

**PERTH
SOUTH WEST**
Metropolitan Alliance







A united regional vision for 2036

× MARCH 2022

TRANSPORT CHOICES

- Knowledge Arc
- River transport
- Fremantle – Murdoch corridor
- Fremantle – Cockburn Coast - Cockburn Central
- Rockingham City Centre Transit System (RCCTS)

KNOWLEDGE INTENSIVE HUBS

-  Knowledge intensive employment centres
-  Integrated knowledge intensive hubs
-  Supporting & emerging hubs
-  Residential
-  Mixed-use areas
-  Net zero industry zone

EFFICIENT AND RESILIENT ROAD, RAIL AND FREIGHT NETWORKS

EAST - WEST

1. Anketell Rd
2. Rowley Rd
3. Mundijong Rd - Kulijia Rd
4. Russell Rd
5. Beelias Drive

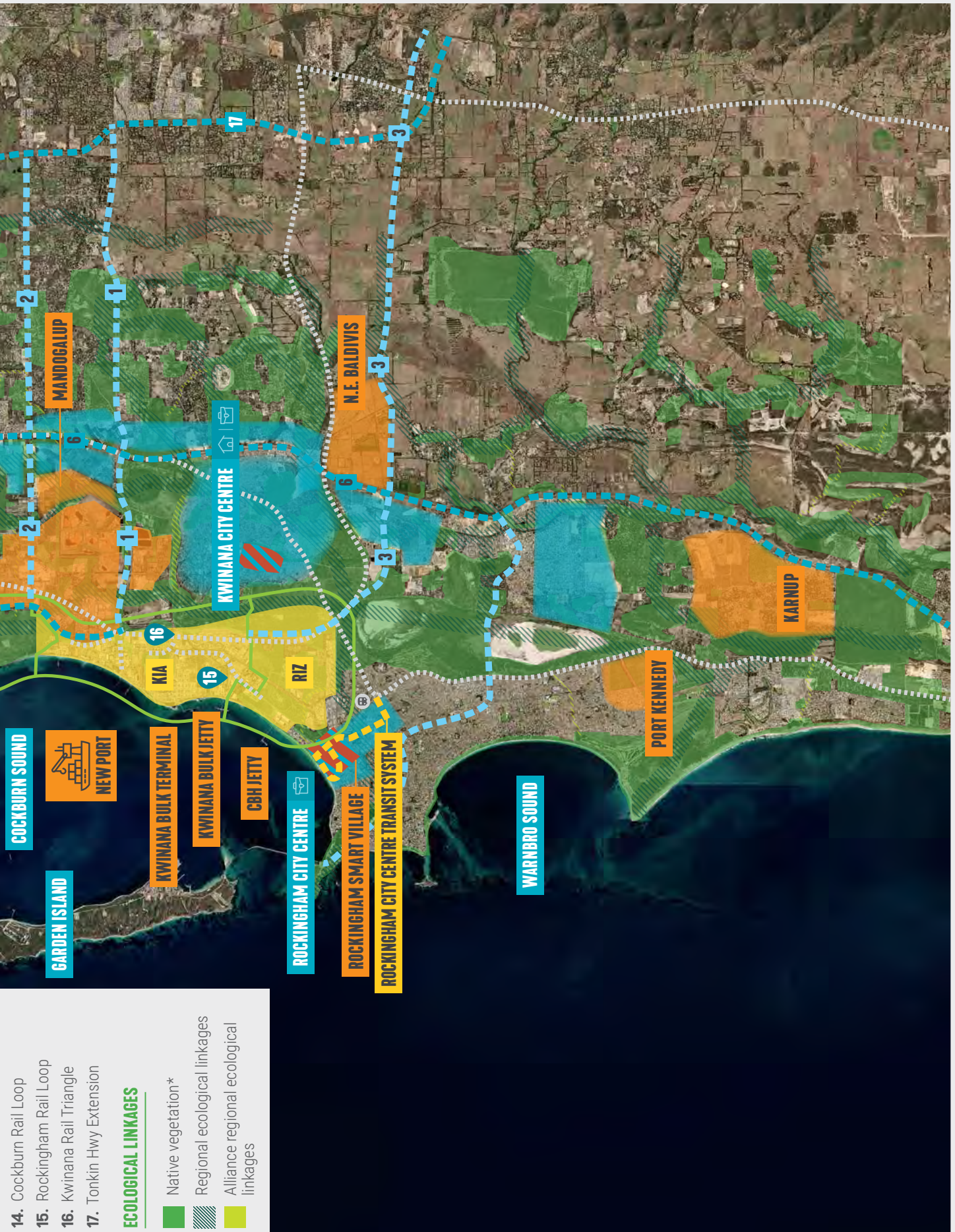
NORTH - SOUTH

6. Kwimana Fwy
7. Tonkin Hwy
8. Rockingham-Stock Rd (inc tunnel)
9. Connections to the AMC

OTHER

10. Fremantle Traffic Bridge
11. Stirling Bridge
12. Canning Bridge
13. Curtin Avenue

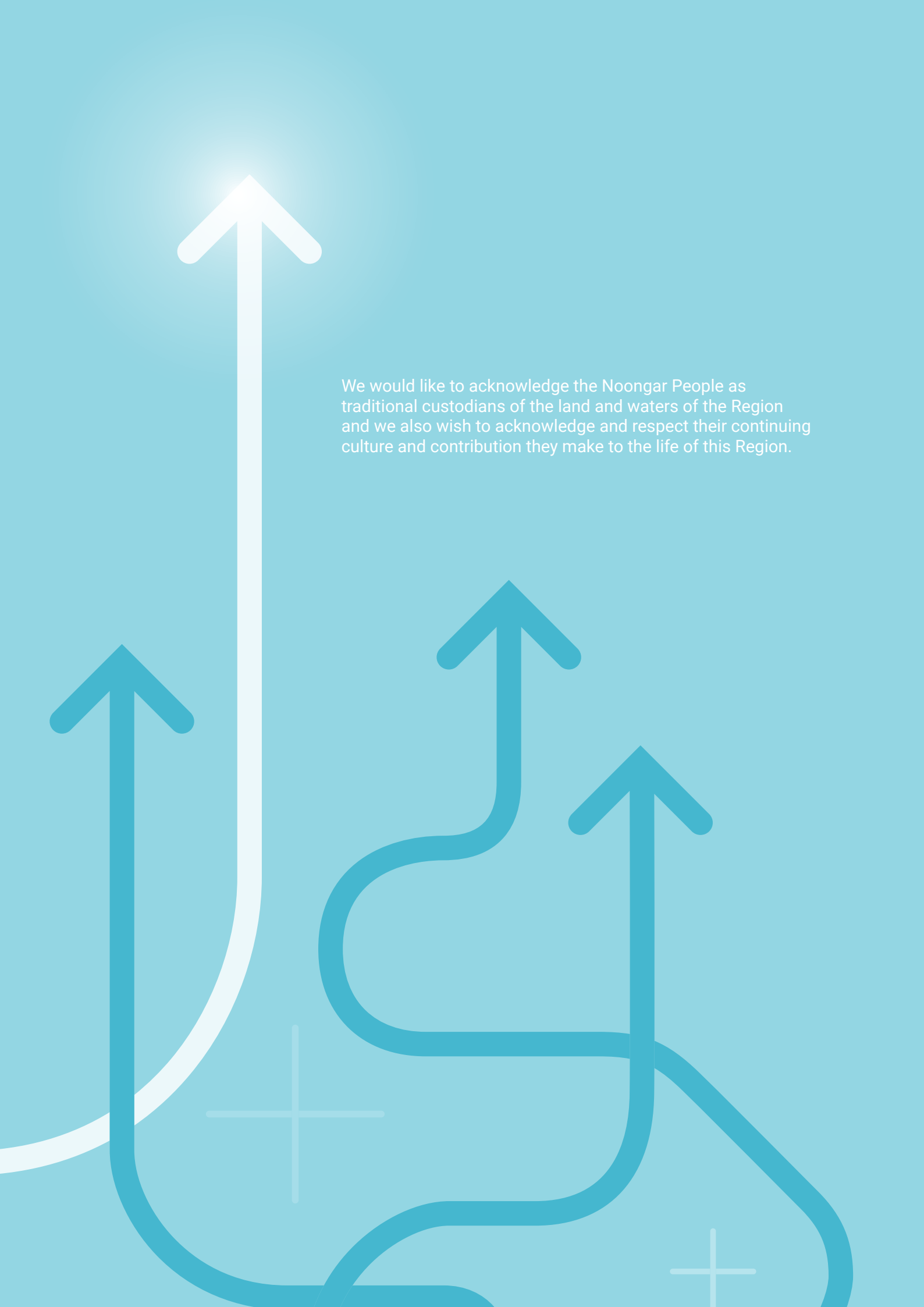




- 14. Cockburn Rail Loop
- 15. Rockingham Rail Loop
- 16. Kwinana Rail Triangle
- 17. Tonkin Hwy Extension

ECOLOGICAL LINKAGES

- Native vegetation*
- Regional ecological linkages
- Alliance regional ecological linkages



We would like to acknowledge the Noongar People as traditional custodians of the land and waters of the Region and we also wish to acknowledge and respect their continuing culture and contribution they make to the life of this Region.

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Why this plan is needed

A unified regional vision for 2036

Between now and 2036 our Region is expected to benefit from significant public and private investment.

A new land-backed net zero Port will be built within the Kwinana Industrial Area; the cohesive industrial precinct that includes Henderson, Latitude 32, Kwinana and Rockingham will become a world-class hub for high-tech manufacturing, battery material value-adding, green energy production and defence industry capabilities; Murdoch will evolve into a globally recognised health and knowledge precinct; and the future of Fremantle will be reimaged.

The Region will also welcome an additional 150,000 new residents, taking the total population to nearly 600,000, including a workforce of around 250,000.

As the unifying body for the six Local Governments in the Region, the Perth South West takes a long-term and strategic view of the Region. The Alliance acknowledges the significant investment by the State and Federal Governments in the Region and aims to help them to deliver these major projects, and to supplement them to maximise their positive impact on our regional economy and for our current and future communities.

This Spatial and Governance Plan presents a unified vision for our Region that combines the planned investment from State and Federal Governments with the collective aspirations of the Perth South West members.

It reflects the nature and ideal locations of major economic activity, ideas for optimising land uses to generate local and regional employment opportunities, and infrastructure needed to enable industry development.

It is intended as a constructive approach to suggest better ways of doing things so that the significant potential of our Region can be realised. This means the following aspirations have been met by 2036:



Inclusive, connected communities

enabling a more sustainable, compact and connected urban development pattern by improving public transport connections between major activity centres. Creating more diverse local employment opportunities, particularly for young people, so that a greater proportion of households benefit from a thriving regional economy and can meaningfully participate in society.



Better jobs and more of them

with specialities in health and aged care, defence industry services, resources services, green energy, blue economy, education, and creative industries. The Region has optimised land uses by identifying suitable locations for employment generating land via re-zoning or land rationalisation, smarter and more integrated strategic decision-making, and a streamlined approvals and regulatory system.



Efficient transport networks

with fewer capacity constraints for industry, reduced congestion and emissions.



Thriving natural assets

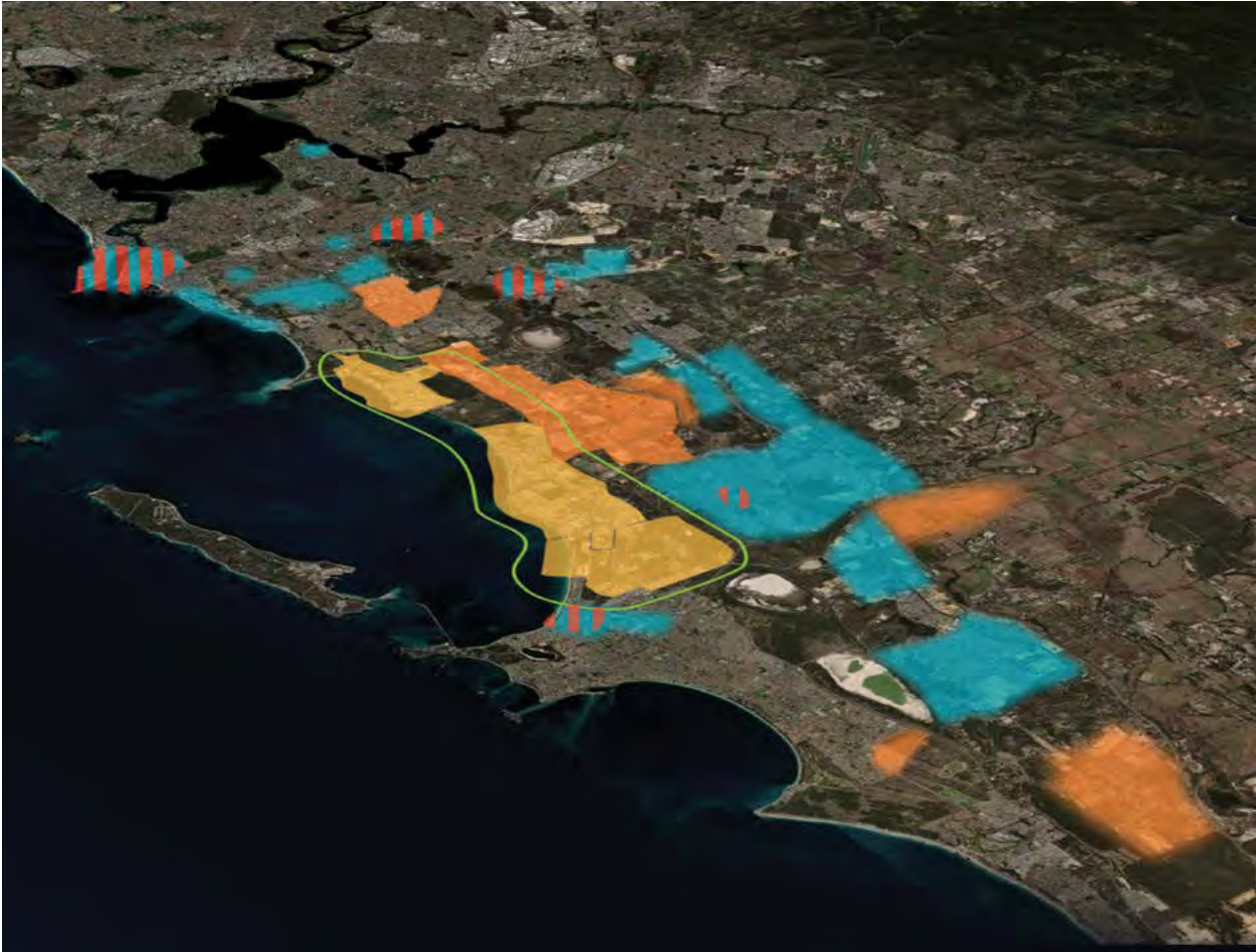
improving protection and enhancement of high-quality green spaces and irreplaceable natural habitats and connecting ecological assets by ensuring regional corridors are protected.



Streamlined and effective governance

efficient vertical and horizontal coordination across Governments that drives quicker positive change for communities and industry.

The Plan demonstrates Local Governments' commitment to the mantra 'what's good for the region is good for us'.



Supporting the bigger picture

Supporting major State Government projects

The WA State Government has made a series of significant investments and/or commitments for the Region and the State that are greatly appreciated by the Perth South West member councils. These include but are not limited to:

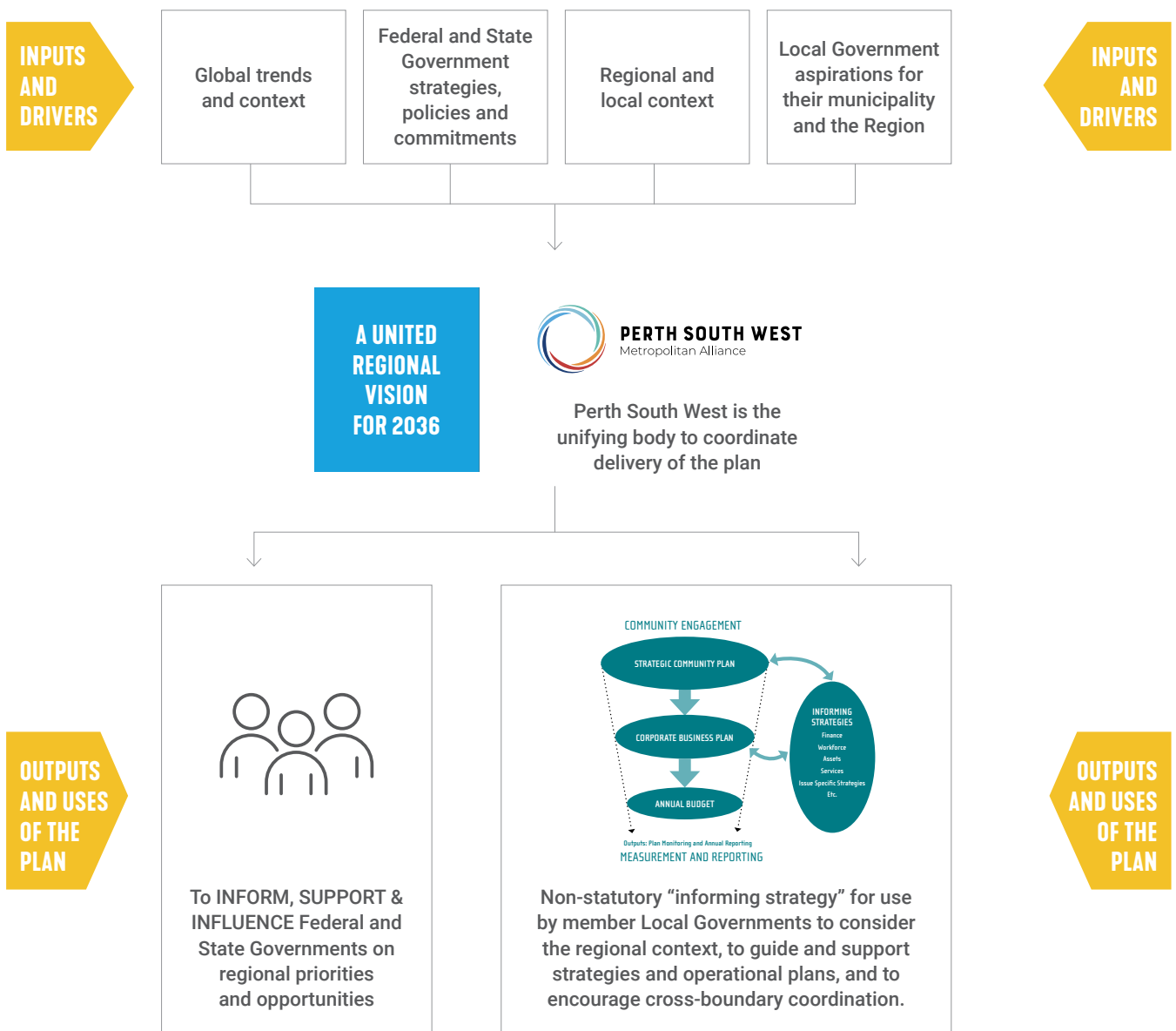
- A new land-backed net zero Port will be built at Kwinana to meet Western Australia's long-term freight needs and remove container trucks from roads in Perth's suburban areas.
- A dedicated hub for high-tech manufacturing supporting developing industries like batteries, hydrogen, renewable energy and defence .
- Establishment of a 'Future of Fremantle Planning Committee' to explore opportunities at Fremantle's Inner Harbour .
- Infrastructure upgrades at the Australian Marine Complex .
- Support for the Walyalup Koort (formerly King's Square) project in Fremantle via commitment as an anchor tenant .
- Various strategies guiding the development of new energy materials, hydrogen industry, and economic diversification.
- Establishment of a Ministerial Taskforce to deliver a Global Advanced Industries Hub within the net zero industry zone.

Local Government support for these important projects is at the heart of this Plan. Ensuring effective and timely delivery of these projects requires accountability and a collaborative effort by all levels of Government. This Plan aims to supplement those projects to optimise their positive impact for the Region, directly addressing today's Regional challenges. It steps out a pathway to achieving that common regional vision.

For example, the new Port presents exciting opportunities for industries to invest, innovate and leverage from the certainty of public investment. But to enable this to happen, the Region must ensure that freight and logistics corridors are properly identified and protected now to eliminate landside constraints and incompatible land use clashes in later years.

Status of this Plan

This Plan is a non-statutory document that presents a united vision for the region for 2036. It considers a range of inputs and drivers such as the examples in the diagram below. It builds on State and Federal Governments strategies and commitments, while considering global trends and the regional context. It is expected that the Plan will be used by the Perth South West, its member Local Governments and by State and Federal Governments to support their regional priorities and emerging opportunities.



A region of firsts

60,000 YEARS AGO

Indigenous custodianship begins

1829

First buildings constructed in Perth - Sulphur Town established on Garden Island

1831

WA's first public building - Fremantle Roundhouse

1902

Woodman Point (Coogee) Lighthouse

1898

South West Metropolitan College of TAFE precursor body established

1897

First vessel to berth at Fremantle Inner Harbour - Steamer 'Sultan'

1905

First tram operates in Fremantle

1907

Fremantle Armadale Rail Line

1912

Applecross Wireless Station

1975

CBH Export Grain Handling Facility opens in Rockingham - largest export grain handling facility in the Southern Hemisphere

1971

Garden City Shopping Centre Booragoon opened

1970

Kwinana Power Station commissioned

1978

Opening of Garden Island (Stirling)

1982

Kwinana Freeway extension built beyond South Street with financial contribution from the City of Melville

1986

America's Cup held in Gage Roads off Fremantle

1851

Arthur's Head Lighthouse

1855

Fremantle Prison takes first inmates

1855

Fremantle South Bay Jetty

1869

First telegraph service in WA - Fremantle Perth telegraph line

1892

Fremantle Inner Harbour construction commences

1887

Reticulated water supply in Fremantle

1872

Jarrahdale to Rockingham Rail Line

1932

Bulk wheat handling equipment installed at Fremantle

1940

Leeuwin Naval Barracks commissioned

1951

South Fremantle Power Station commences generation

1955

Kwinana Oil Refinery opens

1963

Jandakot General Aviation Airport

1963

First Alumina refinery built in WA - Kwinana Alumina Refinery commissioned

1959

First controlled access freeway in WA - Kwinana Freeway first section opened

1988

Austal Ships commence at Henderson

1998

Jandakot Airport Holdings given 99-year lease over Jandakot Airport

2006

Perth Desalination Plant at Kwinana

2010

12,000 tonne AMC Floating Dock launched

The region today

INDUSTRIAL PRECINCTS

Western Trade Coast

1. Kwinana Strategic Industrial Area
2. Australian Marine Complex
3. Rockingham Industry Zone
4. Latitude 32

Other Industrial Precincts

5. Jandakot City
6. Bibra Lake Industrial Area
7. Myaree Mixed Business Zone
8. O'Connor Industrial and Commercial Area
9. Port Kennedy Business Park

MAJOR ACTIVITY CENTRES

Strategic Metropolitan Centres

10. Fremantle
11. Rockingham

Secondary Centres

12. Melville City Centre
13. Cockburn Central
14. Kwinana City Centre

Specialised Centres

15. Murdoch

Other

16. Canning Bridge

INFRASTRUCTURE

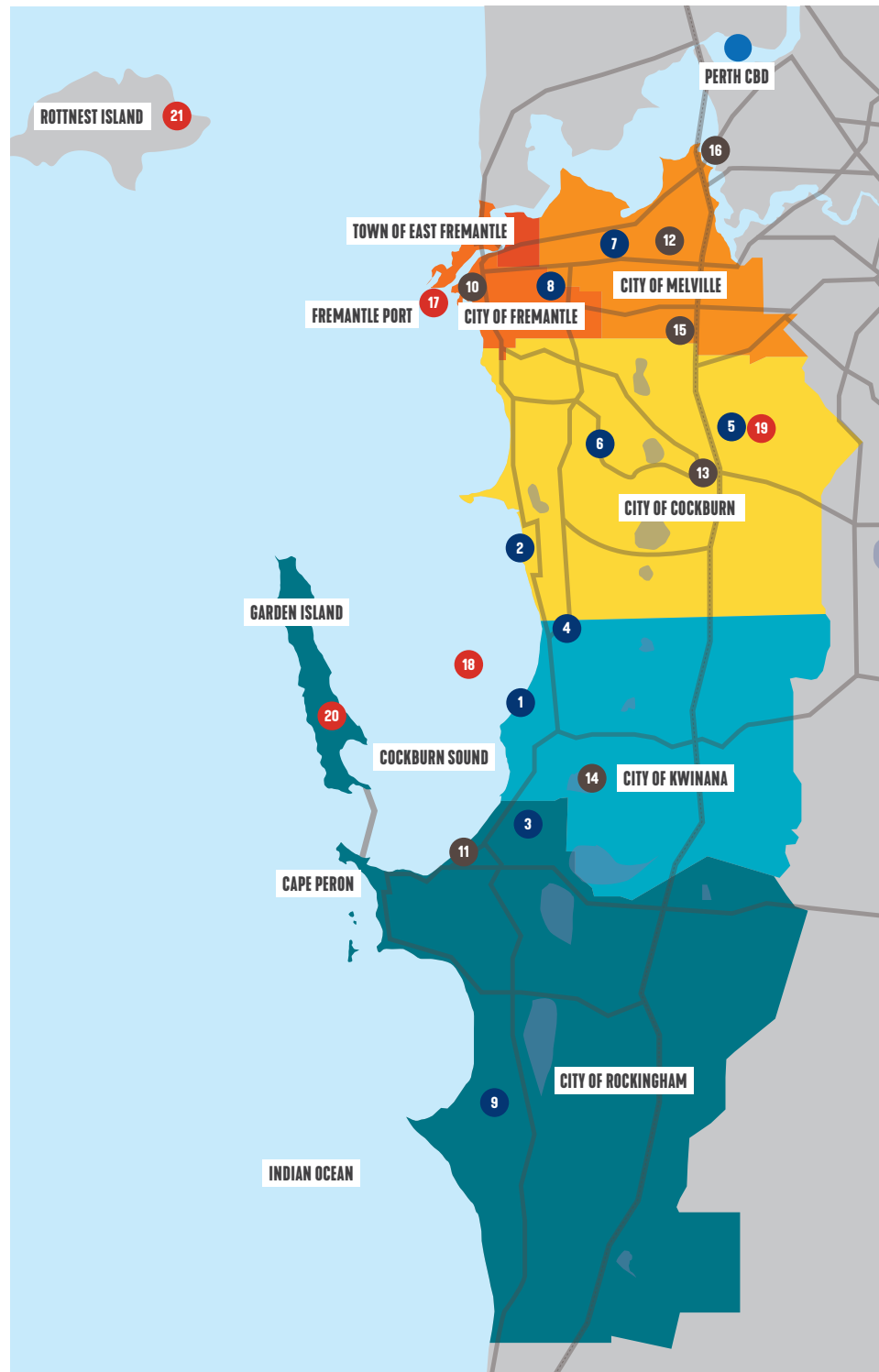
Fremantle Port

17. Inner Harbour
18. Outer Harbour
19. Jandakot Airport
20. HMAS Stirling, Fleet Base West
21. Rottnest Island

HIGHLIGHTS

Alliance Region is only:

- 15 minutes from the Perth CBD
- 25 minutes from Perth Airport



KEY FACTS

620 square kilometres

450,000 Population

225,000 Workers

\$32 BILLION gross regional product

MAJOR INDUSTRY SECTORS BY EMPLOYMENT



Retail



Manufacturing



Construction



Health Care & Social Assistance



Education & Training

MAJOR ASSETS



Port



Academic & training institutions



Defence facilities



Hospitals

Today's Regional Challenges

The Region faces the following challenges over the next 15 years:

- A growing population that, if not managed well, would enable unsustainable and costly urban sprawl.
- Limited high-quality public transport connections between and within major centres.
- High unemployment locations, particularly among the youth as well as low levels of employment self-containment (jobs matched to where workers live).
- Social disadvantage and isolated people excluded from participating meaningfully in society and the workforce, particularly in Kwinana and Rockingham.
- Physically and economically segregated communities.
- Land requirements and enabling infrastructure relating to Westport are not fully identified, and corridors are not yet protected.
- Strong market demand but limited availability of high value industrial land protected by a buffer zone.
- A lack of coordination of land supply in a manner that enables agglomeration economies to form.
- Some sub-optimal land uses or relatively benign uses within high value and rare industrial land within buffer zone areas or other high value locations.
- Potential for increasing land use conflicts between urban and industrial uses.
- A congested road, rail and freight network with multiple capacity constraints that limit industry efficiency and economic productivity, and that is struggling to cope with strong economic growth.
- Vehicle congestion with significant economic, social and environmental costs.
- Pressures to protect ecological assets.
- Various Government agencies with differing objectives, priorities and resources leading to sub-optimal coordination, and slow progress towards positive real world change.
- Ensuring that the high order urban centres in the region reach their potential and serve their purpose.
- International competition in the areas of industrial processing, defence industry development and mineral processing.

➤ THE REGION TODAY

A growing population and workforce

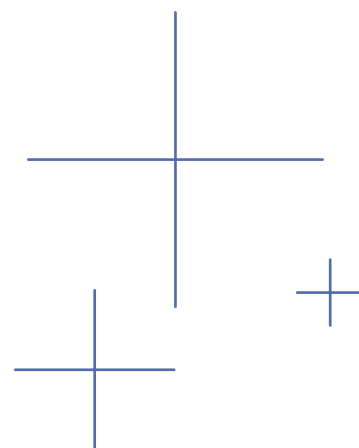
Development targets for infill have been set under Perth and Peel @ 3.5 million to support a sustainable and resilient city. These targets are a split of 47% infill and 53% greenfield development. With a population approaching 450,000 expected to grow by another 150,000 by 2036 the Region is ideally positioned to accommodate a significant portion of infill. The challenge is to identify suitable locations for additional population growth, areas that have existing services, are well connected to the transport network, and connected to major employment centres.

There are almost 225,000 employed residents within the Region. However, only half of the Region's residents are employed locally, suggested a misalignment of jobs with the skills of residents.

Environmental and recreational assets

The South West Metropolitan region has many valuable natural areas that link communities and are widely recognised for their conservation value, including:

- Over 80 Bush Forever sites and other valuable reserves and areas of natural vegetation.
- Two RAMSAR wetland associations; Thompsons Lake and Becher Point Wetlands.
- Coastal environment and near shore reefs stretching from Fremantle to Rockingham, including Garden Island, Penguin Island, the Shoalwater Marine Park and the Becher Point Sanctuary Zone.
- The Swan and Canning Rivers, including the Alfred Cove Marine Park and shoreline sanctuary.
- The Beeliiar and Rockingham Lakes Regional Parks and the Port Kennedy Scientific Park.
- The Jandakot Regional Park and Jandakot Mound, which is an important water supply and contains valuable wetlands and damplands.
- Kwinana Industry Buffer Strip with its large areas of native vegetation and other areas that will be important for biodiversity and public amenity.
- Rottnest Island.
- Fremantle Sailing Club Marina.
- Port Coogee and Omeo shipwreck.
- Cape Peron.
- Woodman Point regional park.
- Various recreational assets including boat ramps, jetties and sporting infrastructure.



Strategic, secondary and specialised centres

GREATER FREMANTLE

Fremantle's vibrant knowledge and creative sector is clustered in the city's historic heart, where Notre Dame University is also located. It is a magnet for professional services such as architecture, marketing and communications, and marine and logistics services. A flourishing art scene and emerging artisanal food sector contribute to why Fremantle is one of Australia's most iconic urban centres. A pipeline of major civic, commercial, residential and retail development opportunities over the next 15 years will enhance Fremantle's vitality and growth.

ROCKINGHAM

With a current population of 140,000 and a forecast population of 250,000 by 2050, Rockingham plays a vital role in servicing the highly skilled workforce employed at the Western Trade Coast and HMAS Stirling. As one of two Strategic Metropolitan Centres for the region, Rockingham is planned to be the focus of higher order commercial and Government functions and major employment generating activity.

Situated on Cockburn Sound, it is a major tourism destination renowned for its safe beaches, marine parks and a range of recreational activities. Residents enjoy affordable housing, shopping, and excellent educational and health services.

MELVILLE CITY CENTRE

Melville City Centre, which includes Booragoon has been a major retail centre within the Region for many years. Planned redevelopment will see major expansion not only of retail floor space but the significant addition of entertainment, recreation and employment activity. This will complement significant high-quality apartment development currently underway and will see its preeminent role maintained well into the future.

CANNING BRIDGE

Canning Bridge is a significant centre in the region. It supports a wide range of economic and business activity and an increasing residential population. It is the north-eastern gateway to the region and is well serviced by both rail and road regional transport links.

COCKBURN CENTRAL

Cockburn Central is one of Perth's newest and fastest growing urban centres. The Perron Group have planned investment of over a \$1 billion at Cockburn Central. This investment is dependent on maintaining free access and high amenity at Cockburn Central. It has been purpose built as a transit oriented development focussed around a major interchange between the Perth-Mandurah rail line and Kwinana Freeway. A range of property development opportunities exist in this well connected business area, including higher density residential, and commercial and industrial land.

When constructed, the Thornlie-Cockburn Link will be Perth's first east-west cross line connection, making travel around the city by train more flexible and providing a higher level of public transport service to Perth's southern suburbs. Connecting the Mandurah and Armadale/Thornlie lines will open new opportunities for longer-term developments around future stations. The significant investment in Armadale Road including a second bridge across the freeway will disperse traffic and result in significant improvements to east-west road connectivity.

KWINANA CITY CENTRE

The Kwinana City Centre is the commercial hub servicing the residents of the area, providing retail, recreation and office space for the surrounding residential developments. With access to both the Kwinana and Wellard train stations, Kwinana offers affordable housing opportunities, accessibility to major transport connections and continued opportunities for residential growth in the coming decades. It provides significant opportunities for greater development to support the growing demands of the surround catchment area."

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. Developed as a transit-oriented activity centre, Murdoch is planned to provide jobs, education facilities and a significant number of new homes within the next 15 years.

› THE REGION TODAY

Industrial precincts and business parks

Industrial land plays a key role in the economic wellbeing of our Region and having adequate supply of well-located industrial land is just as important as making sure that necessary infrastructure is in place enabling industry to activate this land. The Region includes significant high-quality industrial areas of varying typology; this includes strategic, general, and light /commercial industrial areas. The Kwinana and Rockingham Strategic Industrial Areas contain the Perth metropolitan region's only heavy industrial land².

WESTERN TRADE COAST

The Western Trade Coast is Western Australia's primary industrial and logistics hub and one of Australia's largest. Approximately 11,000 people are employed in the Western Trade Coast, which generates over \$15 billion per annum.

At almost 4,000 hectares, the Western Trade Coast encompasses specialised estates offering business opportunities ranging from strategic heavy industry, manufacturing, warehousing and transport. Investment in industrial development is protected through the establishment of buffers to urban uses, ensuring the ongoing viability of the industrial activity. As the focal point of the State's freight network, the area has access to a vast supply of resource and agricultural raw materials for processing into higher-value products.

Kwinana Strategic Industrial Area (KIA)

The KIA is home to WA's most important strategic heavy industrial precinct and other general industrial land, including specialties in chemical and resource-based processing. It incorporates alumina, nickel, lithium and mineral processing; gas fired power stations; and the Fremantle Port Outer Harbour.

Over 250 businesses are located in the KIA and it is renowned for the strong symbiotic relationship that exists between many processing plants that are able to exchange materials, often trading by-products of industrial processes to create economic efficiencies and improve environmental outcomes. It is well connected to the Kwinana Bulk Terminal and Kwinana Bulk Jetty as well as established supporting infrastructure.

Australian Marine Complex (AMC)

AMC is a world class centre for excellence in manufacturing, fabrication, assembly, maintenance and technology development, and services the marine, defence, and resource industries. The AMC is home to the largest marine industry in Australia, and enhances the opportunities created by the clustering of industries. Over 150 businesses are located at the AMC.

The 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. AMC is well integrated with training, research and development opportunities. In particular, the technical precinct and world class TAFE facility are highly regarded within the oil and gas industry.

The centrepiece of the AMC is the Common User Facility, the largest in the southern hemisphere. It is home to the most technically advanced floating dock and transfer system in the world. The AMC also has four wharves capable of accommodating vessels up to 300 metres in length, including the Royal Australian Navy's Collins Class submarines.

Rockingham Industry Zone (RIZ)

The RIZ provides land for a range of business types and industries, ranging from processing, warehousing, transport and logistics to fabrication and maritime related industries. The area offers a variety of serviced lots ranging from 1,800 square metres to 14 hectares covering heavy, general and light industry zones. It is developing as a hub for defence industry companies.

Latitude 32

The largely undeveloped Latitude 32 provides opportunities for light industrial, general industrial and transport activities to complement surrounding economic activity.

Latitude 32 will be one of the largest industrial areas in Australia when its 1,400 hectares are fully developed. It is crucial to provide for the short term, medium term and long term demand for industrial land in Perth.

It functions as a transitional buffer between residential, rural and environmental areas, and heavy industry located within the KIA. It is likely to include an intermodal terminal in the near future.

HMAS Stirling, Fleet Base West

HMAS Stirling is a Royal Australian Navy base located on Garden Island, just off the coast of Rockingham. It is the largest naval base in Australia, with approximately 2,300 service personnel, 600 defence civilians and 500 long-term 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. It is expected to grow significantly in coming years with major infrastructure investment creating additional industry development and employment opportunities.

Jandakot City

Jandakot City is a master-planned commercial and industrial precinct that is fully integrated with Jandakot Airport. The precinct has a strong freight and logistics focus and 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. It boasts three major flying schools and a range of businesses servicing the aviation industry. It's proximity to Fiona Stanley Hospital makes it the ideal home for the Royal Flying Doctors Service and the WA Police airwing.

Bibra Lake Industrial Area

A commercial and industrial precinct incorporating the Cockburn Commercial Park, the Bibra Lake Industrial Area is conveniently situated on three major roads with a direct connection to the Western Trade Coast. It is fully serviced, including significant high-tech industry activity, and is suitable for general and light industrial and commercial businesses. Varying sized lots are available on the open market through commercial real estate agents.

Myaree Mixed Business Area

The Myaree Mixed Business Area is a fully developed mixed business precinct suitable for bulk retail, commercial and light industrial activities. It is conveniently situated on two major roads with a direct connection to Fremantle, and premises are available on the open market through commercial real estate agents.

O'Connor Industrial and Commercial Area

The O'Connor Industrial and Commercial Area is a fully developed commercial and industrial precinct suitable for warehousing, light and heavy industry, bulky retail and commercial activities. It is conveniently situated on two major roads, and premises are available on the open market through commercial real estate agents.

Port Kennedy Business Park

The Port Kennedy Business Park is a mixed business precinct suitable for commercial activities. It is conveniently situated only five minutes from the Kwinana Freeway, and fully serviced sites are available on the open market. The State Government, via Development WA, are due to lodge a structure plan for Stage 2, approximately 70 Hectares of land that is scheduled to come to market in early 2023.

> THE REGION TODAY

Economic capabilities and opportunities

ECONOMIC CAPABILITIES

Our region's strengths highly complement growing markets in developed and emerging economies around the world. These include but are not limited to: advanced manufacturing and defence; agribusiness and food; international education; international health; resources and energy; and tourism.

| ADVANCED CAPABILITIES OF SOUTH WEST METROPOLITAN PERTH | | | | | |
|--|--|--|--|---|--|
| These capabilities are aligned to Austrade's priority sectors. | | | | | |
| Advanced manufacturing and defense | Agribusiness and food | International education | International health | Resources and energy | Tourism |
|  Marine services and infrastructure, specialising in ship building |  Agriculture research including grains and livestock |  Higher education |  Life sciences, biotechnology, including phenomics clinical trials |  Petroleum equipment, technology and services |  Hospitality |
|  Defence |  Food processing research |  Vocational education and training |  Aged care services and retirement living |  Mining equipment technology and services |  Tourism attractions |
|  Aerospace and aviation, including UAVs and training |  Fisheries | | |  Chemical and resources processing |  Tourism services |
|  Steel fabrication |  Artisanal food products | | |  Microgrids and energy storage solutions | |
| |  Biosecurity | | |  Energy materials and downstream processing | |
| | | | |  Renewable energy | |

ECONOMIC OPPORTUNITIES

| ADVANCED MANUFACTURING AND DEFENCE | AGRIBUSINESS AND FOOD | INTERNATIONAL EDUCATION |
|---|---|--|
| <p>Resource sector accessing world-class shipbuilding and defence expertise: opportunities for the globally competitive shipbuilding and defence industries to supply services to resource sector projects in Australia and overseas. These sectors have diverse expertise servicing the State’s major mining, oil and gas and agricultural sectors.</p> <p>Defence support and innovation: opportunities exist to collaborate with or invest in the defence industry and engage its world-class capability to support Australian and allied defence programmes.</p> <p>These opportunities include:</p> <ul style="list-style-type: none"> • design, manufacture, maintenance and sustainment of Australia’s submarines and frigates and other vessels such as hydrographic vessels and undersea surveillance support ships. • defence-related research and development through the Defence Science Centre • education and training to meet the workforce, and • skilling needs of the defence sector. | <p>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.</p> | <p>International education and training: opportunities to undertake study or research at Murdoch University, Notre Dame University or South Metropolitan TAFE. 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.</p> <p>Student accommodation: opportunities to meet demand for student housing in Fremantle, 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</p> |

| INTERNATIONAL HEALTH | RESOURCES AND ENERGY | TOURISM |
|---|--|---|
| <p>Life sciences and biotechnology research and commercialisation: opportunities to capitalise on Western Australia’s excellent healthcare system; the regulatory environment; conditions ideal for conducting clinical trials; the region’s world-class universities; universities with expertise in fields such as phenomics; and the research hub at the Murdoch Health and Knowledge Precinct for life sciences and biotechnology research and commercialisation.</p> <p>Aged care and retirement living: opportunities to meet growing demand for retirement living driven by Perth’s ageing population. The region offers a range of development sites and potential service partners as well as access to high quality medical facilities.</p> | <p>New energy materials and battery manufacture: opportunity to capture a share of increasing global demand for new energy materials such as lithium and lithium-ion battery technology by capitalising on the State’s position as a major producer of new energy materials and establishing a battery technology development and manufacturing industry. This includes Nickel, Cobalt, Graphite, high purity Alumina, and rare earths required to drive battery development, sourced ethically.</p> <p>Renewable Hydrogen: opportunity to capture a share of increasing global demand for sustainable and clean energy by exploiting the possibility of hydrogen manufacture and export. The Western Australian Government is currently exploring the State’s potential to capitalise on its expertise in oil and gas and chemical processing, and its abundance of land and solar, wind and wave energy by establishing a large-scale hydrogen industry powered by renewable energy.</p> <p>Mining and petroleum equipment, technology and services sectors: opportunities to collaborate with and invest in the mining and petroleum equipment, technology and services sectors. These sectors service Western Australia’s major mining and oil and gas sectors and offer overseas markets world-leading expertise in many areas, including subsea inspection, maintenance and repair.</p> | <p>Premium tourism accommodation, attractions and tour packages: opportunities to develop tourism attractions, to build and operate hotels, and to operate tours and host business events that target premium markets in Asia, Europe and North America.</p> |

A unified regional vision for 2036

Layers of the plan

The Plan is presented in 'layers' that show the sometimes-competing pressures on the Region. The Perth South West member councils are best placed to understand these competing pressures and to address them strategically and holistically, guided by the contents of this Plan.

The Plan shows how to bring together the various instruments in the 'regional orchestra'.

The layers of the Plan are:



**Inclusive,
connected
communities**



**Better jobs
and more of
them**



**Efficient
transport
networks**



**Thriving
natural
assets**



**Streamlined
and effective
governance**

Each layer includes a series of actions, categorized by their level of priority. Short-term is considered to be before 2025, medium-term is considered to be after 2025.

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ECOLOGICAL LINKAGES

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-  Regional ecological linkages
-  Alliance regional ecological linkages



> A UNIFIED VISION FOR 2036



Inclusive, connected communities

A GROWING AND MORE COMPACT POPULATION

In 2036 there is a network of diverse, connected and inclusive communities within close distance of high-quality green spaces and water-based recreation areas, employment opportunities, tourism and social infrastructure, and appealing public transport options.

Investment in dedicated mass transit infrastructure has transformed the Region and promoted urban corridor and centre development. Greater density has reduced the need for private vehicle usage, significantly limiting carbon emissions and encouraging more physical activity.

The Region's urban areas are more compact and have accommodated an additional 150,000 people in well-considered areas of consolidation⁸. This has prevented unsustainable urban sprawl and reversed the historical trend of segregated and disconnected communities.

The Region is more socially inclusive, particularly for young people who benefit from housing equity and diversity. Transport and access related barriers to employment and education have been addressed, providing a variety of choices in the ways that people get to and from major employment centres, and technology has facilitated distributed employment throughout the Region. Consequently, unemployment rates have dropped below the State average for the first time in generations.

MAJOR TOURISM ASSETS

The Region's major tourism assets receive significant recognition and funding by all levels of Government. They are planned in a strategically integrated way and promoted holistically. This includes long-term planning to improve accessibility via a range of transport modes, including appealing connections from one tourism asset to another.

TRANSPORT CHOICES

1. Fremantle – Murdoch corridor
 2. Fremantle – Cockburn Coast - Cockburn Central
 3. Rockingham City Centre Transit System (RCCTS)
 4. Knowledge Arc
 5. River transport
- Passenger and freight train lines

TOURISM ASSETS

6. Shoalwater Islands Marine Park
7. Penguin Island
8. Cape Peron
9. Fremantle City Centre
10. Fremantle Sailing Club Marina
11. Port Coogee and Omeo shipwreck
12. Rottnest Island
13. Wireless Hill Park
14. Woodman Point Regional Park
15. Swan River
16. Adventure World
17. Cockburn Ice
18. Aboriginal Culture and Visitors Centre
19. Cockburn Central Wave Park (under construction)



> A UNIFIED VISION FOR 2036



Inclusive, connected communities

Fremantle remains the cultural and creative capital of the Region with a growing inner-city population. The Fremantle CBD still attracts strong visitation from within the Region, the State and from all around the globe, and remains the arrival point for visiting cruise ships from around the globe.

A re-imagined Fremantle Harbour precinct is planned to offer a diverse range of new dwellings in high amenity locations close to the ocean and places of employment within a variety of knowledge-intensive industries. It is a well-rounded strategic metropolitan centre with a diverse range of knowledge-intensive industries that benefit from its strong transport connections, amenity and cosmopolitan ambience.

East Fremantle offers a highly sought-after, locally-focussed, riverfront lifestyle with accessible built and natural landscapes complemented by extensive recreation facilities. After the Department of Defence developed the Leeuwin Barracks Vision in collaboration with the Town of East Fremantle, the Master Plan was developed and is delivering medium and high-density residential property adjacent to the Swan River, with easy access to major employment centres.

Murdoch Precinct is a thriving residential, student, commercial and research community centred around the Health and Knowledge Precinct. It includes around 1,500 new dwellings and aged care accommodation.

The City of **Cockburn's** population has grown by over 35,000 people, with a much greater proportion of residential growth occurring in Cockburn Central and the medium density areas immediately surrounding it.

Cockburn Coast is home to 12,500 people, providing 3,000 local jobs and significant commercial space well accessible by public transport.

Nearby **Port Coogee** has developed as a home for 4,500 people, offering a 300 berth marina and boutique retail and hospitality offerings.

Canning Bridge is a highly prominent regional centre containing a substantial residential population and significant employment, business, recreational, cultural and entertainment activity. It is set within a highly attractive public realm and attracts substantial visitation via a well-connected network of both public and private transport links. 11,000 new residents are housed within the greater Canning Bridge Activity Centre.

South Fremantle Power Station Precinct is developing into a high-quality mixed-use precinct that provides the missing puzzle piece to realise the full potential of Cockburn Coast. It is a major attractor of tourist activity and provides beachside recreation and performance spaces.

Kwinana has experienced significant growth in its population, welcoming around 40,000 new residents and increasing its skills development capability. Improved passenger vehicle connections within the Region provide easier and quicker access to places of employment. Higher density residential hubs have developed around the Kwinana and Wellard train stations.

The City of **Rockingham's** population has grown beyond 200,000 by 2036. As a Strategic Metropolitan Centre, it has received significant public investment and plays a vital role in supplying the region with a highly skilled workforce and the facilities and services to meet its needs. Population growth experienced between 2021 and 2036 has mostly been within Rockingham's existing residential footprint, allowing greenfield sites to be used for employment generating purposes including local manufacturing. New development to the east of the freeway is well connected to the established area."

The **Rockingham Beach Foreshore Master Plan** and **Safety Bay Shoalwater Foreshore Master Plan** are both implemented and among the State's top attractions for intrastate tourism. It includes a maritime playground and high quality event spaces in an oceanfront setting. It is well used by the Region's 600,000-strong population and people from surrounding areas.

CONNECTED BY TRANSPORT CHOICES

Dedicated mass transit in the Region has been used as transformational infrastructure to promote coordinated urban corridor and centre development, supporting the creation of local jobs and facilitating transit-oriented developments to meet the State Government's infill targets. They efficiently connect the Region's population to places of work and leisure by providing an attractive and sustainable alternative to private vehicle use. Digital connectivity is world class, enabling services to be provided across the globe as well as facilitating community engagement.

Fremantle – Murdoch corridor

The introduction of major public transport infrastructure in an east-west direction has transformed the corridor between Fremantle and Murdoch. The corridor has comfortably accommodated an additional 6,500 dwellings with another 5,500 planned for the next few years.

The transit solution improves travel times and accessibility within the corridor, increasing the catchment area for Fremantle and Murdoch. It has encouraged significant mode shift for students and workers at universities and hospitals at both ends of the corridor.

Fremantle – Cockburn Coast - Cockburn Central

The major centres of Fremantle and Cockburn Central are connected by high quality mass transit. The link connects residents and workers along the corridor including Cockburn Coast, Port Coogee, and the globally significant Australian Marine Complex. It provides a seamless public transport connection to the Perth-Mandurah heavy rail line to the east, and the Fremantle line to the north-west. It acts as the western extension of the Thornlie line through to Fremantle.

Rockingham City Centre Transit System (RCCTS)

The delivery of the RCCTS has connected the Rockingham Station with activity nodes at the Rockingham City Centre, Smart Village and Waterfront Village and is encouraging high density residential and commercial development at station stops. It has enabled the Rockingham education, civic, hospitality and retail sectors to thrive, and catalysed development of iconic land parcels close to the city centre, adding transit-oriented density to Rockingham. It has catalysed a shift on transport mode for residents and workers in the vicinity of the Rockingham CBD.

Knowledge Arc

Provides a connection between Canning Bridge, Curtin's Bentley Campus, the Perth CBD and the University of Western Australia. The Canning Bridge stop is well integrated with a contemporary Canning Bridge precinct redesigned for multi-modal use; co-funded by Federal and State Governments⁹.

River transport

By 2036 there are greater options for use river transport linking the Region's northern suburbs with the Perth CBD and University of Western Australia, alleviating road congestion.

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Alliance actions to achieve growing inclusion and connected communities

SHORT-TERM ACTIONS

- Create stakeholder roundtables to facilitate integrated planning, investment and development, as well as sharing critical information.
- Work with member councils and partner organisations to attract investment in high quality property, commercial and industrial development in appropriate locations throughout the Region.
- Advocate that the State Government prepare a dedicated second-tier mass transit plan for metropolitan Perth¹⁰ that connects existing and developing activity centres to enable achievement of residential infill targets, and to support the path to net-zero carbon emissions. The plan should integrate with the existing transport system and be developed in consultation with Local Governments. As part of that network, at least three dedicated public transport links within the Region should be given priority in delivery:
 - Murdoch-Fremantle
 - Fremantle - Cockburn Coast - Cockburn Central
 - Rockingham City Centre Transit System
- Advocate that the State Government partner with the City of Rockingham to implement the Rockingham Beach Foreshore Master Plan and Safety Bay Shoalwater Foreshore Master Plan.
- Provide technical support for existing structures including (but not limited to):
 - the State Government's Future of Fremantle Committee and advocate that Fremantle be planned as a well-rounded centre with diverse economic opportunities in knowledge-intensive industries.
 - the Town of East Fremantle in accelerating the master-planning for Leeuwin Barracks.
 - the Murdoch Activity Centre Precinct Group to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Support other Local Governments, organisations and universities to advocate for the development of the Knowledge Arc transit link, connecting to Canning Bridge.

MEDIUM- AND LONG-TERM ACTIONS

- Undertake a comprehensive transport study to assess holistic accessibility to major regional tourism attractions.
- Investigate the feasibility of improved Swan River crossings to the Perth CBD and UWA.



> A UNIFIED VISION FOR 2036



Better jobs and more of them

Complementary knowledge-intensive employment centres with a globally competitive net zero industry zone

KNOWLEDGE-INTENSIVE EMPLOYMENT CENTRES

In 2036, the Region boasts a more knowledge-intensive economy, with a variety of complementary economic hubs with clear themes and brands that leverage their comparative advantages. This includes specialities in health and aged care, education, defence services, resources services, green energy, and creative industries. The Region has optimised land uses by identifying suitable locations for employment-generating land via re-zoning or land rationalisation, attracted foundation proponents that will deliver nationally significant projects¹¹, and the provision of enabling infrastructure.

NET ZERO INDUSTRY ZONE AND SUPPORTING ACTIVITY

The industrial focal point for the Region is a new land-backed port at Kwinana, connected by uninterrupted road and rail freight corridors. The precinct around the new net-zero Port is the main industrial core of the Region protected from incompatible land uses and capacity constraints, and boasting a world-class net zero industry zone. Commitment to 'net zero' has driven investment in green energy, research, local manufacturing, and industry development. Advancements in technology have resulted in solutions with greater flexibility, capability and productivity. Green spaces within and surrounding industrial areas have been protected and enhanced.

The transition towards a decarbonised economy and net zero emissions has positioned the Region at the centre of positive change, clustering advanced high-tech manufacturing¹² and green energy industries within a sustainable industrial ecosystem, centred around the new Port.

Supporting economic activity has developed on the periphery of the main industrial core, creating opportunities for industry agglomerations and integrated supply chains. Strategic decision making by all levels of Government has helped optimise the agglomeration of firms in their areas of comparative advantage. Tertiary education and training providers are now integrated into the industrial area, ensuring supply of knowledge-based and skilled workers.

LOCAL CONTENT AND HUMAN CAPITAL

A greater focus on local content in Western Australia has enabled greater economic prosperity, low unemployment rates and greater employment self-containment. The Regional workforce is highly skilled and well matched to

industry requirements. In particular, the local metals industry services the defence and resources sectors and provides much greater local content in major projects due to its world-class capabilities and high-quality products and services.

The Region boasts major capabilities in new energy materials, particularly hydrogen and lithium, and is recognised globally as an efficient and reliable supplier of new high-quality new energy materials and green energy. With vast reserves of energy materials, best practice environmental and ethical standards, world-class research institutions, manufacturing capability and a skilled workforce, the Region has all the components necessary for modern battery technology.

GREEN ENERGY

The Region has built upon the State's proven track record for creating innovative energy generation, storage and management solutions. Responding to net zero challenges, the Region has developed solutions for microgrids, smart grids and energy storage. Intermittent generation sources such as wind and solar energy play an important role in supplying a contemporary electricity grid that includes innovative battery storage solutions¹³. The Region is ethical, clean and green: with on-site energy generation, waste disposal and recycling, and water collection and recycling.

DEFENCE INDUSTRIES

The Region is internationally recognised as a defence innovation and manufacturing hub that offers the capability and capacity to support Australian and allied defence programs with strong synergies with the resources sector. The sector draws on capabilities from a range of world-class industries such as shipbuilding, aerospace and aviation; and resources equipment, technology and services.

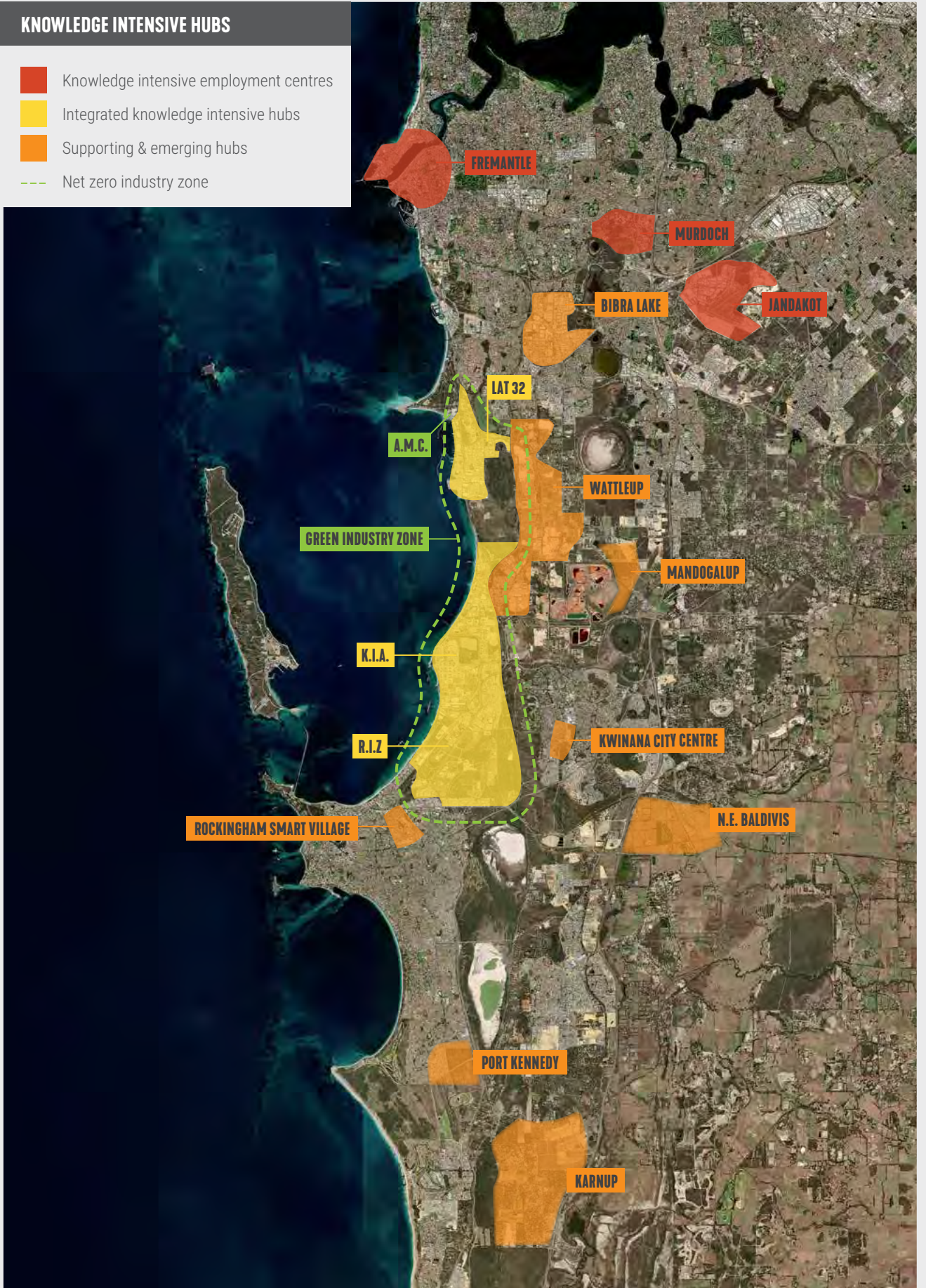
BLUE ECONOMY CAPABILITIES

The region has capitalised on the opportunities of the Indian Ocean and developed strong 'Blue Economy' capabilities based on the sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health.

This has created synergies with industry capabilities in renewable energy, tourism, maritime transport, fisheries, and waste management. The region has integrated and applied multiple disciplines to climate change adaptation, and preserved the natural capital for environmental, social and financial returns.

KNOWLEDGE INTENSIVE HUBS

- Knowledge intensive employment centres
- Integrated knowledge intensive hubs
- Supporting & emerging hubs
- Net zero industry zone



> A UNIFIED VISION FOR 2036

KNOWLEDGE-INTENSIVE EMPLOYMENT CENTRES

Murdoch Activity Centre is the largest health and education employment hub outside of Perth CBD, comprising world leading medical and academic institutions, and research programs for health and aged care. Murdoch has fully developed as a transit-oriented activity centre that includes 35,000 jobs, education facilities for almost 50,000 students and homes for over 20,000 people.

Fremantle Harbour is developing as a reimagined precinct that leverages the human capital within the port city and provides diverse employment opportunities within knowledge-intensive industries including the 'blue economy', creative industries and sustainability focused enterprises. Fremantle Harbour is a global case study on how areas can transition and transform from one thriving economic function to another. Tourism and hospitality industries still thrive in Fremantle.

The Future of Fremantle Planning Committee¹⁴ kickstarted the reimagining of Fremantle Port's Inner Harbour, and the process allowed for a gradual evolution as peripheral Port uses were transitioned away from the precinct, enabling the preparation of land in a way that ensured the transition was as seamless as possible. Fremantle offers berthing for many superyachts, which provides servicing and maintenance opportunities for marine industries at Henderson.

Jandakot City is world class aviation training and aeronautical engineering and manufacturing hub in an integrated commercial and industrial park environment. Its flying schools train pilots for international airlines with facilities that include world class simulation centres, supporting industry training and specialised research.

Rockingham Smart Village is developing as a knowledge-intensive hub that supports industries in the broader net zero industry zone and has alignment with the curriculum at the adjacent university campus. Defence companies use the Smart Village as an office base to support industrial activities in the broader Region.

INTEGRATED KNOWLEDGE-INTENSIVE INDUSTRIAL HUBS

A united strategy for the region's major industrial hubs has ensured consistency in approach and application. The economic function of each hub plays a complementary role within the broader regional context.

Kwinana Industrial Area (KIA) is the premier heavy industrial area within the broader net zero industry zone. It is home to major companies that require highly efficient road and rail networks and protection from incompatible land uses. The KIA is the focal point of lithium processing, battery material value-adding, green energy production, and other uses that support the effective operation of the Kwinana Port.

Rockingham Industrial Zone (RIZ) complements the function of the KIA and offers agglomeration opportunities

for companies specialising in defence industries, manufacturing chemical processing, and other industrial uses that require the protection of a buffer zone. Available land has been systematically taken to market in order to attract green industry technology companies, offering a supplementary 'overflow' industrial zone to complement the KIA and to support the functions of the defence industry including HMAS Stirling Fleet Base West.

The RIZ includes a precursor cathode action material (P-CAM) manufacturing plant that has acted as the foundation proponent for major industry clustering, benefiting from proximity to supply chains, industrial synergies, and high-value land with enabling infrastructure provided to accelerate private investment. This has contributed significantly to the diversification of the regional economy.

Australian Marine Complex has continued to thrive due to improved transport connections and investment in common use infrastructure, functioning as a vital hub for marine and advanced manufacturing industries. It has facilitated expansion of the Region's advanced marine and defence industry capabilities, which now generates over \$7 billion per annum by delivering a greater share of Australia's naval shipbuilding sustainment, fabrication and assembly.

It includes a Large Vessel Dry Berth that supports the large hulled vessel build and sustainment needs of the Department of Defence and Royal Australian Navy, while attracting diverse commercial business including construction and sustainment of ships of more than 20,000 tonnes.

Latitude 32 functions as a major transport and logistics hub with a new intermodal terminal that supports the operations of the port. It also functions as an 'overflow' precinct for fabrication companies that cannot be housed within the AMC precinct, including high-tech manufacturing and robotics.

SUPPORTING AND EMERGING HUBS

The old **Wattleup Town Site**, to the east of Henderson and within Latitude 32, is developing as a business park for office and other commercial uses that support the Port and companies at the KIA, RIZ, AMC and Latitude 32.

Mandogalup, directly east of the future Port, has transformed from a predominantly market gardening area to include employment generating land uses and recreation facilities, transitioning into urban development. The area includes some energy storage uses supporting the net zero Port and production of green energy.

Kwinana City Centre has evolved to include more commercial uses and provides a more urban alternative for administrative elements of companies that do not need to be located in high demand industrial precincts.

After identifying **East Rockingham** as the ideal location for light industrial land uses previously located in heavy

industrial zones, the area is developing as a major employment precinct. Local and State Governments have worked systematically to identify and re-zone land based on the highest and best economic use.

The **Port Kennedy** industrial area services the Region's population by providing an agglomeration of bulky goods stores and warehouses supporting retail and wholesale population-driven industries.

The **Bibra Lake** industrial area plays an important regional role as a supporting high-tech industrial precinct.

North-East Baldivis is a well-located emerging precinct relatively close to the new port and supporting industrial areas. It is developing as a light industry precinct with a range of uses that complement the holistic development of the Region.

Karnup has been identified as an area for employment generating land uses, providing opportunities for more local jobs in the Region and limiting the metropolitan region's urban sprawl. A District Structure Plan has been developed to guide develop and to plan for the seamless integration with the Karnup Train Station, creating employment opportunities close to residential populations.

Postans has been largely transformed during the construction of the new Port and is now developed as a light industrial area servicing the Port and Heavy Industrial area. The areas functions as an extension of Latitude 32.



Alliance actions to achieve better jobs and more of them

SHORT-TERM ACTIONS

- Promote successful companies from the Region to build awareness of major hubs and their comparative advantages.
- Provide technical support structure including (but not limited to):
 - the State Government's Future of Fremantle Committee, emphasising for the need to plan for an environment where innovative knowledge-intensive industries are supported, enabled and even incentivised.
 - the Murdoch Activity Centre Precinct Group to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Undertake workforce supply and demand forecasting based on a range of likely regional scenarios by 2036.
- Work with partner organisations to support regional small-medium enterprises to identify and address business and industry development opportunities.
- Work with State and Federal Governments to promote the region's economic capabilities to investment markets.
- Advocate for a cohesive strategy for the 'Western Trade Coast' that encourages high-value industry agglomeration with the Region.
- Support the State Government's Ministerial Taskforce - Global Advanced Industries Hub with regard for the content of this plan.
- Advocate for Mandogalup to be planned for employment generating land uses that support the broader strategic uses in the region.

> A UNIFIED VISION FOR 2036



Efficient transport networks

Efficient and resilient road, rail and freight networks

In 2036 there are efficient and resilient road, rail, and freight networks and intermodal facilities within the Region with fewer capacity constraints for industry, reduced congestion, and emissions. While people are encouraged to use the high-quality dedicated mass transit network where possible, efficient passenger vehicles and freight movements are still vital component of the regional transport network.

> East-west connections

Anketell Road – Thomas Road provides a vital road connection between the new Kwinana Port and Tonkin Highway, and on to Kewdale and the Perth Airport. Due to its critical importance to the State's freight network, it has significant capacity, is high-wide load corridor enabled,¹⁶ and grade separated at key intersections. It has been well planned and avoids clashes with incompatible land uses. Speed limits have been increased.

Rowley Road provides secondary access to the Kwinana Port and provides efficient access to an upgraded Rockingham Road-Stock Road and Kwinana Freeway. It has improved capacity and is grade separated at some crucial intersections. It has been well planned to minimise clashes with incompatible land uses and improves freight network resilience. Speed limits have been increased. It is critical to the function of Latitude 32 and provides a vital connection to Tonkin Highway.

Mundijong Road-Kulija Road has improved capacity and provides an important east-west connection to the RIZ and broader net zero industry zone for passenger vehicles and road freight.

Russell Road is a vital connector from the Kwinana Freeway and an upgraded Rockingham Road-Stock Road to the AMC and to the northern end of Latitude 32. It primarily serves passenger vehicles combined with a minor freight function. It is widened and grade separated over the heavy rail line and includes an upgraded intersection with Rockingham Road-Stock Road.

Beeliar Drive provides efficient passenger vehicle and freight access to Cockburn Central. It is grade separated over the heavy rail line and includes an upgraded intersection with Stock Road.

> North-south connections

Kwinana Freeway flows freely as congestion northbound and southbound has been significantly reduced between Russell Road and Safety Bay Road due to the adoption of smart technology and progressive widening. Travel times and capacity have improved, supporting the urban and industrial development that has occurred to the west and east of the freeway.

Tonkin Highway remains of critical importance to efficient regional traffic flow in and out of the Region. This high-wide load enabled corridor operates at a Freeway standard and has significantly improved intersections at the following roads to improve traffic flow to major freight and logistics hubs: Hale, Welshpool, Kelvin, Gosnells, Mills, Champion, Ranford, Armadale, Forrest, Rowley and Thomas Roads.

Rockingham-Stock Road is a major transport corridor comparable to freeway standard that includes a tunnel¹⁷ under the Swan River to the Osborne Park industrial area. By-passing the CBD, the tunnel reduces inner-city congestion as well as pressure on the freeway, Narrows Bridge, Stirling Bridge and Stirling Highway. This important linkage provides passenger vehicle and freight access to the whole Region and has been upgraded and grade separated at major intersections. Speed limits have been increased. It is an efficient alternative to the Kwinana Freeway with direct connections to key precincts such as O'Connor, Bibra Lake, Latitude 32 and the AMC.

Connections to the AMC have been improved and Cockburn Road has been realigned to provide better access from the north. Roads connecting from the south have also been realigned to provide better access from Rockingham and Kwinana, and Quill Way has been signalled to improve access.

> Other transport infrastructure

The Region boasts a well-planned network of **electric vehicle charging stations** which has contributed to the significant take-up of EVs within the Perth metropolitan area.

A cohesive network of **bicycle paths** and footpaths have encouraged greater take-up of active transport modes.

A new **Fremantle Traffic Bridge** has been rebuilt to the west, optimising the space east of the bridges for place-making and public realm improvements. Interpretation of the heritage significance of the old Traffic Bridge has been incorporated.

Stirling Bridge has undergone significantly improved capacity.

The **Canning Bridge** bus interchange has been the subject of a major redesign due to Federal and State Government co-funding. This has alleviated mode clashes on the bridge, improved traffic flow and provided easy access to the 'Knowledge Arc' dedicated mass transit system. The 60- and 80-year-old bridges have been refurbished or replaced.

Curtin Avenue has been integrated into the broader regional road network in a manner which improves passenger vehicle flow between North Fremantle and Cottesloe, relieves pressure from Stirling Highway and improves local amenity at Leighton Beach and North Fremantle town centre.

A comprehensive freight rail-crossings improvement program is being rolled out by the State Government. It aims to systematically remove the many at-grade freight railroad crossings, improving the flow of freight rail in and out of the Region. This includes major improvements to the 'Cockburn Triangle'¹⁸ and realignment of the Rockingham Rail Loop¹⁹.

A network of **intermodal terminals**, including at Latitude 32, efficiently handles freight and is integrated with the road and rail network inside and outside the Region, handling greater volumes at speed and with improved reliability.

The **Rockingham Railway** connection, to future-proof freight rail capacity in the KIA and RIZ, is confirmed as the 'Ennis Avenue alignment', as recommended by the Westport Taskforce.

The **Garden Island Highway** \$1b infrastructure improvements have been delivered. It provides a more direct connection from the south-east of Rockingham to Garden Island, accommodating additional traffic movements from increased infrastructure development and staff numbers on Garden Island is needed.

EAST-WEST

1. Anketell Rd
2. Rowley Rd
3. Mundijong Rd - Kulija Rd
4. Russell Rd
5. Beeliar Dr

NORTH-SOUTH

6. Kwinana Fwy
7. Tonkin Hwy
8. Rockingham-Stock Rd (inc tunnel)
9. Connections to the AMC

OTHER

10. Fremantle Traffic Bridge
11. Stirling Bridge
12. Canning Bridge
13. Curtin Avenue
14. Cockburn Rail Loop
15. Rockingham Rail Loop
16. Kwinana Rail Triangle
17. Tonkin Hwy Extension
18. Garden Island Highway





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Alliance actions to achieve an efficient road, rail and freight network

SHORT-TERM ACTIONS

- Support the Westport Taskforce and industry to identify a suitable Anketell Road-Thomas Road corridor and work with affected Local Governments to minimise clashes with incompatible land uses to protect the corridor.
- Advocate for the upgrading of Rowley Road and work with affected Local Governments to minimise clashes with incompatible land uses to protect the corridor.
- Advocate that any improvements to the AMC common-use infrastructure include specific consideration for road access as a matter of priority.
- Prepare a plan and an implementation roadmap that identifies the desired spread of electric vehicle charging stations within the region.
- Advocate for the State Government to match the Federal Government's funding for the Canning Bridge bus interchange redesign, and to work with affected Local Governments on a suitable design.
- Encourage the State Government to work with affected Local Governments on options to improve the capacity of Stirling Bridge.
- Advocate that the State Government prioritise and build the Karnup Train Station (as a key part of the Metronet project) in the current term of government.
- Advocate for the Rockingham Loop Railway connection (Ennis Avenue alignment) as recommended by the Westport Taskforce.
- Advocate to advance the planning for the refurbishment or replacement of the 60- and 80-year-old bridges at Canning Bridge precinct.
- Advocate that the feasibility of the completion of Garden Island Highway be resolved.
- Investigate options for upgrading Stock Road / Rockingham Road at key intersections along the length of the road (prioritising the Russell Road intersection).

MEDIUM-TERM ACTIONS

- Investigate the feasibility of upgrading Mundijong and Kulija Roads.
- Advocate for the development of a program to remove the at-grade freight railroad crossings in the Region, improving the flow of freight rail to and from the Region and improving congestion and road safety.
- Advocate that the State Government undertake planning to upgrade Beeliam Drive in consultation with affected Local Governments.
- Support the State Government in investigating the cost-benefit and feasibility of a Stock Road tunnel river crossing.
- Prepare a cohesive network of bicycle paths and footpaths to encourage greater take-up of active transport modes.
- Encourage the State Government to investigate alignment options for Curtin Avenue and its interconnection with the broader regional road network in consultation with affected Local Governments.
- Advocate that the State Government assess the feasibility of a train station at the north west corner of the Anketell Road and Kwinana Freeway precinct, with the regard to the economic aspirations for the surrounding area.

> A UNIFIED VISION FOR 2036



Thriving natural assets

A thriving ecological spine, coastline and river foreshore

In 2036 the alliance region is characterised by a series of great blue and green assets, which frame the region from all angles, presenting a route of discovery and engagement with water, greenways and high amenity recreational places.

To the west is the coastline and ocean: a life source for the Region, with Woodman Point to Fremantle a vital ecological corridor. To the north, the Swan River - Derbarl Yerrigan - connects the Region and Perth to the Indian Ocean. To the east the bushland adjacent to the Region is connected to the ecosystem through history and tourism. To the south, the wetlands and greenways continue to the meeting places towards Mandurah.

Through the centre runs the regional wetlands – a network of interconnected green and blue spaces, of important cultural, historical and environmental significance.

COHESIVE COASTAL AND RIVER FORESHORE MANAGEMENT

To better manage these vital ecological assets, all levels of Government work collaboratively to preserve and enhance natural ecosystems via a cohesive coastal management plan. Data is collected and shared freely, which helps to monitor real-world changes and develop appropriate responses. The community is better informed about the impacts of climate change and supports the actions taken by Government to respond.

This will include a greater focus on:

- Net zero emissions ambitions – emissions reductions and potential to provide local offsets for local governments and their communities.
- Climate Change and urban resilience – making space for adaptation wherever possible and seek to improve urban functioning.
- Sustainability – reducing footprint, resource and energy intensity carbon and pollutants.
- Liveability and wellbeing – our cities are healthy and provide for recreation and aesthetic appreciation.
- Nature in our cities – managing our natural assets and spaces, reducing fragmentation and other pressures to retain and restore native flora and fauna where possible.

We will achieve this by:

- Data coordination and management.
- Monitoring change and seeking to reduce threats and create opportunities for better outcomes.
- Understanding values and benefits associated with environment.
- Appropriate and innovative responses developed and accepted and adopted.
- Better informed, even actively engaged and empowered community working together with government.

ECOLOGICAL LINKAGES

-  Native vegetation*
-  Regional ecological linkages
-  Alliance regional ecological linkages





Alliance actions to achieve a thriving ecological spine, coastline and river foreshore

SHORT-TERM ACTIONS

- Facilitate a network that enables member councils to share information, undertake research and gather actionable regional data for coordinated application.
- Work with member councils to identify external funding opportunities for regional Natural Resource Management projects.
- Support member councils to meet the organisational target of Net Zero by 2030.
- Support member councils and communities to meet the target of Net Zero by 2050 for the region.
- Support member councils to protect and enhance regional ecological systems by:
 - Protecting and enhancing green spaces
 - Supporting growth of tree canopies
 - Supporting effective and coordinated management of regional bushland that enables native flora and fauna to prosper
 - Improving connections and access to natural areas
 - Reducing greenfield development in favour of maximising infill development
 - Coordinating and standardising data collection and research methodology and reporting.
- Work with the State Government and WALGA to develop a cohesive coastal management plan for Western Australia and the Region that includes supporting governance mechanisms that integrates the delivery programs of all State agencies and Local Governments.
- Work with the State Government to develop and resource an ongoing, structured and standardised program for monitoring coastal data and reporting key findings to affected stakeholders, including how the real-world change compares with historical coastline modelling.



> A UNIFIED VISION FOR 2036



Streamlined and effective governance

Track record of strong regional collaboration

For decades, public and private organisations in the Region have collaborated through a range of mechanisms. The Perth South West itself was created in 1983 as a way for six Local Governments to approach regional development strategically. There are numerous other examples of public and private organisations working collaboratively to achieve common objectives. These include but are not limited to:

- Community Connect South, a collaboration between Cities of Armadale and Cockburn that obtained funding for widening Armadale Road and building the North Lake Road Bridge.
- Cockburn Sound Coastal Alliance, with a focus on the coastline from Fremantle to Rockingham, it includes the Town of East Fremantle, and the Cities of Cockburn, Fremantle, Kwinana and Rockingham
- Cockburn Sound Management Council that includes the Cities of Cockburn, Kwinana and Rockingham.
- Henderson Alliance, representing defence related companies in the Henderson area
- Kwinana Industries Council established in 1991 with its membership drawn from the major businesses in the Kwinana Industrial Area. Its current membership includes around 40 major companies.
- Major Chambers of Commerce
 - Beeliar Regional Chamber of Commerce
 - Fremantle Chamber of Commerce
 - Melville Cockburn Chamber of Commerce
 - Rockingham Kwinana Chamber of Commerce
 - Resource Recovery Group (formerly SMRC), established in 1991 to develop innovative and sustainable waste management solutions for the Region.

This is a proven track record of strong collaboration within the region.

Continuing collaboration and strategic alignment

In the last eighteen months, all Perth South West member councils have joined the Small Business Development Corporation's small business friendly approvals program. That program aims to provide consistency across boundaries and to smooth the process of obtaining licences and permits from Local Government Authorities.

Most recently, the Cities of Cockburn, Kwinana and Rockingham have committed to developing common or integrated Planning conditions across the 'Net Zero Industry Zone' based on a cohesive strategic vision. This is a significant investment and commitment in the Region's development.

And the Perth South West has mustered its membership of six Local Governments to develop this united regional vision.

Opportunities for greater integration across levels of Government

However, there is always room for improvement, particularly for greater integration across different levels of Government.

This Plan aims to provide a basis for narrowing the gap between the operations of State Government and Local Governments in our Region. We believe this a gap that needs closing, and quickly.

This may be done via more structured engagement mechanisms that provides a conduit for the flow of information vertically throughout Government, and for the alignment and integration of strategies, investment decisions and program delivery.

Any such engagement should be built on strong foundations²⁵, that could include:

- **Integrating** – consider whole systems and whole of Government integration in strategic design and implementation.
- **Leveraging** – think bigger than ourselves or our portfolios. Demonstrate extent of prior and current investment, its community benefit, and use this information to leverage stronger outcomes for the Region.
- **Collaborating** – work with the willing and increase capability for collaborative governance.
- **Building better business cases** – using a strong evidence base and delivering stronger outcomes through monitoring, data management, analysis, reference relevant research.



Alliance actions to achieve streamlined and effective governance

SHORT-TERM ACTIONS

- Support Local Governments to develop a common or integrated Planning conditions across the 'Net Zero Industry Zone' based on a cohesive strategic vision.
- Work with State Government to identify the most suitable and accountable structured engagement mechanisms for the Region.
- Support the State Government's Future of Fremantle Committee, emphasising for the need to plan for an environment where innovative knowledge-intensive industries are supported, enabled and even incentivised.
- Support City of Melville and the State Government to identify the most effective and fit-for-purpose governance mechanism to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Promote the outcomes of the Alliance member council participation in the SBDC business friendly approvals program.

Vision to reality



Alliance actions to achieve growing inclusion and connected communities

SHORT-TERM ACTIONS

- Create stakeholder roundtables to facilitate integrated planning, investment and development, as well as sharing critical information.
- Work with member councils and partner organisations to attract investment in high quality property, commercial and industrial development in appropriate locations throughout the Region.
- Advocate that the State Government prepare a dedicated second-tier mass transit plan for metropolitan Perth¹⁰ that connects existing and developing activity centres to enable achievement of residential infill targets, and to support the path to net-zero carbon emissions. The plan should integrate with the existing transport system and be developed in consultation with Local Governments. As part of that network, at least three dedicated public transport links within the Region should be given priority in delivery:
 - Murdoch - Fremantle
 - Fremantle - Cockburn Coast - Cockburn Central
 - Rockingham City Centre Transit System
- Advocate that the State Government partner with the City of Rockingham to implement the Rockingham Beach Foreshore Master Plan and Safety Bay Shoalwater Foreshore Master Plan.
- Provide technical support for existing structures including (but not limited to):
 - the State Government's Future of Fremantle Committee and advocate that Fremantle be planned as a well-rounded centre with diverse economic opportunities in knowledge-intensive industries.
 - the Town of East Fremantle in accelerating the master-planning for Leeuwin Barracks.
 - the Murdoch Activity Centre Precinct Group to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Support other Local Governments, organisations and universities to advocate for the development of the Knowledge Arc transit link, connecting to Canning Bridge.

MEDIUM- AND LONG-TERM ACTIONS

- Undertake a comprehensive transport study to assess holistic accessibility to major regional tourism attractions.
- Investigate the feasibility of improved Swan River crossings to the Perth CBD and UWA.



Alliance actions to achieve better jobs and more of them

SHORT-TERM ACTIONS

- Promote successful companies from the Region to build awareness of major hubs and their comparative advantages.
- Provide technical support structure including (but not limited to):
 - the State Government's Future of Fremantle Committee, emphasising for the need to plan for an environment where innovative knowledge-intensive industries are supported, enabled and even incentivised.
 - the Murdoch Activity Centre Precinct Group to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Undertake workforce supply and demand forecasting based on a range of likely regional scenarios by 2036.
- Work with partner organisations to support regional small-medium enterprises to identify and address business and industry development opportunities.
- Work with State and Federal Governments to promote the region's economic capabilities to investment markets.
- Advocate for a cohesive strategy for the 'Western Trade Coast' that encourages high-value industry agglomeration within the Region.
- Support the State Government's Ministerial Taskforce - Global Advanced Industries Hub with regard for the content of this plan.
- Advocate for Mandogalup to be planned for employment generating land uses that support the broader strategic uses in the region.



Alliance actions to achieve an efficient road, rail and freight network

SHORT-TERM ACTIONS

- Support the Westport Taskforce and industry to identify a suitable Anketell Road-Thomas Road corridor and work with affected Local Governments to minimise clashes with incompatible land uses to protect the corridor.
- Advocate for the upgrading of Rowley Road and work with affected Local Governments to minimise clashes with incompatible land uses to protect the corridor.
- Advocate that any improvements to the AMC common-use infrastructure include specific consideration for road access as a matter of priority.
- Prepare a plan and an implementation roadmap that identifies the desired spread of electric vehicle charging stations within the region.
- Advocate for the State Government to match the Federal Government's funding for the Canning Bridge bus interchange redesign, and to work with affected Local Governments on a suitable design.
- Encourage the State Government to work with affected Local Governments on options to improve the capacity of Stirling Bridge.
- Advocate that the State Government prioritise and build the Karnup Train Station (as a key part of the Metronet project) in the current term of government.
- Advocate for the Rockingham Loop Railway connection (Ennis Avenue alignment) as recommended by the Westport Taskforce.
- Advocate to advance the planning for the refurbishment or replacement of the 60- and 80-year-old bridges at Canning Bridge precinct.
- Investigate options for upgrading Stock Road / Rockingham Road at key intersections along the length of the road (prioritising the Russell Road intersection).
- Advocate that the feasibility of the completion of Garden Island Highway be resolved.

MEDIUM-TERM ACTIONS

- Investigate the feasibility of upgrading Mundijong and Kulija Roads.
- Advocate for the development of a program to remove the at-grade freight railroad crossings in the Region, improving the flow of freight rail to and from the Region and improving congestion and road safety.
- Advocate that the State Government undertake planning to upgrade Beeliar Drive in consultation with affected Local Governments.
- Support the State Government in investigating the cost-benefit and feasibility of a Stock Road tunnel river crossing.
- Prepare a cohesive network of bicycle paths and footpaths to encourage greater take-up of active transport modes.
- Encourage the State Government to investigate alignment options for Curtin Avenue and its interconnection with the broader regional road network in consultation with affected Local Governments.
- Advocate that the State Government assess the feasibility of a train station at the north west corner of the Anketell Road and Kwinana Freeway precinct, with the regard to the economic aspirations for the surrounding area.

> VISION TO REALITY



Alliance actions to achieve a thriving ecological spine, coastline and river foreshore

SHORT-TERM ACTIONS

- Facilitate a network that enables member councils to share information, undertake research and gather actionable regional data for coordinated application.
- Work with member councils to identify external funding opportunities for regional Natural Resource Management projects.
- Support member councils to meet the organisational target of Net Zero by 2030.
- Support member councils and communities to meet the target of Net Zero by 2050 for the region.
- Support member councils to protect and enhance regional ecological systems by:
 - Protecting and enhancing green spaces
 - Supporting growth of tree canopies
 - Supporting effective and coordinated management of regional bushland that enables native flora and fauna to prosper
 - Improving connections and access to natural areas
 - Reducing greenfield development in favour of maximising infill development
 - Coordinating and standardising data collection and research methodology and reporting.
- Work with the State Government and WALGA to develop a cohesive coastal management plan for Western Australia and the Region that includes supporting governance mechanisms that integrates the delivery programs of all State agencies and Local Governments.
- Work with the State Government to develop and resource an ongoing, structured and standardised program for monitoring coastal data and reporting key findings to affected stakeholders, including how the real-world change compares with historical coastline modelling.



Alliance actions to achieve streamlined and effective governance

SHORT-TERM ACTIONS

- Support Local Governments to develop a common or integrated Planning conditions across the 'Net Zero Industry Zone' based on a cohesive strategic vision.
- Work with State Government to identify the most suitable and accountable structured engagement mechanisms for the Region.
- Support the State Government's Future of Fremantle Committee, emphasising for the need to plan for an environment where innovative knowledge-intensive industries are supported, enabled and even incentivised.
- Support City of Melville and the State Government to identify the most effective and fit-for-purpose governance mechanism to deliver the actions of the Murdoch Activity Centre Structure Plan.
- Promote the outcomes of Alliance member council participation in the SBDC business friendly approvals program.

Endnotes

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**PERTH
SOUTH WEST**
Metropolitan Alliance

A united regional vision for 2036

MARCH 2022

