecast



Population 2019

461,150

forecast.id

Population 2036

625,562

forecast.id

Change 2019-36

35.65%

forecast.id

CHANGE TO 2036

35.65%



TWO.

COMPETITIVE ADVANTAGES



FREIGHT
GATEWAY TO
WA VIA ROAD
RAIL AND SEA



COVERS MORE
THAN 620
SQUARE
KILOMETRES



HIGHLY EDUCATED
WORKFORCE WITH
SPECIALISED SKILLS
AND KNOWLEDGE



GROWING TO
OVER 625,000
PEOPLE BY
2036



HOME OF WA'S
DEFENCE INDUSTRY
AND EMERGING
DEFENCEWEST
PROGRAM



WORLD-CLASS
INNOVATION
PRECINCT AT AMC



GROSS
REGIONAL
PRODUCT OF
\$28.6 BILLION



GATEWAY TO ICONIC
TOURISM DESTINATIONS
E.G. ROTTNEST, PENGUIN
ISLAND AND PEEL
HARVEY ESTUARY



SIGNIFICANT
UNDEVELOPED
INDUSTRIAL LAND



220,000
WORKERS



WORLD-CLASS
EDUCATION AND
HEALTH PRECINCT



SAME TIME ZONE AS
MOST OF ASIA



TWO.

FUTURE CHALLENGES

Challenges



PROTECTION OF ENVIRONMENTAL ASSETS AMONGST RAPID GROWTH

Environmental assets include Cockburn Sound, Rottnest Island, the Swan River and Beelihar Wetlands. These assets require ongoing protection from continual urban development and population growth.



UNDERPERFORMING TOURISM INDUSTRY

Tourism visitation at major centres and attractions is not keeping pace with other Australian and global centres.



UNDERPERFORMING INTERNATIONAL STUDENT MARKET

WA and the Region are not attracting its share of international students compared with other Australian Cities and Regions.



ECONOMIC DIVERSIFICATION

The Region, like the State, needs to work to diversify its economic base and support development of new, sustainable industries.



POOR PUBLIC TRANSPORT INFRASTRUCTURE

Public transport coverage is patchy and does not adequately support worker mobility, accessibility of employment centres or greater density.'



HIGH UNEMPLOYMENT

The Region suffers from consistently higher unemployment rates compared with the greater Perth metropolitan area.



INCREASING CONGESTION

Existing Activity Centres within Region are not well-connected by public transport and vehicle congestion is an increasing problem, especially along Kwinana Freeway.



NEED FOR SELF-CONTAINMENT, LOCAL JOBS

Low employment self-containment (53%) in the Region is representative of a misalignment between available jobs and resident skillsets. Continual population growth without development of local jobs will exacerbate this issue.

TWO.

FUTURE OPPORTUNITIES

Opportunities



IMPROVED N-S AND E-W CONNECTIONS HAVE BENEFITS FOR WIDER PERTH

Kwinana Freeway, Roe Highway and Tonkin Highway provide important connections for the greater Perth metropolitan region. Kwinana Freeway is the main gateway to the Peel region and the South-West of WA, both being highly valued tourism regions for the State.



ENVIRONMENT AS AN ASSET THAT SUPPORTS TOURISM INDUSTRY

Environmental assets within the Region are not well promoted as tourist destinations. Visitors to Perth and Fremantle should be made aware of the premier natural environments that lie in the SW Group Region, just half an hour's drive away.



GROWTH INDUSTRIES IN TOURISM, DEFENCE, HEALTH

The Region is home to tourism, defence, education, new energy material, and health industries (to name a few), but fails to provide human resources for these industries from within the Region. Resident worker skillsets and available jobs in these industries should be better aligned.



EXPLORE OPPORTUNITIES IN SPACE, R&D AND INNOVATION INDUSTRIES

The Region seeks to attract opportunities in new and developing industries through collaboration with education establishments such as Murdoch University and utilising the extensive R&D capabilities within the global firms located within the Region.



AGRICULTURE TECHNOLOGY AND FOOD AND BEVERAGE RESEARCH AND PRODUCTION

Opportunities to leverage the Region's strategic location, world-class innovation capabilities and availability of 'clean and green' agricultural produce to undertake high-value food processing for a wide range of export markets and develop and manufacture agricultural technology.



INTERNATIONAL EDUCATION AND TRAINING

These world-class universities and training institutions offer a range of courses and are keen to partner with industry to undertake game-changing research and development.



STUDENT ACCOMMODATION

Opportunities to meet growing demand for student housing, driven by an expanding intake of international students wanting to live, learn and launch their careers in a vibrant urban centre with diverse employment opportunities.



NEW ENERGY MATERIALS AND BATTERY MANUFACTURE

Opportunity to capture a share of increasing global demand for new energy materials by capitalising on the state's position as a major producer of new energy materials and establishing a battery technology development and manufacturing industry.

// Productive & liveable cities that encourage innovation, support growth and create jobs //

Australian Government,
Department of Infrastructure,
Regional Development and Cities

TWO.

VISION 2050

Regional prosperity

The Region has significant economic assets and diverse industries, providing a strong base for economic diversification and the development of export-oriented industries.

The Region also has strong community and cultural infrastructure that can support the growing residential population, all the while protecting and enhancing its natural assets such as the Cockburn Sound, Rottnest Island, Swan River and Beeliar Wetlands.

Within the Region, opportunities exists to:

- Strengthen the Region's role as WA's economic engine
- Diversify WA's economic base by supporting the development of knowledge-intensive export-oriented industries
- Use land and transport infrastructure as a facilitator of community, development and opportunity by integrating transport and land use outcomes to create great places
- Further invest in public transport to enhance liveability, attract talent, and ensure people can easily access employment hubs
- Connect communities, enable the delivery of diverse housing options and encourage the development of local job creation and improved employment self-containment
- Connect and improve the transport routes, opening up new opportunities for longer term developments around the future stations

Through identifying comprehensive economic infrastructure projects as outlined in this document, there is a compelling opportunity to partner with the State and Federal Government to meet key objectives, create a platform for private sector investment attraction, and ensure the Region succeeds as a whole.

THREE.

KEY THEMES

In April 2016, the Australian Government developed the Smart Cities Plan; a framework to guide development of Australian's cities. City Deals is the key mechanism of the Smart Cities Plan. City Deals are partnerships between Local, State and Federal Government, and communities, to achieve better outcomes for cities.

This prospectus follows the City Deals framework, although is not bound to it. It articulates the strategic benefit of the various projects whilst outlining the ask of Government, irrespective of the funding source.

The South West Group is committed to engaging with all tiers of Government to identify appropriate support for the progression of the initiatives outlined within the following sections.



MOVEMENT



Fremantle to Cockburn Transit Link
Rockingham Transit Link
Fremantle to Murdoch Transit Link
Canning Bridge Activity Centre Redevelopment



INDUSTRY & LOGISTICS

Western Trade Coast
Redevelopment of Victoria Quay
Kwinana Freeway & Tonkin Highway Upgrades



JOBS & INNOVATION

Investment Attraction Plan
South West Region Tourist Network
South West Smart Region Initiatives

THREE.

MOVEMENT

This theme is about utilising land and transport infrastructure as the facilitator to accelerate development.

- Alignment and integration of land uses, infrastructure and transport will provide choice for patrons apart from the private car
- It will achieve infill housing and density targets and provide greater housing choice
- It will lead to improved design of urban centres, corridors and stations
- Connected community centres that are universally accessible and provide a range of housing, jobs and services
- Move people to where they want to go, as quickly as possible
- Optimise Perth's existing public transport network
- Encourage walking and cycling to access the public transport network
- Facilitate strong east-west connections
- Improved recreation access to the river
- Improving transport links in the SW region has close alignment with Perth & Peel @3.5 million, will improve density, and enable more efficient use of public and social infrastructure

// **Using land and transport infrastructure as a facilitator of community, development & opportunity** //



THREE.

MOVEMENT

- Land as a facilitator of community, development and opportunity
- Designing stations that integrate with the communities they serve, and connecting new activity centres
- Better access and use of community and social infrastructure to enhance the health and wellbeing of the community
- A network of connected activity centres that deliver employment, entertainment and higher density lifestyle choices
- Strategic alignment with State Planning Strategy Perth and Peel @3.5 million
- Movement and access: efficient and effective regional movement network for people and freight that is integrated with land uses, links key economic and employment opportunities
- Balanced urban consolidation and urban growth opportunities facilitating housing choices by the strategic use of high value land, including links to programs like Keystart
- Economy and employment: increase the number of people who live and work in the region
- Leverages existing service infrastructure ensures timely, efficient and cost-effective delivery to infill areas
- Integrating transport and land use outcomes to create places where people can live and work

THREE.

MOVEMENT

Enabling projects



Fremantle to Cockburn Transit Link

Brief Description

15.5km

Heavy rail transit link from Cockburn Central to Fremantle.

Key train stations: Fremantle, Cockburn Coast, Cockburn Central.

Est. Cost during construction

\$542M

Benefits

Supported by METRONET; closes the loop -Thornlie to Cockburn line; additional visitors and workers between Cockburn and Fremantle

Risks and Issues

Freight rail integration; encroachment of housing; station locations

Economic Outcomes during construction

GDP: \$1.16B
Jobs: 2,153

Estimated Short Term Ask (<3 years)

Route definition, demand modelling and value uplift
\$2M

IA business case
\$1.5M

Subtotal:

\$3.5M

Fremantle to Murdoch Transit Link

Brief Description

12.5km

Transit link via South Street with various stations.

Est. Cost during construction

\$937.5M

Benefits

Supported by METRONET; Additional visitors to Fremantle; infill opportunities around stations

Risks and Issues

Patronage modelling; feasibility based on operating expense; topography issues

Economic Outcomes during construction

GDP: \$1.94b
Jobs: 3,775

Estimated Short Term Ask (<3 years)

Route definition, demand modelling and value uplift
\$1M

IA business case
\$1M

Subtotal:

\$2M

Rockingham Transit Link

Brief Description

5.5km

Transit link in accordance with Rockingham Strategic Activity Centre Plan

Connecting the Rockingham Foreshore with the Rockingham Train Station.

Est. Cost during construction

\$412.5M

Benefits

Transport linkages; urban regeneration; congestion management

Risks and Issues

Patronage modelling; feasibility based on operating expense

Economic Outcomes during construction

GDP: \$881.6m
Jobs: 1,830

Estimated Short Term Ask (<3 years)

Route definition, demand modelling and value uplift
\$750K

IA business case
\$500K

Subtotal:

\$1.25M

Canning Bridge Activity Centre Redevelopment

Brief Description

Located at intersection of Kwinana Freeway and Canning Bridge. Provides the opportunity for an integrated transport interchange involving rail and bus services.

Est. Cost during construction

\$200M

Benefits

Reduced travel time and congestion; increased public transport use; Canning Bridge area vibrancy

Risks and Issues

Managing population growth; meeting infill targets

Economic Outcomes during construction

GDP: \$422m
Jobs: 855

Estimated Short Term Ask (<3 years)

Business case
\$300K

High speed bus along Canning Hwy
\$N/A

Subtotal:

\$300K

THREE.

INDUSTRY & LOGISTICS

Enabling projects

- Reduce congestion and optimise value chain movements through our state
- Provide new job opportunities in new industries
- Integrate infrastructure and transport planning to ensure efficient access to these jobs with minimal impact on residents
- Increase land values at Fremantle
- Increase amenity for Fremantle residents and visitors
- Protect coastal infrastructure and environment



Western Trade Coast

Brief Description

Upgrade and develop contemporary port facilities

Develop Intermodal Terminal

Develop Anketell and Rowley Roads

Fremantle to Rockingham Controlled Access Highway

Duplication of Rockingham freight loop

Develop AMC Defence Infrastructure Plan

Est. Cost during construction

\$3.26B

Benefits

Re-purpose high-value land at Fremantle

New job creation

Separation of freight and passenger traffic

Risks and Issues

Timing interface with Fremantle inner harbour
Defence negotiation between State and Federal Government

Westport taskforce timing

Economic Outcomes during construction

GDP: \$6.63b

Jobs: 12,890

Estimated Short Term Ask (<3 years)

AMC/Defence infrastructure plan

\$1M

WESTPORT Masterplan

\$N/A

Land acquisition for Rowley & Anketell Roads

\$N/A

Subtotal

\$3M

Re-development of Victoria Quay

Brief Description

Develop and repurpose existing south quay of Fremantle Port to accommodate commercial tourism

Urban development and train station forecourt upgrade

Ongoing commitment to the Steering Group driving development of Victoria Quay master-planning

Est. Cost during construction

\$1.76B

Benefits

Increased amenity for cruise tourists

Up to \$3.5b private sector investment

Risks and Issues

Dangerous goods buffer may impact land uses (affecting feasibility)

Westport taskforce timing

Economic Outcomes during construction

GDP: \$3.53b

Jobs: 7,149

Estimated Short Term Ask (<3 years)

Commence Masterplan and bus efficiency study

\$700K

Tourism feasibility study

\$300K

Business case

\$1.5M

Subtotal

\$2.5M

Kwinana Freeway and Tonkin Highway Upgrades

Brief Description

Kwinana Freeway: 3 lanes each direction from Russell to Thomas Road (9km)

Tonkin Highway: 6x grade separated intersections at Hale Road, Kelvin Road, Welshpool Road, Ranford Road, Armadale Road and Rowley Road

Est. Cost during construction

\$858M

Benefits

Reduce congestion and travel times (tourists accessing the area)

Access for freight traffic

Risks and Issues

Competing projects for MRWA funding

Economic Outcomes during construction

GDP: \$1.79b

Jobs: 3,331

Estimated Short Term Ask (<3 years)

N/A –Currently under development by MRWA

THREE.

JOBS & INNOVATION

Enabling projects

- Strong and coordinated employment hubs with particular emphasis on tourism, education, research and technology
- Create quality public and private spaces
- Provide visitors to the Region with a coordinated tourism experience focussed on Fremantle
- Increase access to technology
- Ensure the Region stays at the forefront of digital and other technology opportunities



Export Development & Investment Attraction Program

Brief Description

Deliver a program that will promote regional capability, improve export potential and attract investment to the region

Est. Cost during construction

\$200K

Benefits

Increase export readiness of the region, develop export clusters and attract investment to the region

Risks and Issues

Need for collaboration across multiple Government agencies and private organisations

South West Region Tourist Network

Brief Description

Develop SW Regional Tourist Network; increase link of the Region and Rottnest, Penguin Island, cycling and trail paths

Est. Cost during construction

\$200K

Benefits

Economic activity generated by visitors
Health and fitness for local residents
Identify new tourism infrastructure needs and/or upgrades
Improve Asia readiness operator capabilities

Risks and Issues

Tourism WA engagement critical

South West Smart Region Initiatives

Brief Description

Deployment of technology initiatives at a regional scale intended to provide data and actionable intelligence to SWG member councils

Est. Cost during construction

\$200K

Benefits

Sustainable, reusing underutilised infrastructure
Improve service delivery to communities by member councils

Risks and Issues

As identified in the business case for each smart region initiative

Regional Workforce Development Plan

Brief Description

Linking education and training providers with industry to better meet industry employment needs

Est. Cost during construction

\$200K

Benefits

Education, training and workforce development programs are better linked to current and future industry needs

Risks and Issues

As identified in the program plan

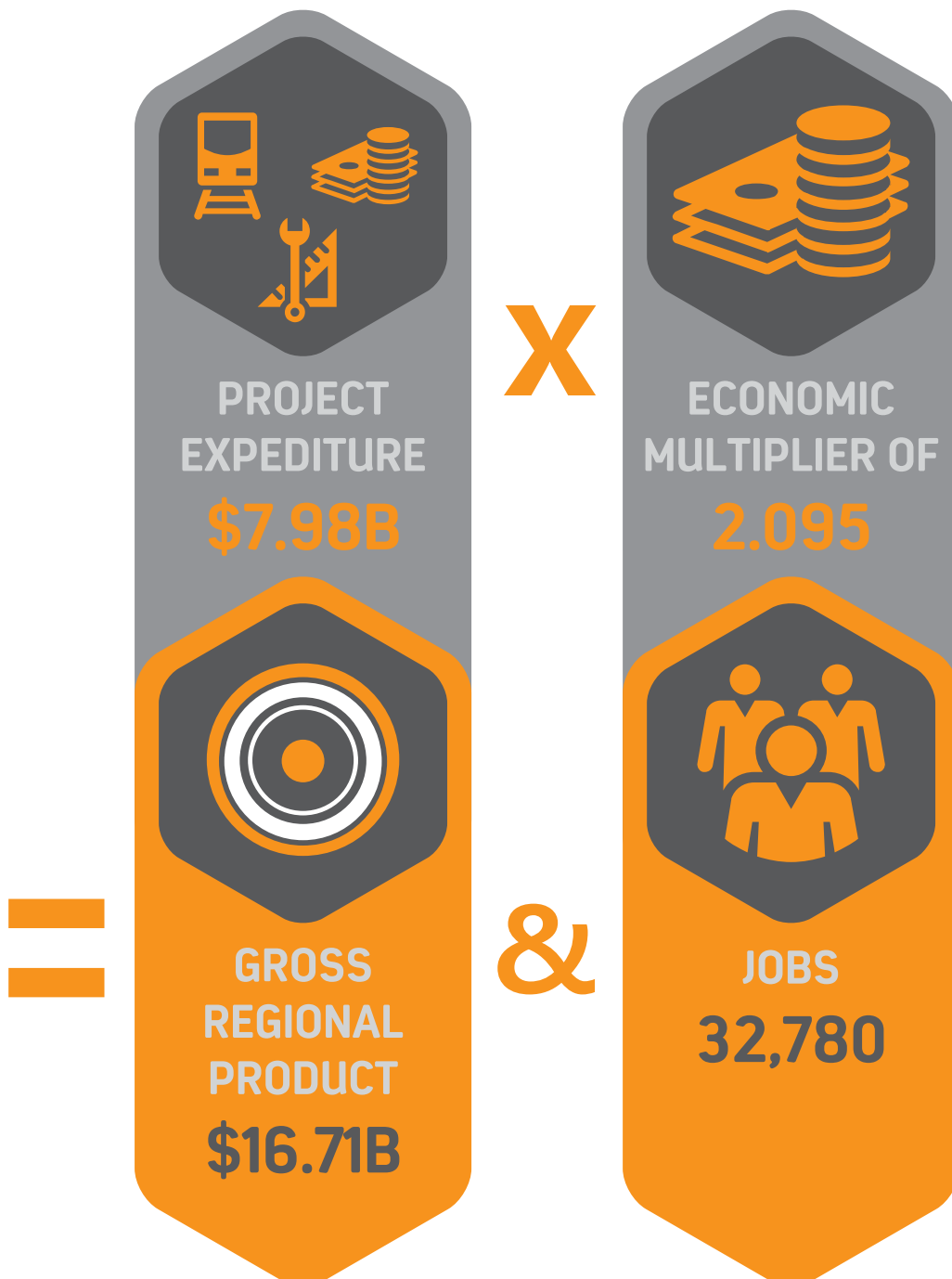
These four program areas are ongoing pieces of work that are expected to enable further investment in the region, develop new and existing industries, and create jobs. The South West Group is investing financial resources into delivering these programs with partner organisations and with the ongoing support and collaboration of State and Federal Governments.

FOUR.

EXPECTED BENEFITS

The South West Group has undertaken an economic analysis of the enabling projects listed under the themes to derive economic multipliers and benefits for the Region and wider state over the next 15-20 years.

The analysis identified a range of community benefits from these enabling projects in the South West Group Region. Each project has been assessed using a multi-criteria analysis to ensure economic effectiveness, governance and community wellbeing.



Source: South West Group economic reporting (December 2018)

FOUR.

EXPECTED BENEFITS

Highlights



CREATES JOBS AND
FOSTERS
INNOVATION



CONVENIENT ACCESS
TO ROAD, RAIL AND
SEA



DIVERSIFIES THE
ECONOMY,
INCREASES
PRODUCTIVITY AND
SUPPORTS EXPORT
INDUSTRIES



WESTPORT

SUPPORTS
WESTPORT



IMPROVES ROAD
SAFETY AND
REDUCES
CONGESTION



ATTRACTS PRIVATE
INVESTMENT IN
PROPERTY
DEVELOPMENT



DELIVERS HOUSING
DIVERSITY AND
DENSITY



NEW TRANSIT
ORIENTED
DEVELOPMENTS AND
ACTIVATED
PRECINCTS



INCREASES
LINKAGES WITH
GREATER PERTH AND
WA



DELIVERS
METRONET



CELEBRATES
ENVIRONMENTAL
ASSETS



BUILDS A SENSE OF
COMMUNITY PRIDE

FOUR.

STRATEGIC ALIGNMENT

The document aims to present a compelling case for the need for partnerships at all three levels of Government. The ideas within this document are aligned with the strategic policies and programs of State and Federal Governments. It aligns with the following:

WA State Government's Perth and Peel @ 3.5million and its ten urban consolidation principles of:

1. Housing
2. Green network
3. Urban corridors
4. Activity centres
5. Infrastructure
6. Public transport
7. Character & heritage
8. Protection
9. Station precincts
10. Industrial centres

Metronet and its ambitions to:

- Support economic growth with better connected businesses and greater access to jobs.
- Deliver infrastructure that promotes easy and accessible travel and lifestyle options.
- Create communities that have a sense of belonging and support Perth's growth and prosperity.
- Plan for Perth's future growth by making the best use of our resources and funding.
- Lead a cultural shift in the way government, private sector and industry work together to achieve integrated land use and transport solutions for the future of Perth.

Westport process

and its aim to deliver a sustainable and globally responsive long-term supply chain strategy to optimise freight, trade and logistics needs from Fremantle and Kwinana to Bunbury.

State Government commitments

to diversify the economy and create jobs in Western Australia.

Australian Government smart cities program and its intended outcomes:

- Improve the liveability and sustainability of cities, suburbs and towns through the application of smart technology solutions to economic, social and environmental challenges
- Increase openly available public and private data sets to support citizen engagement, unlock innovation, and create new business opportunities
- Increase innovation and capability in local governments through collaboration and smart city innovation ecosystem development, and
- Contribute to the development of smart city standards and improvement of regulation impacting the roll-out and use of smart technology.

FUTURE GOVERNANCE & PARTNERING

The document aims to present a compelling case for the need for partnerships at all three levels of Government, with involvement from industry, local communities and academia.

The South West Group has no fixed view on the exact governance structure needed to achieve the vision articulated within this document, but recognises that the principles of partnership and collaboration are vital to success.

Likely partners are expected to include (but not limited to) the South West Group member councils, State and Federal Governments, and key industry representatives. Such partners could form an overarching steering group to ensure that momentum towards the vision is maintained over time.

Similarly, local partnership forums could be organised by the South West Group and its member councils in order to engage meaningfully with local community and industry at key points.

Additionally, individual project-specific teams may need to be formed to progress individual initiatives within this document, reporting to the steering group.

The South West Group can act as a constant partner throughout the life of this process. The Group has provided an effective mechanism for member Local Governments to collaborate on shared interests since 1983. The Group already has the structures in place to ensure continuity and momentum from a Local Government and local community perspective.



SIX.

NEXT STEPS



PREPARATION & AGREED GOVERNANCE

Work with the State and Federal Governments, industry and community on the ideal governance structure to meaningfully progress the 'Short term asks' shown on pages 18 and 20.



COLLABORATION & DILIGENCE

Delivery of work associated with 'Short term asks', such as route definition for proposed transit links and/or business case development.



IMPLEMENTATION

Delivery of proposed projects, monitoring and evaluation. Refine and adapt.

APPENDIX. ONE

Regional Overview

APPENDIX ONE.

Regional advantages

The region offers clusters of world-class expertise that have emerged servicing Western Australia's significant resources and agriculture sectors, and complement growing markets in Australia and the wider Indo-Pacific Region:

Major industry clusters and specialities:

- Advanced manufacturing and defence
- Agriculture technology and food and beverage research and production
- Defence support and innovation
- International education and training
- Life sciences and biotechnology research and commercialisation
- Mining and petroleum equipment, technology and services sectors
- New energy materials and battery manufacture
- Premium tourism accommodation, attractions and tour packages
- Rockingham Renaissance Technopole
- Renewable hydrogen
- Residential and commercial development
- Resource sector accessing world-class shipbuilding and defence expertise
- Retirement living
- Student accommodation

Our industries are supported by world-class transport and logistics, information communications technology, construction and finance sectors.

DIVERSE TALENT

Perth offers a world-class education system and a highly educated and trained workforce. For businesses that are globally active, Perth's multicultural and multilingual community has deep relationships with Asia and Europe. A number of visa pathways are open to overseas students, highly skilled workers and investors to study, work and reside in Australia.

CULTURE OF INNOVATION

Perth offers a rich innovation ecosystem, with the advanced research and innovation capabilities to generate ideas, products and business models for the emerging economy. The new Rockingham Renaissance Technopole will complement the region's world-class centres of excellence - Murdoch University, Notre Dame University, Australian Marine Complex and Fiona Stanley Hospital.

APPENDIX ONE.

Major activity centres

ROCKINGHAM

Rockingham plays a vital role in servicing the highly skilled workforce employed at the Western Trade Coast and HMAS Stirling. Situated on Cockburn Sound, Rockingham is a major tourism destination renowned for its safe beaches, marine parks and a range of recreational activities. Rockingham offers affordable housing, shopping, and excellent educational and health services.

HMAS STIRLING

HMAS Stirling is a Royal Australian Navy base located on Garden Island, just off the coast of Rockingham. It is the second largest naval base in Australia with approximately 2,300 service personnel, 600 defence civilians and 500 contractors, and is home to half of the navy's surface fleet and the entire submarine fleet.

HMAS Stirling plays a key role in Australia's "Two-Ocean" defence policy which responds to the strategic importance of the Indian Ocean to global security and trade.

COCKBURN CENTRAL

Cockburn Central is one of Perth's newest and fastest growing urban centres and is well positioned to service Perth's South West and South East Metropolitan Regions. Situated on the Kwinana Freeway, it has been purpose built as a transit-oriented development around one of the major stations on the Perth-Mandurah passenger rail line.

MURDOCH

Murdoch is one of Perth's pre-eminent health and knowledge precincts, where Fiona Stanley Hospital, St John of God Hospital, Murdoch University and South Metropolitan TAFE are clustered. Situated on the Murdoch road and railway interchange, the activity centre is forecast to provide 35,000 jobs, education facilities for 44,000 students and houses for 22,000 residents by 2031.

APPENDIX ONE.

Major activity centres

FREMANTLE

The bustling and beautiful port city of Fremantle is Perth's second city and the capital of the South West Metropolitan Region. Situated where the Indian Ocean and Swan River meet, Fremantle has been Western Australia's global gateway since European settlement in 1829. Fremantle is highly connected to its region and the Perth CBD by a world-class public transport network.

Fremantle is home to Western Australia's main port and the state's commercial fishing industry. Fremantle is the state's second most popular tourist destination and all visiting cruise ships berth here. Tourists, businesses and students alike are attracted to Fremantle's rich heritage architecture, food culture, vibrant entertainment and nightlife.

Fremantle's vibrant knowledge and creative sector is clustered in the city's historic heart, where Notre Dame University is located. Known as the West End, it is a magnet for professional services such as architecture, marketing and communications, and companies involved in the region's manufacturing, marine and logistics industries.

A flourishing art scene and growing commercial centres contribute to why Fremantle is one of Australia's most iconic urban centres. A pipeline of civic, commercial, residential and retail development opportunities over the next 15 years will enhance Fremantle's vitality and growth.

APPENDIX ONE.

The region

INDUSTRIAL PRECINCTS

Western Australia's industrial heartland is located in the South West Metropolitan Region. While the Perth CBD is the city's major office hub, the state's major industries are clustered in the Region's industrial precincts. The Region offers industry significant well-served, globally connected and affordable land for a variety of business activities.

WESTERN TRADE COAST

The 3,900-hectare Western Trade Coast is Western Australia's primary industrial and logistics hub and is one of Australia's largest. Approximately 11,000 people are employed in the Western Trade Coast which generates over \$15 billion per annum. It is conveniently situated 15 minutes from Fremantle, 30 minutes from Perth CBD and 45 minutes from Perth Airport.

The Western Trade Coast encompasses four specialised estates, offering opportunities ranging from strategic heavy industry, manufacturing, warehousing and transport. It is fully serviced by water, power, sewer, super-fast internet, strategic infrastructure and freight corridors.

KWINANA INDUSTRIAL AREA

The 270-hectare Kwinana Industrial Area is Western Australia's most important strategic heavy industrial precinct and specialises in chemical and resource-based processing. The Kwinana Industrial Area accommodates alumina, nickel, lithium, and oil refineries, gas fired power stations and the Fremantle Port Outer Harbour.

In 2016 231 businesses were located in the Kwinana Industrial Area including the BP Refinery, Alcoa, Coogee Chemicals, Wesfarmers and Tianqi Lithium Australia. The area is renowned for the strong symbiotic relationship that exists between many businesses which are able to exchange materials, often by-products of other business's industrial processes.

APPENDIX ONE.

Industrial precincts

AUSTRALIAN MARINE COMPLEX

The Australian Marine Complex (AMC) is a world-class centre for excellence for manufacturing, fabrication, assembly, maintenance and technology development, servicing the marine, defence, and resource industries. The AMC enhances the opportunities created by the clustering of industries and is home to the largest marine industry in Australia.

AMC has established international credentials for the repair, maintenance and construction of naval and commercial vessels, as well as infrastructure for the fabrication and assembly of offshore oil and gas modules.

More than 150 businesses are located the AMC including ASC, Austal, BAE Systems Australia Defence, Bradken, Cimtec Construction and Engineering, DMS Maritime, Evolution Commercial / Defence, Halliburton, Matrix Composites and Engineering, Orontide, Raytheon Australia, SAAB, Sinwa Australia, Thales and Thyssenkrupp Industrial Solutions.

ROCKINGHAM INDUSTRIAL AREA

The 1,150-hectare Rockingham Industrial Area provides land for a range of business types and industries, ranging from processing, warehousing, transport and logistics to fabrication and maritime-related industries. Major businesses include CSBP, Ravensdown, Coleman Group, Coogee Chemicals, Holcim, Doral, BP, Mintech, Aurizon, BHP, ECM, Kaefer Novacort, Summit Fertilizers and AGC.

LATITUDE 32

The 1,400-hectare largely undeveloped Latitude 32 provides opportunities for light industrial, general industrial and transport activities to complement the other three estates. A precinct dedicated to food processing has been earmarked. Latitude 32 will play a major role in supporting the Outer Harbor and intermodal terminal.

APPENDIX ONE.

Industrial precincts

FREMANTLE PORT

Fremantle Port is Western Australia's principal cargo port and comprises two harbours.

The Inner Harbour is situated on the Indian Ocean at the mouth of the Swan River adjacent to the historic City of Fremantle. The Inner Harbour handles container trade, livestock exports, motor vehicle imports, cruise ships and visiting naval vessels. A range of services such as storage and logistics are clustered around the Inner Harbour.

The Outer Harbour is situated in the Western Trade Coast 20 km south, with deep-water bulk port facilities developed to service the Kwinana Industrial Area. The Kwinana Bulk Terminal and Kwinana Bulk Jetty handle grain, petroleum, liquid petroleum gas, alumina, mineral sands, fertilisers, coal, sulphur, iron ore and other bulk commodities transported from around the state.

JANDAKOT CITY

Jandakot City is a master planned commercial and industrial precinct that is fully integrated with Jandakot Airport. The precinct is conveniently situated on the junction of Kwinana Freeway and Roe Highway approximately 15 minutes from the Perth CBD and Fremantle with a direct connection to the Kewdale Freight Hub.

Businesses in aerospace and aviation have clustered at Jandakot City, along with businesses in oil and gas, warehousing and logistics and manufacturing industries. Major businesses include General Electric (Oil and Gas), Halliburton and Schlumberger.

APPENDIX. TWO

Economic Impact Summary

APPENDIX TWO.

South West Group

Economic Impact of Regional Priorities in the South West Metropolitan Region

South West Group has identified 11 catalytic infrastructure and policy priorities for the region that the South West Group is seeking government support for, and investment in. The projects have been endorsed by the six voluntary member councils in the South West Metropolitan Region in Western Australia (WA) including City of Cockburn, Town of East Fremantle, City of Fremantle, City of Kwinana, City of Melville and City of Rockingham. The identified projects align with a number of transport, road safety and economic development priorities identified by all three levels of government.

To assess the economic impact of these projects, South West Group has undertaken REMPLAN reports that model the economy-wide (direct and flow-on) impacts of the construction phase of each of the identified projects using input-output method that represent the flow of money in an economy and the connection between industries. This allows for the estimate of the total economic impacts to the GDP arising from the construction phase.

South West Group has retained PwC to conduct a review of the modelling methodology per initiative and relevant reporting outputs. These estimates are based solely on information provided to us by the South West Group and publically available information. This reporting would suggest up to \$16.71 billion in increased economic output and 32,780 jobs during the construction phase to the national economy.

Wider economic benefits derived from these initiatives have not been included in the impact modelling; exclusions include contribution to GDP during operational phases, jobs created during the operational phase and broader benefits from productivity savings and safety improvements. We wish the South West Group every success in pursuing these projects of strategic importance to Western Australian and the nation more broadly.

The development of the 11 identified projects may contribute:

- \$16.71 billion increased output to the Australian economy
- Generate up to 32,780 new FTE Jobs during the construction phase.



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APPENDIX TWO.

Introduction



6 councils



GRP
\$28.62 billion



Population
461,150 for
2019

The South West Group is a voluntary regional organisation of councils (VROC) comprising six influential Councils in the **South West Metropolitan Region** including City of Cockburn, Town of East Fremantle, City of Fremantle, City of Kwinana, City of Melville and City of Rockingham.

The South West Metropolitan Region is one of Western Australia's most productive Regions. Collectively, the South West Metropolitan Region's economy has rapidly expanded by \$10 billion over the last decade to **\$28.62 billion in Gross Regional Product (GRP)**, representing over **11% of Western Australia's Gross State Product (GSP)**. The South West Metropolitan Region is one of the fastest growing, most productive and diverse subregions of Western Australia and is truly the **Economic Gateway to the West**.

The South West Metropolitan Region is uniquely home to numerous well-serviced industrial precincts catering to a range of sectors including maritime, processing, warehousing, transport and logistics. These precincts are key assets and central drivers of economic growth. To date, these precincts have enabled an unmatched level of intensity of industrial development, high value manufacturing and economic activity.

Continued investment is necessary to not only sustain the levels of regional economic growth, to maintain the competitive advantages of the Region but also to address key transport infrastructure challenges. The South West Group will partner and collaborate with the Western Australian and Federal governments to unlock the region's full potential. The Group has identified **11 catalytic infrastructure and policy priorities** to achieve its vision.

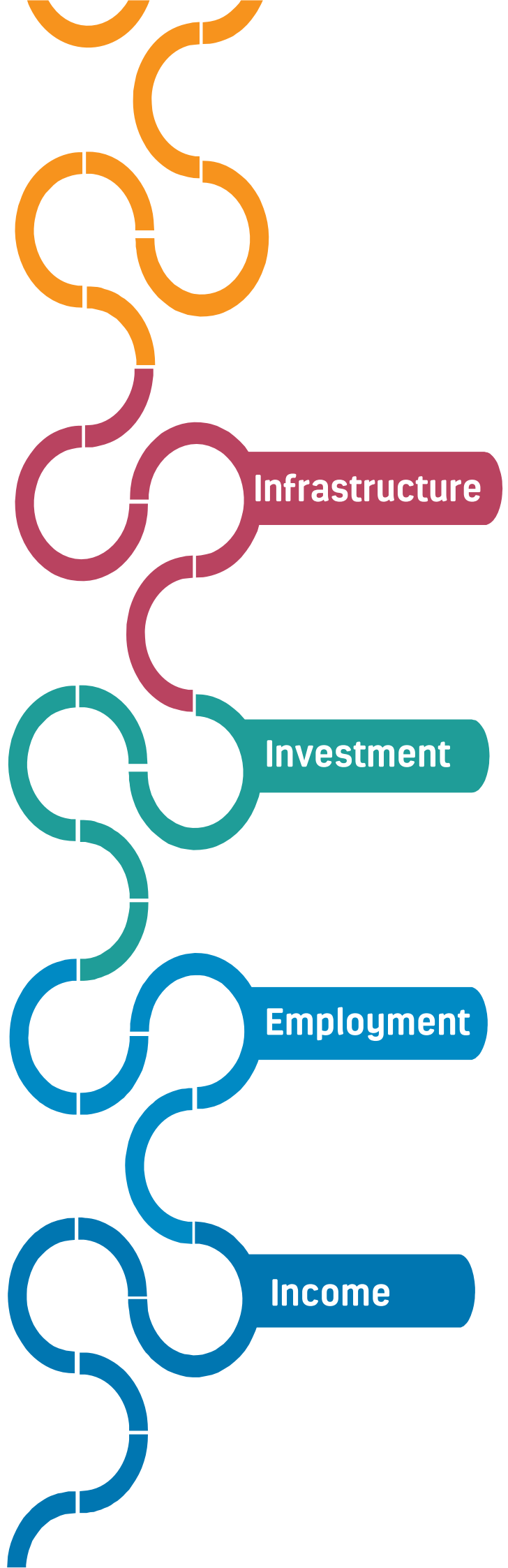
APPENDIX TWO.

Infrastructure Development and Economic Growth

As a voluntary regional organisation of councils, we understand that we must continually invest in infrastructure that enhances the liveability of the South West Metropolitan region. **We place our community at the centre of what we do.** The initiatives that we are pursuing will ensure that our cities continue to be great places to live, work and play. Together, we have selected 11 catalytic infrastructure and policy priorities that will **support economic transformation and provide world-class facilities** for residents and visitors alike.

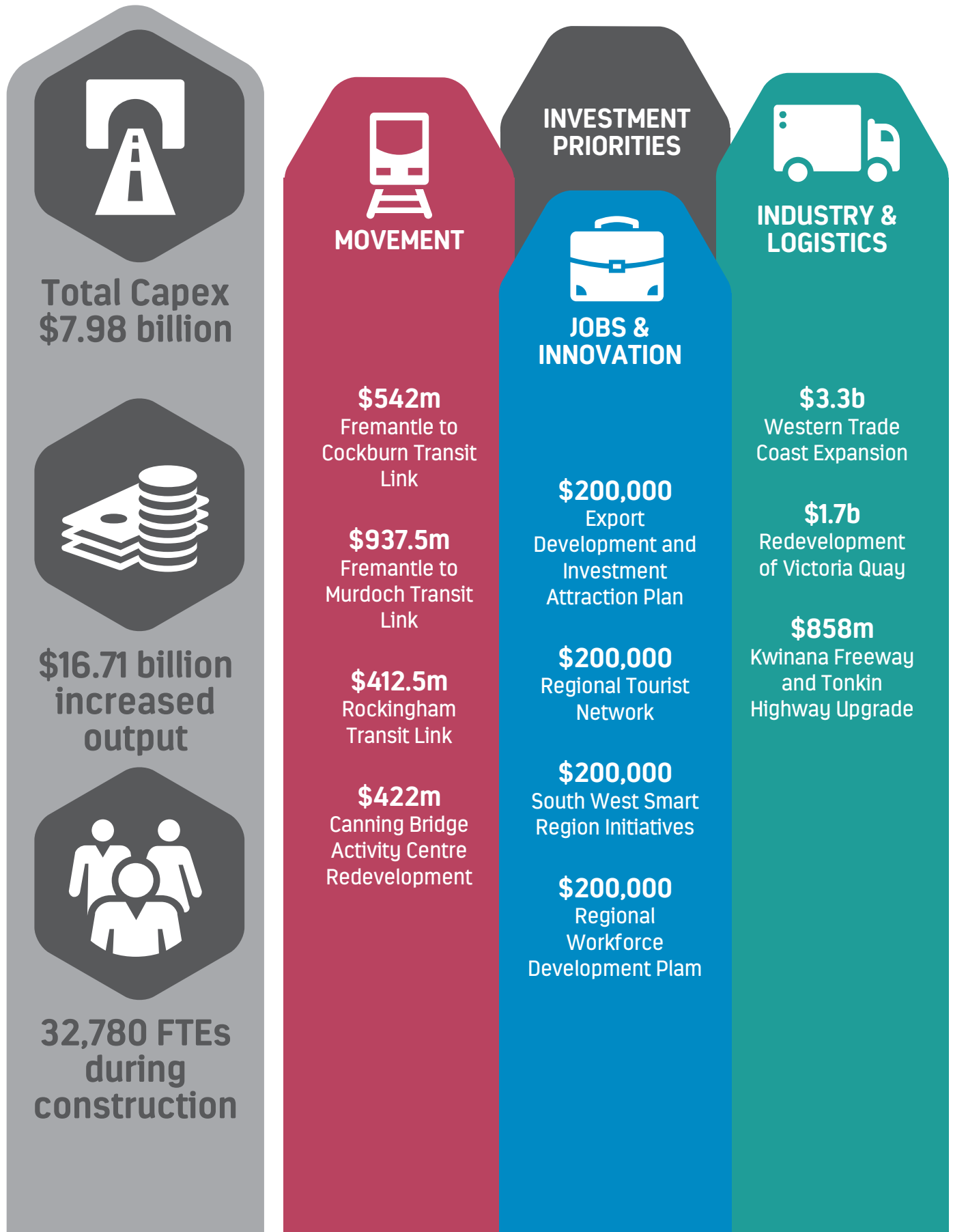
Globally, infrastructure development is widely accepted by governments as a driver of **rapid and sustained economic growth**. Investment in catalytic infrastructure projects is critical in improving the Region's productive potential and provide a fundamental basis for the expansion of local industries and its resident population. This is why we believe that the projects we have identified as key priorities such as the West Coast Trade Expansion and Kwinana Freeway Lane Widening and Tonkin Highway Upgrade will provide basic needs and facilities for the community and also have **transformational impacts on our region**.

The benefits of infrastructure development are significant and quantifiable particularly in increases of investment, employment, economic output and income. Importantly, the economic modelling undertaken in this report only captures the **impacts of the construction phase** and therefore the broader economic impact of the total programs is expected to be much larger. These projects will provide benefits to both households and businesses alike, grow our markets and improve the welfare of the South West Metropolitan Region.



APPENDIX TWO.

11 Catalytic Regional Priorities



APPENDIX TWO.

Project Summary

Project	Value	Increased output*	Value added*	FTE impact*	Short-term funding request
Fremantle to Cockburn Transit Link	\$542 million	\$1.16 billion	\$439.2 million	2,153	\$3.5 million
Fremantle to Murdoch Transit Link	\$937.5 million	\$1.94 billion	\$749.6 million	3,775	\$2 million
Rockingham Transit Link	\$412.5 million	\$881.6 million	\$323.8 million	1,830	\$1.25 million
Canning Bridge Activity Centre Redevelopment	\$200 million	\$422 million	\$167.6 million	855	\$300,000
Western Trade Coast	\$3.26 billion	\$6.63 billion	\$2.694 billion	12,890	\$3 million + WESTPORT Masterplan and Rowley and Anketell road acquisitions
Redevelopment of Victoria Quay	\$1.7 billion	\$3.53 billion	\$1.367 billion	7,149	\$2.5 million
Kwinana Freeway and Tonkin Highway Upgrades	\$858 million	\$1.79 billion	\$731.1 million	3,331	Continued collaboration and support
Jobs and Innovation enabling projects: Export Development & Investment Attraction Plan South West Region Tourist Network South West Smart Region Initiatives Regional Workforce Development Plan	< \$1 million	Unknown	Unknown	n/a	Continued collaboration and support

* During construction phase



MOVEMENT



\$542 million project



\$1.16 billion increased output



2,153 FTEs during construction

APPENDIX TWO. Fremantle to Cockburn Transit Link

PROJECT OVERVIEW

A **\$542 million** investment would close the public transport loop from the Thornlie to Cockburn line. This would represent Perth's first east-west connection and provide a higher level of public transport service to residents of the South West Region. The investment would comprise of an additional 15.5 km heavy rail transit to link Cockburn Central to Fremantle and additional train stations at Fremantle, Cockburn Coast and Powerhouse.

PROJECT BENEFITS

The project would generate an estimated impact of **\$1.16 billion** increased output and **create 2,153 jobs** during the construction phase. Importantly, the project would enable additional visitor numbers and support commuters between Fremantle and Cockburn.

THE ASK

The South West Group requests that the Government commits **\$3.5 million** towards the Project in FY19/20. This comprises **\$2 million** to the funding of the route definition, demand modelling and value uplift and **\$1.5 million** towards the IA Business Case for delivery prior to June 2020.





MOVEMENT



\$937.5 million project



\$1.94 billion increased output



3,775 FTEs during construction

APPENDIX TWO. Fremantle to Murdoch Transit Link

PROJECT OVERVIEW

This project comprises 12.5 km of new Transit Link via South Street with various stations located along the route. The project would improve access to Fremantle and enable additional visitor numbers to the Region. Infill opportunities around the new stations will activate unused land and generate new economic activity.

PROJECT BENEFITS

The Project would generate an estimated impact of **\$1.94 billion** increased output and create **3,775 jobs** during the construction phase. The METRONET supported Project would improve public transport access to Fremantle and would generate additional visitors to the Region. The Project would also generate infill opportunities around the proposed station for local businesses.

THE ASK

The South West Group requests that the government commits **\$2 million** in funding towards the Project in FY19/20. This comprises **\$1 million** to develop the route definition, demand modelling and value uplift for the Project and **\$1 million** towards an IA Business Case.

APPENDIX TWO.

Rockingham Transit Link

PROJECT OVERVIEW


The Rockingham Transit Link project comprises an additional 5.5km of new Transit Link in accordance with the Rockingham Strategic Activity Centre Plan. The Project would link Rockingham Station with the Rockingham Beach foreshore with stations via the Shopping Centre and Central Business District.

PROJECT BENEFITS

The Project would generate an estimated impact of **\$881.6 million increased output** and **create 1,830 jobs** during the construction phase. Importantly, this project would improve transport linkages, support urban regeneration and ease current and forecast congestion issues within the city of Rockingham.

THE ASK

The South West Group requests that the government commits **\$1.25 million** towards the Project in FY19/20. This includes **\$750,000** towards the route definition, demand modelling and value uplift and **\$500,000** to develop the IA Business Case for the Transit Link project.



MOVEMENT

\$412.5 million project

\$881.6 million increased output

1,830 FTEs during construction



APPENDIX TWO.

Canning Bridge Activity Centre Redevelopment

PROJECT OVERVIEW

The Project has been created through a Partnership with the WA Government, the City of Melville and the City of South Perth. The proposal plans to establish public transport linkages to the proposed Canning Bridge Activity Centre less than 8km from the Perth CBD that will comprise a vibrant mix of residential, civic, office, retail and entertainment uses against the backdrop of the Swan and Canning Rivers.

PROJECT BENEFITS

The project would generate an estimated impact of **\$422 million increased output** and **create 855 jobs** during the construction phase. The Centre would significantly improve the productivity and the livelihood of the Canning Bridge area, reduce travel time and congestion and increase the patronage of public transport in WA.

THE ASK

The South West Group requests that the government commits **\$300,000** in FY19/20 towards the development of a business case for the Canning Bridge Activity Centre Redevelopment project.



MOVEMENT

\$200 million project

\$422 million increased output

855 FTEs during construction

APPENDIX TWO.

Western Trade Coast Expansion

PROJECT OVERVIEW

The Western Trade Coast (WTC) is WA's gateway to the world. The project proposed an upgrade to the industrial Region and development of contemporary port facilities and an intermodal freight terminal. To unlock the site's potential, the development of the Anketell and Rowley Roads, the duplication of the Fremantle to Rockingham Controlled Access Highway (FRCAH) and the duplication of the Rockingham freight loop would be required. Further investment in an Australian Marine Complex-led Infrastructure Plan will ensure that the Region captures the economic opportunities.

PROJECT BENEFITS

The project would generate an estimated impact of **\$6.63 billion increased output** and **create 12,890 jobs** during the construction phase. The expansion would repurpose high value land at Fremantle and critically separate freight traffic from passenger traffic contributing to road safety.

THE ASK

The South West Group requests that the government invests:

- \$1 million for the development of an AMC Infrastructure Plan Funding for the WESTPORT Masterplan
- \$2 million Funding towards a business case for the industrial estate Latitude 32 and Intermodal Terminal
- Funding for the land acquisition for Rowley and Anketell Roads.



\$3.26 billion project



\$6.63 billion increased output



12,890 FTEs during construction

APPENDIX TWO.

Redevelopment of Victoria Quay

PROJECT OVERVIEW

Victoria Quay is a wharf located on the South Bank of the Swan River at Fremantle. The Project proposes to develop and repurpose the existing south quay of Fremantle Port to enable private sector investment in commercial tourism and urban development.

PROJECT BENEFITS

The project is estimated to generate an impact of **\$3.53 billion increased output** and create **7,149 jobs** during the construction phase. The development is estimated to increase amenities for cruise tourists and enable further private sector investment of \$3.5 billion in tourism businesses and urban development projects.

THE ASK

The South West Group requests that the government commits \$2.5 million towards the Project. This comprises:

- \$700,000 to commence a masterplan of the site
- \$300,000 towards a tourism feasibility study
- \$1.5 million towards a business case for the Project.



\$1.7 billion project



\$3.53 billion increased output



7,149 FTEs during construction



\$858 million project



\$1.79 billion increased output



3,331 FTEs during construction

APPENDIX TWO. Kwinana Freeway Lane Widening & Tonkin Highway Upgrade

PROJECT OVERVIEW

Funding of \$858 million would provide for an additional three lanes for each direction for nine kms from Russell to Thomas Roads. This would also include the duplication of the Tonkin Highway to grade separated intersections at Hale Road, Kelvin Road, Welshpool Road, Ranford Road, Armadale Road and Rowley Road significantly increasing the capacity and addressing physical constraints of the site.

PROJECT BENEFITS

The Project would generate an estimated impact of **\$1.79 billion increased output** and **create 3,331 jobs** during the construction phase. The Project would reduce congestion and significantly improve accessibility to the region for tourists.

THE ASK

The South West Group requests that the government continues to collaborate and progress this Project to ensure that this important priority will come to fruition.





APPENDIX TWO. SW Group Export Development & Investment Attraction Plan

BRIEF DESCRIPTION

This Project involves an economic development strategy for the South West Region identifying locally implemented initiatives which will enable and attract private sector investment to promote economic growth in partnership with Local and State Governments.

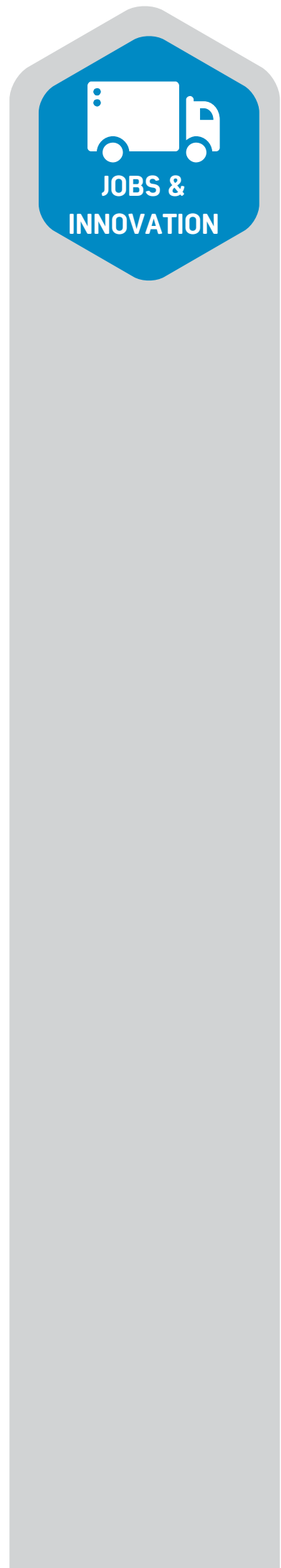
BENEFITS

Increase export readiness of the region, develop export clusters and attract investment to the region

APPENDIX TWO.

SW Group

Regional Tourist Network Plan



BRIEF DESCRIPTION

This Project involves the development of the SW Regional Tourist Network Plan which aims to increase the linkages of the region and iconic tourism attractions such as Rottneest Island and Penguin Island and will also identify new cycling and trail paths.

BENEFITS

- Economic activity generated by visitors
- Health and fitness for local residents.
- Identify new tourism infrastructure needs and/or upgrades
- Improve Asia readiness operator capabilities



APPENDIX TWO.

South West Smart Region Initiatives

BRIEF DESCRIPTION

This Project involves the identification of pathways to utilise existing and emerging infrastructure to improve the regional technology infrastructure including Wi-Fi access, place activation and smart street light modifications.

BENEFITS

- Sustainable, reusing underutilised infrastructure
- Improve service delivery to communities by member councils

APPENDIX TWO.

Regional Workforce Development Plan

BRIEF DESCRIPTION

Linking education and training providers with industry to better meet industry employment needs.

BENEFITS

Education, training and workforce development programs are better linked to current and future industry needs









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