



MINUTES

CERTIFICATION OF CONFIRMATION OF CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MINUTES

14 November 2017

I, Ms Rhonda Hardy, hereby certify that the minutes from the Chief Executive Officers Advisory Committee Meeting held on 14 November 2017 pages (1) to (135) were confirmed at a Committee meeting held on 30 January 2018.



Signature

Ms Rhonda Hardy
Person presiding at Meeting

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

MINUTES

14 November 2017

(REF: D2017/15190)

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 14 November 2017**. The meeting commenced at **12:30pm**.

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1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chief Executive Officer opened the meeting at 12:30pm and welcomed Mr Paul O'Connor, Acting Chief Executive Officer, Shire of Mundaring to the meeting and Mr John Christie, Chief Executive Officer, City of Belmont to his first CEOAC meeting.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

Committee Members

Ms Rhonda Hardy (Chairman)	Chief Executive Officer	City of Kalamunda
Mr Bob Jarvis	Chief Executive Officer	Town of Bassendean
Mr Andrew Brien	Chief Executive Officer	City of Bayswater
Mr John Christie	Chief Executive Officer	City of Belmont
Mr Paul O'Connor (Deputising for Mr Throssell)	Acting Chief Executive Officer	Shire of Mundaring
Mr Mike Foley	Chief Executive Officer	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

Apologies

Mr Jonathan Throssell (Deputy Chairman)	Chief Executive Officer	Shire of Mundaring
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EMRC Officers

Mrs Wendy Harris	Director Regional Services
Mrs Annie Hughes-d'Aeth	Personal Assistant to Director Corporate Services (Minutes)

3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil



5 ELECTION OF A CHAIRMAN AND DEPUTY CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

5.1 ELECTION OF A CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

REFERENCE: D2017/15311

PURPOSE OF REPORT

The purpose of this report is to provide for an election to be conducted for the Office of Chairman of the Chief Executive Officers Advisory Committee (CEOAC).

KEY ISSUES AND RECOMMENDATION(S)

- It is a statutory requirement that the Committee elect a Chairman at the first meeting of the Chief Executive Officers Advisory Committee after an ordinary Council elections day.

Recommendation(s)

That the members of the Chief Executive Officers Advisory Committee elect a Chairman.

SOURCE OF REPORT

Director Corporate Services

BACKGROUND

The following CEO's make up the membership of the CEOAC for the period 2017 - 2019:

Mr Bob Jarvis	Town of Bassendean
Mr Andrew Brien	City of Bayswater
Mr John Christie	City of Belmont
Ms Rhonda Hardy	City of Kalamunda
Mr Jonathan Throssell	Shire of Mundaring
Mr Michael Foley	City of Swan
Mr Peter Schneider	EMRC

In accordance with section 5.12(1) of the *Local Government Act 1995* (the Act), the members of a committee are to elect a presiding member from amongst themselves in accordance with Schedule 2.3, Division 1.

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chief Executive Officer (CEO) and the nominations for the Office are to be given to the CEO in writing before the meeting or during the meeting before the close of nominations. Furthermore, if a member is nominated by another member the CEO is not to accept the nomination unless the nominee has advised the CEO, orally or in writing, that he or she is willing to be nominated for the Office.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.



Item 5.1 continued

REPORT

The CEO will preside at the meeting until the Office of Chairman of the CEOAC is filled.

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Chairman of the CEOAC:

1. Chief Executive Officers Advisory Committee Terms of Reference
2. A blank nomination form for the Office of Chairman of the CEOAC, nominate oneself
3. A blank nomination form for the Office of Chairman of the CEOAC, nominate another
4. A blank ballot paper for Election of Chairman of the CEOAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the CEO before the meeting or when the CEO calls for them when dealing with this item at the meeting.

STRATEGIC/POLICY IMPLICATIONS

Council Policy 2.1 provides for the establishment of the Chief Executive Officers Advisory Committee.

Key Result Area 3 – Good Governance

- 3.3 To provide responsible and accountable governance and management of the EMRC

FINANCIAL IMPLICATIONS

Nil

SUSTAINABILITY IMPLICATIONS

Nil

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
City of Kalamunda	
Shire of Mundaring	
City of Swan	



Item 5.1 continued

ATTACHMENT(S)

1. Chief Executive Officers Advisory Committee Terms of Reference (Ref: D2017/16833)
2. A blank nomination form for the Office of Chairman of the CEOAC, nominate oneself (Ref: D2017/15314)
3. A blank nomination form for the Office of Chairman of the CEOAC, nominate another (Ref: D2017/15314)
4. Ballot Paper – Election of CEOAC Chairman (Ref: D2017/15316)

VOTING REQUIREMENT

Secret Ballot

RECOMMENDATION(S)

That the members of the Chief Executive Officers Advisory Committee elect a Chairman.

The CEO advised that one (1) nomination for the Office of Chairman of the Chief Executive Officer Advisory Committee had been received from Ms Hardy and called for further nominations.

No further nominations were received and the CEO closed nominations.

ANNOUNCEMENT: OF THE OFFICE OF CHAIRMAN

The CEO declared, unopposed, Ms Hardy as Chairman of the Chief Executive Officers Advisory Committee for the term commencing 14 November 2017 until the next local government election in 2019.

The CEO congratulated Ms Hardy and vacated the Chair at 12:34pm.

At 12:35pm, Ms Hardy took the Chair.

TERMS OF REFERENCE

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

1. OBJECTIVES OF COMMITTEE:

- a. The Chief Executive Officers Advisory Committee (CEOAC) is a formally appointed committee of Council and is responsible to that body. It has been established to consider matters that have an impact on the member Councils and/or EMRC's business activities.

2. RESPONSIBILITIES:

The Committee's responsibility is to:

- (a) Ensure that the EMRC conducts its operations in accordance with its Establishment Agreement; and
- (b) Give consideration, advice and make recommendations to Council in relation to:
 - Regional strategic and policy development; and
 - Matters of regional relevance.

3. MEMBERSHIP:

- 3.1 The Chief Officers Advisory Committee comprises of each of EMRC's participant member Council's Chief Executive Officer and the Chief Executive Officer of the Eastern Metropolitan Regional Council or his nominee.
- 3.2 In the event of a vacancy due to the resignation of a Committee member, the person replacing the Chief Executive Officer will automatically fill their position on the Committee.
- 3.3 A deputy member may be appointed to the Committee by each member Council Chief Executive Officer

4. MEETINGS

- 4.1 The Committee shall hold regular meetings at such times and on such days as the Council may determine by resolution.
- 4.2 Additional meetings will be convened at the discretion of the Chairperson.
- 4.3 The Committee shall also hold regular informal meetings for the purpose of sharing information and discussing matters on any topic whether related to EMRC matters or not in a friendly cooperative and confidential environment.

5. OPERATING PROCEDURES

- 5.1 All meetings of the CEOAC are to be conducted in accordance with the Local Government Act 1995, associated Regulations and the *EMRC Standing Orders Local Law 1998*.
- 5.2 A quorum for a meeting of the Committee shall be at least 50% of the number of offices (whether vacant or not) of members of the Committee.
- 5.3 Voting
- (a) All decisions of the Committee shall be made on the basis of a simple majority decision of the members present or, if another kind of majority has been prescribed by regulations for the particular kind of decision, by that kind of majority.
 - (b) If the decision results in a tied vote, the person presiding is to cast a second vote.
 - (c) Persons other than Committee members are not entitled to cast a vote.
 - (d) All other aspects related to voting procedure shall be consistent with relevant sections of the EMRC Standing Orders Local Law 1998
- 5.4 Other EMRC staff or member Council staff may attend meetings, at the discretion of the Chief Executive Officer and/or the Committee Chairperson, to provide advice and information when required.
- 5.5 Where officers from member Councils attend the meeting, they are to have the status of 'observer'.

6. REPORTING

- 6.1 The Committee shall after every meeting forward the minutes of that meeting to the next Ordinary Meeting of Council, including a report explaining any specific recommendations and key outcomes.

7. DELEGATED POWER

- 7.1 The Chief Executive Officers Advisory Committee has no delegated powers and no authority to implement its recommendations.

Related Documentation:

Policy 2.1 Committees of Council

EMRC Standing Orders Local Law 2013

EMRC Code of Conduct

Administration:

Adopted / Reviewed by Council: 23 September 2010
18 September 2014

Next Review: Following the Ordinary Elections in 2017

Responsible: Chief Executive Officer



Nomination for CEOAC Chairman

To the Chief Executive Officer

I hereby nominate myself, _____ for the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the *Local Government Act 1995*.

Signed: _____

Date: _____



Nomination for CEOAC Chairman

To the Chief Executive Officer

I hereby nominate _____ for the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election and continuing until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the *Local Government Act 1995*.

Signed: _____

Date: _____

*I _____ hereby certify that I accept the above nomination to the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee.

Signed: _____

Date: _____

*This certificate is to be completed when a Representative is nominated by another Representative.



**Eastern Metropolitan Regional Council
CEOAC Tuesday 14 November 2017**

**BALLOT PAPER FOR THE
ELECTION OF THE CEOAC CHAIRMAN**

HOW TO VOTE

Place a tick in the box next to the candidate you want to elect.

Do not make any other marks on the ballot paper.

Lastname, Firstname

Lastname, Firstname

Lastname, Firstname



5.2 ELECTION OF A DEPUTY CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

REFERENCE: D2017/15312

PURPOSE OF REPORT

The purpose of the report is to provide for an election to be conducted for the Office of Deputy Chairman of the Chief Executive Officers Advisory Committee (CEOAC).

KEY ISSUES AND RECOMMENDATION(S)

- In accordance with section 5.12(2) of the *Local Government Act 1995*, the members of a committee may elect a deputy presiding member from amongst themselves.

Recommendation(s)

That the members of the Chief Executive Officers Advisory Committee elect a Deputy Chairman.

SOURCE OF REPORT

Director Corporate Services

BACKGROUND

The following CEO's make up the membership of the CEOAC for the period 2017 - 2019:

Mr Bob Jarvis	Town of Bassendean
Ms Andrew Brien	City of Bayswater
Mr John Christie	City of Belmont
Ms Rhonda Hardy	City of Kalamunda
Mr Jonathan Throssell	Shire of Mundaring
Mr Michael Foley	City of Swan
Mr Peter Schneider	EMRC

In accordance with section 5.12(2) of the *Local Government Act 1995* (the Act), the members of a committee may elect a deputy presiding member from amongst themselves.

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chairman and the nominations for the Office are to be given to the Chief Executive Officer (CEO) in writing before the meeting or the Chairman during the meeting before the close of nominations. Furthermore, if a member is nominated by another member, the Chairman is not to accept the nomination unless the nominee has advised the Chairman, orally or in writing, that he or she is willing to be nominated for the Office.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.



Item 5.2 continued

REPORT

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Deputy Chairman of the CEOAC.

1. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate oneself
2. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate another
3. A blank ballot paper for Election of Deputy Chairman of the CEOAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the CEO before the meeting or to the Chairman when the Chairman calls for them when dealing with this item at the meeting.

STRATEGIC/POLICY IMPLICATIONS

Council Policy 2.1 provides for the establishment of the Chief Executive Officers Advisory Committee.

Key Result Area 3 – Good Governance

- 3.3 To provide responsible and accountable governance and management of the EMRC

FINANCIAL IMPLICATIONS

Nil

SUSTAINABILITY IMPLICATIONS

Nil

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
City of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

1. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate oneself (Ref: D2017/15318)
2. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate another (Ref: D2017/15318)
3. Ballot Paper – Election of CEOAC Deputy Chairman (Ref: D2017/15320)



Item 5.2 continued

VOTING REQUIREMENT

Secret Ballot

RECOMMENDATION(S)

That the members of the Chief Executive Officers Advisory Committee elect a Deputy Chairman.

The Chairman advised that no nominations for the Office of Deputy Chairman of the Chief Executive Officers Advisory Committee had been received, and called for nominations. The Chairman nominated Mr Jonathan Throssell who had previously confirmed acceptance of the nomination with the CEO.

No further nominations were received and the Chairman closed nominations.

ANNOUNCEMENT: OF THE OFFICE OF DEPUTY CHAIRMAN

The Chairman declared, unopposed, Mr Throssell as Deputy Chairman of the Chief Executive Officers Advisory Committee for the term commencing 14 November 2017 until the next local government election in 2019.



Nomination for CEOAC Deputy Chairman

To the Chief Executive Officer

I hereby nominate myself, _____ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the *Local Government Act 1995*.

Signed: _____

Date: _____



Nomination for CEOAC Deputy Chairman

To the Chief Executive Officer

I hereby nominate _____ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the *Local Government Act 1995*.

Signed: _____

Date: _____

*I _____ hereby certify that I accept the above nomination to the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee.

Signed: _____

Date: _____

***This certificate is to be completed when a Representative is nominated by another Representative.**



**Eastern Metropolitan Regional Council
CEOAC Tuesday 14 November 2017**

**BALLOT PAPER FOR THE
ELECTION OF THE CEOAC DEPUTY CHAIRMAN**

HOW TO VOTE

Place a tick in the box next to the candidate you want to elect.

Do not make any other marks on the ballot paper.

Lastname, Firstname

Lastname, Firstname

Lastname, Firstname



6 PETITIONS, DEPUTATIONS AND PRESENTATIONS

Nil

7 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

7.1 MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 8 AUGUST 2017

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 8 August 2017, which have been distributed, be confirmed.

CEOAC RESOLUTION(S)

MOVED MR JARVIS

SECONDED MR FOLEY

THAT THE MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 8 AUGUST 2017 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

8 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

9 QUESTIONS BY MEMBERS WITHOUT NOTICE

Nil

10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC

Nil

11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



12 REPORTS OF EMPLOYEES

12.1 REGIONAL SERVICES PROJECT FUNDING SUMMARY 2018 - 2019

REFERENCE: D2017/16822

PURPOSE OF REPORT

The purpose of this report is to provide Council with the Regional Services Project Funding Summary for the 2018 - 2019 financial year, for noting.

KEY ISSUES AND RECOMMENDATION(S)

- The Regional Services Project Funding Summary for 2018 - 2019 has been developed and is attached for Council's consideration.
- Regional strategies around advocacy, economic development, integrated transport and the environment assist in guiding delivery of regional services to participating member councils.
- The programs/projects and associated financial commitments have been prepared for member Councils' consideration.
- It is proposed that for the period 2018/2019 the following programs/projects will be delivered:
 - Regional Development:
 1. Regional transport strategy related projects;
 2. Regional economic development related projects;
 3. Regional events program; and
 4. Regional advocacy.
 - Environmental Services:
 1. Regional Environment Strategy related projects;
 2. Eastern Region Catchment Management Program;
 3. Environment and Sustainability Program; and
 4. Understanding and Managing Flood Risk project.
- State and federal government endorsement of the "Connect Perth's East" City Deal proposal would also guide future delivery of program/projects in the region.

Recommendation

That Council notes the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for 2018 - 2019, forming the attachment to this report, which will form the basis of discussion with member Council CEOs.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

The Regional Services Directorate delivers regionally focused projects to member Councils in the areas of environment and sustainability, economic development (including event related programs) and integrated transport. The programs/projects have varied in response to the needs of member Councils and emerging regional issues that are deemed appropriate to be dealt with on a regional scale.



Item 12.1 continued

Delivery of services is driven through an annual process aligned to the business planning and budget processes of all member Councils. This annual process provides for the EMRC to deliver programs/projects in accordance with the financial contributions received from member Councils and other financial contributions, including grant funding.

The programs/projects currently being delivered in 2017/2018 include:

Regional Development

- Regional Integrated Transport Strategy related projects (RITS);
- Regional Economic Development Strategy (REDS) related projects;
- Regional events program; and
- Regional advocacy.

Environmental Services

- Regional Environment Strategy related projects;
- Eastern Region Catchment Management Program;
- Environment and Sustainability Program; and
- Understanding and Managing Flood Risk project.

The Regional Services Directorate coordinates, facilitates and jointly funds regionally significant projects that improve social, economic and environmental outcomes for Perth's Eastern Region. The Regional Development and Environmental Services projects are consistent with the EMRC's 10 Year Strategic Plan 2017 to 2027 adopted by Council at its meeting of 18 August 2016 (Ref: D2016/10193) and which took effect from 1 July 2017.

The Project Funding Summary has been developed, having regard for the Funding Model paper which was approved by Council at its 1 December 2016 Council meeting, whereby Council resolved:

"THAT COUNCIL SUPPORTS OPTION 1 AS THE PREFERRED FUNDING MODEL FOR MEMBER COUNCILS AND THE EMRC TO DELIVER REGIONAL SERVICES, TO BECOME EFFECTIVE FROM 1 JULY 2017 FOR THE 2017/2018 AND 2018/2019 FINANCIAL YEARS."

Option 1 states that: *"The 'status quo' to remain for 2017/2018 and 2018/2019 whereby funding continues as business as usual, retaining the current level of service. Contributions continue to be a mix of member Council contributions, grant funding and EMRC contributions."*

The projects are also in line with the regional strategies outlined below:

- Regional Advocacy Strategy 2016 – 2020;
- Regional Environment Strategy 2016 – 2020;
- Regional Economic Development Strategy 2017 – 2021 (draft); and
- Regional Integrated Transport Strategy 2017 – 2021.



Item 12.1 continued

REPORT

The Regional Services Project Funding Summary 2018 - 2019 demonstrates continued delivery of Regional Development and Environmental Services programs/projects and includes the proposed financial contributions of participating member Councils. Program/project delivery is managed by the EMRC in collaboration with participating member Councils.

A copy of the Regional Services Project Funding Summary 2018 - 2019 is attached (Ref: D2017/16945)

Table 1 below depicts the level of funding required from participating member Councils to deliver the Regional Development programs/projects outlined in Attachment 1.

Table 1 – Regional Development

Individual Member Councils Contributions 2018/2019	Economic Development	Events	Integrated Transport	Total Required
	\$	\$	\$	\$
Town of Bassendean	8,698	5,541	6,077	20,316
City of Bayswater	15,516	11,184	12,232	38,932
City of Belmont	13,418	9,515	10,338	33,271
City of Kalamunda	0	0	11,048	11,048
Shire of Mundaring	12,632	0	9,628	22,260
City of Swan	0	0	21,703	21,703
TOTAL	50,264	26,240	71,026	147,530

All figures are excluding GST

Table 2 below depicts the level of funding required from participating member Councils to deliver the Environment Services programs/projects outlined in Attachment 1.

Table 2 – Environmental Services

Individual Member Councils Contributions 2018/2019	Eastern Region Catchment Management Program (NRM)	Environment and Sustainability	Flood Study	Total Required
	\$	\$	\$	\$
Town of Bassendean	3,500	41,005	10,000	54,505
City of Bayswater	3,500	0	10,000	13,500
City of Belmont	3,500	45,451	10,000	58,951
City of Kalamunda	39,920	0	0	39,920
Shire of Mundaring	39,920	27,536	0	67,456
City of Swan	39,920	16,535	10,000	66,455
TOTAL	130,260	130,527	40,000	300,787

All figures are excluding GST



Item 12.1 continued

Table 3 below comprises a summary of the total funding required from participating member Councils to deliver both Regional Development and Environmental Services in 2018 - 2019 as outlined in Attachment 1.

Table 3 – Total contributions for Environmental Services and Regional Development

Councils Contributions 2018/2019	Environmental Services	Regional Development	Totals
	\$	\$	\$
Town of Bassendean	54,505	20,316	74,821
City of Bayswater	13,500	38,932	52,432
City of Belmont	58,951	33,271	92,222
City of Kalamunda	39,920	11,048	50,968
Shire of Mundaring	67,456	22,260	89,716
City of Swan	66,455	21,703	88,158
TOTAL	300,787	147,530	448,317

All figures are excluding GST

Member Councils indicative support is requested for the programs/projects and associated financial contributions as outlined in the Regional Services Project Funding Summary for the 2018 - 2019 financial year.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water & land quality, regional biodiversity conservation and address climate change

Key Result Area 2 – Economic Development

- 2.1 To facilitate and advocate for increased investment in regional infrastructure
- 2.2 To facilitate and advocate for regional economic development activities
- 2.3 To facilitate regional cultural and recreational activities

Key Result Area 3 – Good Governance

- 3.1 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 3.2 To manage partnerships and relationships with stakeholders

FINANCIAL IMPLICATIONS

The funding to facilitate Regional Services projects and services is developed and agreed with member Councils as part of the annual budget process.



Item 12.1 continued

SUSTAINABILITY IMPLICATIONS

The Regional Services directorate operates to pursue environmental, economic and social outcomes for Perth's Eastern Region. In pursuit of these objectives, sustainability considerations are also integrated wherever possible in all activities undertaken by the directorate.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Participating member Councils officers' time may be required when liaising with the EMRC on specific projects within the Regional Services directorate.
City of Bayswater	
City of Belmont	
City of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Regional Services Project Funding Summary 2018 – 2019 (Ref: D2017/16945)

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council notes the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for 2018/2019, forming the attachment to this report, which will form the basis of discussion with member Council CEOs.

The Chief Executive Officer and Director Regional Services provided a summary of the report and discussion ensued.

CEOAC RESOLUTION

MOVED MR FOLEY

SECONDED O'CONNOR

That Council notes the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for 2018/2019, forming the attachment to this report, which will form the basis of discussion with member Council CEOs.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR

SECONDED CR



Advancing Perth's Eastern Region 

REGIONAL SERVICES

PROJECT FUNDING SUMMARY 2018 - 2019

November 2017

EXECUTIVE SUMMARY

The Regional Services Project Funding Summary outlines the proposed projects for delivery in 2018 - 2019.

The Regional Services Directorate currently comprises the two positions of Director Regional Services and Regional Services Administration Officer who support the overall directorate and work under the four strategies:

- Regional Advocacy Strategy 2016 - 2020;
- Regional Environment Strategy 2016 - 2020;
- Regional Integrated Transport Strategy 2017 - 2021; and
- Regional Economic Development Strategy 2017 - 2021 (draft).

The remainder of staff in the Directorate work in the Environmental Services or Regional Development business units within Regional Services.

Under the EMRC's Establishment Agreement, notice of withdrawal by a member Council under clause 9.6 is required to be given at any time between 1 July and 31 December in any year, becoming effective from 1 July in the following year (e.g. 1 July 2017).

To date, no notices of intention to withdraw from any programs for 2018/2019 have been received from any of the EMRC's member Councils, however such notice is not required until the end of the 2017 calendar year.

The Regional Services Project Funding Summary 2018 - 2019 comprises of regional development and environmental services projects and also notes participation in regional advocacy campaigns.

The existing Regional Services funding model has been used in the development of this funding summary for 2018-2019 in accordance with the decision of Council at its December 2016 Council meeting.

Council, at its meeting of 1 December 2016 resolved as follows:

"THAT COUNCIL SUPPORTS OPTION 1 AS THE PREFERRED FUNDING MODEL FOR MEMBER COUNCILS AND THE EMRC TO DELIVER REGIONAL SERVICES, TO BECOME EFFECTIVE FROM 1 JULY 2017 FOR THE 2018/2019 AND 2018/2019 FINANCIAL YEARS."

Option 1 states as follows: *The 'status quo' to remain for 2017/2018 and 2018/2019 whereby funding continues as business as usual, retaining the current level of service. Contributions continue to be a mix of member Council contributions, grant funding and EMRC contributions.*

REGIONAL ADVOCACY PROGRAM

OVERVIEW

The Regional Advocacy Strategy 2016-2020 outlines key components that will be used to develop advocacy campaigns, and identifies the focus areas to address advocacy priorities. The priority areas and corresponding areas of focus are shown in the table below:

ADVOCACY PRIORITIES	AREAS OF FOCUS
Regional Waste Management Priorities	<ul style="list-style-type: none">• Waste reduction and resource recovery• Environmentally sustainable solutions• Capacity for the future
Regional Environmental Priorities	<ul style="list-style-type: none">• Swan and Helena Rivers• Natural resource management• Climate change
Regional Economic Development Priorities	<ul style="list-style-type: none">• Business growth, investment and innovation• Infrastructure to support strategic centres and population growth• Maximise infrastructure benefits
Regional Integrated Transport Priorities	<ul style="list-style-type: none">• Increase and maximise benefits of infrastructure and services• Behaviour change• Safety

The Regional Advocacy Program seeks to build capacity within the EMRC and its member Councils to attract an increased share of benefits and services to Perth's Eastern Region through a framework that delivers effective regional advocacy campaigns.

A review of regional advocacy issues in relation to the focus areas identified in the Regional Advocacy Strategy and the progress of existing projects is undertaken annually.

How will member Councils benefit?

Advocacy and relationship building is aimed at increasing awareness of Perth's Eastern Region and to identify future funding and/or sponsorship opportunities to support regional scale projects and activities.

What impact/support will this project have on member Councils?

Member Councils will be invited to participate in regional advocacy campaigns. This may require providing information or making people available to attend meetings, events or other advocacy activities. Elected members will also have a critical role to play in regional advocacy which may require them to attend events and delegations and to advocate on key regional issues needing to be addressed.

REGIONAL DEVELOPMENT

OVERVIEW

The Regional Development Business Unit works to achieve the following objectives of the EMRC's 10 Year Strategic Plan 2017 to 2027:

- To facilitate and advocate for increased investment in regional infrastructure;
- To facilitate and advocate for regional economic development activities;
- To facilitate regional cultural and recreational activities;
- To provide advice and advocacy on issues affecting Perth's Eastern Region; and
- To manage partnerships and relationships with stakeholders.

The Regional Development team also works to deliver on the objectives from the Advocacy Strategy 2016-2020, the draft Regional Economic Development Strategy 2017 - 2021 and the Regional Integrated Transport Strategy 2017 – 2021 and provides regional coordination of projects to member Councils through the Economic Development Officers Group (EDOG) and the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG).

The team works collaboratively with the EMRC's six member Councils, regional stakeholders and government partners to:

- Encourage sustainable economic development in the region;
- Facilitate regional cultural and recreational activities;
- Facilitate integrated transport planning initiatives to provide an efficient, safe and integrated regional transport network; and
- Advocate on regional issues and opportunities to maximise benefits for member Councils and their communities and make the region a better place to live, work and do business.

In regards to Advocacy, the EMRC is working with member Councils and other partners to develop a regional City Deal proposal as part of the Federal Governments Smart Cities Plan. The EMRC will also consider future Smart Cities and Suburbs regional funding applications to take advantage of funding and partnership opportunities, if suitable regional projects are identified.

The Regional Development Business Unit team comprises:

- 2 x Strategic Projects Officers

The two Strategic Projects Officers assist with planning, developing and implementing key strategic projects to be delivered by the EMRC, in consultation with member Councils and key stakeholders.

Member Council officers provide input to the EMRC on the development and delivery of strategic projects and relevant strategies through participation on advisory/steering groups as follows:

Project	Regional Officer Advisory Groups
Regional integrated transport and land use development	<p>Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG).</p> <p><i>Comprising of Technical Directors/Officers from participating member Councils, Department of Transport, Department of Planning, Road Safety Commission, Main Roads WA, Public Transport Authority, WA Road Transport Association, WALGA, RAC, Westcycle and Perth Airport Pty Ltd.</i></p>
TravelSmart (including Active and Public Transport) initiatives	<p>Regional TravelSmart Working Group</p> <p><i>Comprising relevant officers from member Councils including engineers, TravelSmart Officers, and Sustainability Officers.</i></p>
Regional Economic Development	<p>Economic Development Officers Group (EDOG)</p> <p><i>Comprising of Economic Development Officers/Managers from participating member Councils.</i></p>
Regional Events Program	<p>Perth's Autumn Festival Project Team</p> <p>Avon Descent Family Fun Days Project Team</p> <p><i>Comprising of Events, Recreation and Marketing Officers from participating member Councils, non-member Councils and participating organisations.</i></p>

REGIONAL INTEGRATED TRANSPORT

The EMRC and its six member Councils are committed to working with government and commercial partners to “*advocate and support the development of a safe, efficient and effective transport system that supports and enhances the region's economic, social and environmental wellbeing.*”

BACKGROUND

The Regional Integrated Transport Strategy 2017 - 2021 (RITS) examines transport and access issues affecting economic growth, livability of the region and the wellbeing of the community. The RITS identifies objectives to address integrated transport issues and opportunities in Perth's Eastern Region and for the EMRC to advocate to key stakeholders and government. The Regional Integrated Transport Strategy Implementation Advisory Group provides an important source of information and advice to the EMRC to ensure advocacy activities are well targeted. The EMRC also provides advocacy for key state road projects in the region through participation on state advisory groups such as NorthLinkWA, the Department of Transport's TravelSmart Officer Network and WALGA's Cycling Reference Group.

Regional Integrated Transport Strategy Actions 2018/2019

The EMRC will continue to initiate projects aligned with the Regional Integrated Transport Strategy and the Regional Road Safety Plan. Implementation of these projects will be guided by the RITS IAG. Projects proposed for 2018/2019 include:

- **Regional Integrated Transport Strategy 2017 – 2021 (RITS)** – The RITS guides integrated transport advocacy and project delivery across all modes of transport in the region. The objectives and actions from the RITS will be implemented over the life of the strategy.
- **Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG)** – The group continues to provide input and guidance to the EMRC on all integrated transport matters. Membership of the group includes technical directors/officers from member Councils, and representation from the Department of Transport, Department of Planning, Road Safety Commission, Main Roads WA, Public Transport Authority, WA Road Transport Association, WALGA, RAC and Perth Airport Pty Ltd.
- **Regional Transport Advocacy Priorities** – Advocacy actions for transport priorities identified in the Regional Advocacy Strategy 2016 – 2020 will be undertaken over the life of the strategy. Transport advocacy priorities identified in the “Connect Perth's East” City Deal proposal, including active and public transport will continue to be promoted and communicated across all levels of government and with key stakeholders. Such advocacy includes the Perth – Adelaide National Highway, upgrades to major freight networks in the region, public and active transport and the public transport education initiative, “Your Move”.
- **Regional TravelSmart Working Group** – The group will continue to meet on an as-needs basis and deliver project/s as guided by the group and in discussion with the RITS IAG. These may include Regional Active/Public Transport projects and campaigns or development of key regional projects as determined by the group.
- **Regional Congestion Management Action Plan** – The Action Plan will be promoted and implemented over the life of the plan and will guide the implementation of identified actions to reduce traffic congestion on the regions' roads.
- **Active/Public Transport Campaigns** – Campaigns will be developed to promote awareness of walking, cycling and public transport to encourage smarter and more sustainable travel options and practices throughout the region. This may include encouraging more sustainable transport

options at community events and exploring opportunities in line with the State-wide Bike Week promotion.

- **Regional Road Safety Plan** – to be updated in 2018/2019
- **Regional Road Safety Awareness Campaign** – Undertake regional awareness campaign relating to the regional road safety issues identified in the Regional Road Safety Plan in consultation with member Councils and external organisations. This promotion may include driver safety, reducing speeds, safe road use and an opportunity for local governments to highlight key successes and advocacy to state government and other relevant stakeholders on road safety.
- **Regional Road Safety Report Card Update** – The report card will be updated to include key relevant statistics such as blackspots and crash statistics that will provide supporting regional data to member Councils.

How will participating member Councils benefit?

Participating member Councils will benefit through the provision of an efficient and safe transport network in Perth's Eastern Region, which is a critical issue for both local and state government particularly with the predicted population and transport growth for Perth in the medium to longer term. The EMRC will continue to advocate on behalf of the region to secure ongoing transport investment and awareness in the Region.

What impact/support will this project have on participating member Councils?

In-kind support will be required from participating member Councils in 2018/2019 in the form of officer time as members of the RITS IAG and/or the Regional TravelSmart Working Group as well as a financial contribution from member Councils.

Member Council support for 2018/2019 Regional Integrated Transport projects is presented as follows:

SUMMARY OF PROPOSED TRANSPORT RELATED PROJECTS 2018/2019

Member Council financial support is sought for the following projects:

Regional Integrated Transport Actions	Member Council contribution required
<ul style="list-style-type: none"> Regional Integrated Transport Strategy 2017 – 2021, delivery of priority actions and initiatives Regional Integrated Transport Strategy Implementation Advisory Group meeting/forums Regional Advocacy Strategy 2016 – 2020, delivery of transport advocacy priorities “Connect Perth’s East” City Deal, advocacy and possible implementation TravelSmart Working Group, meetings and information sharing Regional Congestion Management Action Plan, promotion of plan and implementation of actions Active/Public Transport Promotion (including Bike Week) Regional Road Safety Plan, to be updated in 2018/2019 Regional Road Safety Awareness Campaign, to be developed for 2018/2019 Regional Road Safety Report Card, to be updated 	
Total Member Council Financial Support Required for Transport Related Projects 2018/2019	\$71,026

PROPOSED 2018/2019 PROJECTS BUDGET – INDIVIDUAL COUNCIL BASIS

Regional Integrated Transport Strategy Actions		2018/2019
Adopted Budget 2017/2018	Operating Income	\$
	Member Council (MC) Contribution: RITS Projects	
5,900	Town of Bassendean	6,077
11,876	City of Bayswater	12,232
10,037	City of Belmont	10,338
10,726	City of Kalamunda	11,048
9,348	Shire of Mundaring	9,628
21,071	City of Swan	21,703
68,958	Total MC Contributions: RITS Projects	71,026
	Operating Expenditure	
185,135	Cost of delivering transport related projects	188,133
185,135	Total Expenditure	188,133
116,177	Net EMRC Contribution (delivery costs less MC contributions)	117,107

REGIONAL ECONOMIC DEVELOPMENT

The EMRC and its participating member Councils are working to achieve and maintain a prosperous future for the region and its residents. A range of activities that enable infrastructure and investment to meet the needs of industry are delivered to support economic growth.

BACKGROUND

The EMRC has supported member Councils and industry stakeholders to achieve regional economic development outcomes since 1998. Through the establishment of the Economic Development Officers Group (EDOG) in 2007, regional economic development activities undertaken by the EMRC are those that are considered by the member Councils as important to address barriers to business, industry growth, investment attraction and capitalising on opportunities.

The draft Regional Economic Development Strategy 2017-2021 (REDS) will set in place a structured framework for the delivery of regional economic development activities. The basis for 2018/2019 activities relies on continuation of the most successful projects and additional activities developed in consultation with EDOG.

REGIONAL ECONOMIC DEVELOPMENT STRATEGY ACTIONS 2018/2019

The EMRC will continue to undertake projects aligned with the draft Regional Economic Development Strategy (REDS) 2017 -2021 as approved by EDOG members and includes:

- **Draft Regional Economic Development Strategy 2017-2021 (REDS)** – The objectives and actions from the REDS will be implemented over the life of the strategy to help guide economic development projects and outcomes.
- **Economic Development Officers Group (EDOG)** – EDOG meetings will continue to be facilitated on a bi-monthly basis, providing a forum for relevant guest speakers to address the group and for discussion of current/future projects and issues/opportunities for the region. The EMRC will deliver projects deemed relevant to participating member Councils and the EMRC including actions identified in the draft REDS 2017 - 2021.
- **Provision of Regional Profiling Tools** – Subscription to the REMPLAN, an area-specific data and modelling software program, for use in economic development and planning. THE EMRC subscription REMPLAN affords member Council's with significant discounts if they choose to subscribe. Ongoing software training will continue to be coordinated by the EMRC to provide member Councils access to economic and socio-demographic profiling data relating to Perth's Eastern Region.
- **Advancing Perth's Eastern Region Events** – Tours, events and forums will continue to be provided, including access to examples of best practice from within and outside the region, to aid in the development and/or awareness of future local and regional projects.
- **Business Exemplar Project** – Promoting the winners of local business awards in the region, in consultation with EDOG and the region's Business Support Service Organisations, Chambers of Commerce and Business Associations will continue. The promotion includes assisting business winners in profiling their businesses through development of professional media releases.
- **Business and Investment Attraction** – The EMRC's Business and Investment Attraction booklet will be reproduced in consultation with EDOG. In addition to this, various forums, workshops, research and advocacy will be undertaken to identify and attract appropriate businesses and investment to the region with a focus on job creation.

- **Digital Technology and Innovation** – Hosting future forums that highlight opportunities to enhance digital capacity and identify emerging trends and innovation will be explored.
- **Regional Youth Advocacy Priorities** – Continue to advocate for regional youth priorities and actions identified by EDOG, RITS IAG, and/or Youth Officers that will build on the direction and initiatives outlined in the Regional Economic Development Strategy and the Regional Integrated Transport Strategy.
- **The Perth Tourism website** (perthseasternregion.com.au) – This online portal provides a valuable point of presence and a call to action for community events. At any time during the year participating member Councils and community groups can register their events on the perthseasternregion.com.au website and this includes any events that run over the summer period, where there is no specific campaign targeting this season.
- **Recreational Walking and Cycling Campaigns** – Continue to develop regional campaigns promoting recreational walking and cycling trails in the region. Promotion will focus on promoting the region as a great place to live, work and play and complements the regional events campaign. This will also include maintaining and reviewing the outcomes of the Swan River Ramble project.

REGIONAL EVENTS

The EMRC supports regional events by pooling resources to provide collaborative promotion and through securing and administering regional event funding. The EMRC will continue promotion of regional events and co-ordination of regional funding in partnership with the Avon Descent Family Fun Days Project Team and the Perth's Autumn Festival Project Team. Three member Councils are currently participating in the regional events program.

Avon Descent Family Fun Days - Funding will be sought from Lotterywest for the 2018 Avon Descent Family Fun Days to assist councils meet the costs of staging family fun day events including infrastructure, services and entertainment. The collaborative regional marketing campaign is coordinated by EMRC. The EMRC receives grant funding from Lotterywest on behalf of the member Councils and the Shires of Toodyay and Northam and coordinates the regional marketing campaign, achieving a high level return on investment for participating councils. A fee for service arrangement is in place with the Shire of Toodyay and Shire of Northam and the EMRC co-ordinates the debrief, grant review and acquittal, pre-planning and planning meetings with relevant parties.

Perth's Autumn Festival - Through participation in the Perth's Autumn Festival, member Councils will continue to receive access to a regional marketing campaign and festival branded marketing collateral. The EMRC will seek grant funding to support member Council events to grow the Perth's Autumn Festival for 2018 and grow sponsorship for the regional marketing campaign. Member Councils nominate core events held within their region for promotion via a regional marketing campaign. Additional fringe events held in the region are also promoted to a lesser extent and expand the scope of Festival.

Hello Spring Campaign - Continue to develop a regional campaign promoting community, culture and active lifestyle events held in the region during spring/summer. This promotion focuses on promoting the region as a great place to live, work and play in the warmer months and builds on the current winter and autumn promotions to achieve all-year-round promotion of the region.

How will participating member Councils benefit?

Participating member Councils will benefit through the alignment of regional priorities with local area priorities to deliver outcomes that support industry investment, advocate for regional priorities and

promote the region as a whole. EMRC strategies complement local priorities of member Councils in order to maximise, leverage and make effective use of collective resources.

What impact/support will this project have on participating member Councils?

Continuing in-kind support is required from member Councils in the form of officer time to participate in the relevant advisory groups or committees. Financial support is also required from participating Councils.

SUMMARY OF REGIONAL ECONOMIC DEVELOPMENT STRATEGY; REGIONAL DIGITAL STRATEGY and EVENTS PROJECTS 2018/2019

Member Council financial support is sought for the following projects:

Regional Economic Development Strategy 2017 – 2021 actions Regional Advocacy Strategy 2016 – 2020 actions Economic Development Officers Group REMPLAN profiling tool Advancing Perth Eastern Region Tours Business Exemplar Project Business and Investment Attraction Project Digital Technology and Innovation Regional Youth Advocacy Priorities Recreational Walking and Cycling Campaigns	50,264
REDS Total	50,264
Regional Events Perth's Autumn Festival, Avon Descent Family Fun Days, Hello Spring Campaigns Management of Perth Tourism Website – perthseasternregion.com.au	26,240
Total Council Financial Support Requested for REDS Related Projects, Events 2018/2019	\$76,504

REGIONAL ECONOMIC DEVELOPMENT - 2018/2019

PROPOSED 2018/2019 PROJECTS BUDGET- INDIVIDUAL COUNCIL BASIS

Adopted Budget 2017/2018	Project Summary	2018/2019
\$	Operating Income	\$
Member Council Contributions: REDS		
8,445	Town of Bassendean	8,698
15,065	City of Bayswater	15,516
13,027	City of Belmont	13,418
0	City of Kalamunda	0
12,264	Shire of Mundaring	12,632
0	City of Swan	0
48,801	Total Member Council Contributions: REDS	50,264
Member Council contributions: Events		
5,380	Town of Bassendean	5,541
10,858	City of Bayswater	11,184
9,238	City of Belmont	9,515
0	City of Kalamunda	0
0	Shire of Mundaring	0
0	City of Swan	0
25,476	Total Member Council Contributions: Regional Events	26,240
74,277	Combined Contributions: REDS & Regional Events	76,504
Grants/Other Contributions		
155,000	Avon Descent Family Fun Days grant (Lotterywest)	155,500
20,000	Perth's Autumn Festival grant (Lotterywest)	20,000
6,000	Perth's Autumn Festival sponsorship	0
10,000	Non-member Councils	10,000
191,000	Total Grants/Other Contributions: Regional Events	185,500
265,277	Total Income	
Operating Expenditure		
330,902	Cost of REDS Projects and Regional Events program	330,391
5,000	Perth tourism website – perthseasternregion.com.au	5,500
10,800	Regional Youth Program	10,800
5,000	Recreational Walking and Cycling	5,000
351,702	Total Expenditure	351,691
86,425	Net EMRC contribution	89,687

SUMMARY OF INDIVIDUAL MEMBER COUNCILS PROPOSED COMMITMENTS - 2018/2019:

Individual Member Councils Contributions 2018/2019	Economic Development	Events	Integrated Transport	Total Required
	\$	\$	\$	\$
Town of Bassendean	8,698	5,541	6,077	20,316
City of Bayswater	15,516	11,184	12,232	38,932
City of Belmont	13,418	9,515	10,338	33,271
City of Kalamunda	0	0	11,048	11,048
Shire of Mundaring	12,632	0	9,628	22,260
City of Swan	0	0	21,703	21,703
TOTAL	50,264	26,240	71,026	147,530

ENVIRONMENTAL SERVICES

OVERVIEW

The Environmental Services Business Unit works to achieve the following objectives of the EMRC's 10 Year Strategic Plan 2017 to 2027:

- To contribute towards improved regional air, water and land quality and regional biodiversity conservation and to address climate change issues within the region;
- To provide advice and advocacy on issues affecting Perth's Eastern Region; and
- To manage partnerships and relationships with stakeholders.

The EMRC's Regional Environment Strategy 2016-2020 guides the Environmental Services team in its facilitation of a range of environmental services that enable the EMRC and its member Councils to meet their responsibilities and community expectations for sustainable and adaptive urban environments and to maintain and enhance the region's natural assets. It also facilitates community involvement in environmental protection through participation in environmental restoration and landcare activities.

With this Regional Environmental Strategy, the EMRC and its member councils will be one of the first organisations in Australia to progress regional environmental management under the global Sustainable Development Goals (SDGs) framework adopted by member states of the United Nations, including Australia. The SDGs emphasise critical aspects and opportunities for environment management within the context of wider objectives for development and provide a new strategic method for the EMRC, member Councils and stakeholders to achieve excellence in environmental protection.

The Environmental Services team provides regional coordination of projects to member Councils through the Regional Environmental Strategy Advisory Group (RESAG) and works collaboratively with the EMRC's six member Councils, regional stakeholders and government partners to ensure that the region:

- Has sufficient and sustainably managed water resources and good water quality in rivers and wetlands;
- Adopts sustainable, affordable and modern energy sources and promotes energy efficiency;
- Fosters safe, resilient, resource efficient and environmentally sustainable urban areas;
- Fosters sustainable consumption and production patterns and promotes sustainable lifestyles;
- Addresses climate change and its impacts through mitigation and adaptation;
- Protects, restores and enhances terrestrial ecosystems, addresses land degradation and prevents biodiversity loss; and
- Contributes to the global partnership for sustainable development and achievement of relevant SDGs and targets.

The team also works to deliver on the objectives of the Regional Advocacy Strategy 2016-2020.

The Environmental Services programs being proposed for 2018/2019 include:

- Eastern Region Catchment Management Program (natural resource management) including Bush Skills 4 Youth;
- Environmental Sustainability Program (energy, water and climate change) including Achieving Carbon Emissions Reduction (ACER), Water Quality and Conservation Program (WQCP) and Future Proofing; and
- Understanding and Managing Flood Risk Project (subject to grant funding).

How will participating member Councils benefit?

Member Council contributions assist in the alignment of regional priorities with local area priorities to deliver outcomes that support improved regional air, water and land quality and regional biodiversity conservation and address climate change issues. The support provided by Environmental Services programs will not duplicate existing activities but act as “enablers” that will add value to member Councils’ own initiatives. The EMRC’s strategies complement local priorities of member Councils in order to maximise, leverage and make effective use of collective resources.

The EMRC acknowledges that member Councils have built considerable environmental knowledge and skills over the last decade and understands that its role is changing and diversifying from mainly delivering programs and projects to additionally offering more coordination and technical support; providing knowledge and innovation; and adding value to the skills that already exist within member Councils, the community and other key stakeholders.

What impact/support will this project have on participating member Councils?

Continuing in-kind support is required from member Councils in the form of officer time to participate in the relevant advisory groups or committees, or to provide program oversight and input. Financial support is also required from participating Councils to implement specific programs and initiatives.

EASTERN REGION CATCHMENT MANAGEMENT PROGRAM (ERCMP) – NATURAL RESOURCE MANAGEMENT (NRM)

Sustainable Development Goal 15 – Life on Land

Strategic Objective 5: *Our region protects, restores and enhances terrestrial ecosystems, addresses land degradation and prevents biodiversity loss*

Sustainable Development Goal 6 – Clean Water and Sanitation

Strategic Objective 1: *Our region has sufficient and sustainably managed water resources and good water quality in rivers, wetlands and groundwater.*

Member Councils and the EMRC have worked together on sustainable land management through their extensive and active land care networks. NRM has been a key feature of the EMRC's partnerships with member Councils, regional stakeholders and researchers, through initiatives such as the ERCMP, Bush Skills 4 Youth, Green Army, 20 Million Trees and the Healthy Wildlife Healthy Lives projects.

The ERCMP is a partnership between the City of Kalamunda, Shire of Mundaring, City of Swan, Department of Biodiversity, Conservation and Attractions, Parks and Wildlife Service and the EMRC that has operated for over 15 years. The experienced ERCMP team supports participating member Councils and their community groups in protecting and managing the biodiversity, waterways and catchments of the relevant member Councils.

The ERCMP is an award-winning EMRC program which adds significant value to natural resource management and community work that member councils undertake in Perth's Eastern Region. The ERCMP provides opportunities for regional advocacy, grant applications and implementation, coordinated community engagement for natural area enhancement, strengthening of messaging for biodiversity conservation and skilled officers to provide expert support and information.

There continues to be opportunities for the EMRC to provide support to the region through implementation of programs around sustainable land management and environmental stewardship, including supporting volunteer networks and increasing community capability, as well as through integrating ecosystem and biodiversity protection into planning processes.

Bush Skills 4 Youth was developed in response to member Council priorities for community education and engagement to support environmental stewardship and has been one of the EMRC's most successful initiatives in recent years. A report to the EMRC's Council in December 2017 identified that due to the interest in the Bush Skills 4 Youth program, it was included in the successful State NRM Community Capability Grant which will provide funding until end of December 2018, at which time the program will need support from member Councils if it is to continue. As such, a financial contribution to support this as an ongoing program has been included in the proposed contributions under the ERCMP.

PROPOSED 2018/2019 CONTRIBUTIONS

Eastern Region Catchment Management Program (ERCMP) – natural resource management	2018/2019 contribution per council: Kalamunda; Mundaring; Swan
	\$
EMRC officer located 1 day a week in member council office (Kalamunda, Mundaring and Swan)	36,420
Landholder enquiries	
Private landowner visits	
Support and attendance at catchment group meetings and planting days	
End of Year Volunteer Event (1 p.a.)	
Bush Skills for the Hills (10 workshops p.a.)	
ERCMP meetings (4 meetings p.a.)	
Greenpage Newsletter (6 editions p.a.)	
Assist with local and regional grant applications (e.g. SALP, Rivercare)	
Coordination of local NRM initiatives (e.g. Booklet reprints, Steam Wand, alternative weed management, information forums)	
Coordination and implementation of regional grants (see Regional Grant Funded Projects below)	Value add
Bush Skills 4 Youth – January to June 2019 (additional 4 regional workshops for community education and engagement) (State NRM Office funding ceases December 2018)	3,500
Total contribution per participating member Council (Kalamunda, Mundaring and Swan)	39,920
Regional Grant Funded Projects in 2018/2019	
Bush Skills 4 Youth – July to December 2018 (min. 4 regional workshops for community education and engagement) (funded by State NRM Office)	Value add
Community Capability Program (funded by State NRM Office to December 2018)	Value add
Farm dams as refuges for freshwater plants and animals project (funded by Lotterywest)	Value add
National Landcare Program (coordination of Regional Land Partnership)	Value add
Option for non- participating member Councils (Bassendean, Bayswater and Belmont)	
Bush Skills 4 Youth – January to June 2019 (additional 4 regional workshops for community education and engagement) (State NRM Office funding ceases December 2018)	3,500
Total contribution per non- participating member Councils (Bassendean, Bayswater and Belmont)	3,500

Figures exclude GST

ENVIRONMENTAL SUSTAINABILITY PROGRAM – ENERGY, WATER AND CLIMATE CHANGE

Sustainable Development Goal 6 – Clean Water and Sanitation

Strategic Objective 1: *Our region has sufficient and sustainably managed water resources and good water quality in rivers, wetlands and groundwater.*

Sustainable Development Goal 7 – Affordable and Clean Energy

Strategic Objective 2: *Our region adopts sustainable, affordable and modern energy sources and promotes energy efficiency.*

Sustainable Development Goal 11 – Sustainable Cities and Communities

Strategic Objective 3: *Our region fosters safe, resilient, resource efficient and environmentally sustainable urban areas.*

Sustainable Development Goal 13 – Climate Action

Strategic Objective 5: *Our region addresses climate change and its impacts through mitigation and adaptation.*

Member Councils and the EMRC have worked together on environmental sustainability for over 15 years through initiatives and programs such as ICLEI's Cities for Climate Protection and Water Campaign, Future Proofing, Community Energy Efficiency Program and Perth Solar Cities.

The ACER program supports member Councils to improve energy efficiency and reduce their corporate carbon emissions, resulting in significant cost savings. ACER also assists member Councils in Perth's Eastern Region to be leaders in adopting renewable energies such as solar and wind to further reduce carbon emissions, building on previous projects and using new technology to increase energy efficiency and generation as well as introducing storage to enhance cost effectiveness.

The WQCP enables member Councils to continually improve water efficiency and water quality, ensuring a sustainable water future as well as providing cost savings. This program includes the Waterwise Council Service which provides participating councils with extensive support to meet the Water Corporation's Waterwise Council program criteria for endorsement, as well as providing support to engage with funding opportunities such as the Water Sensitive Cities Index benchmarking workshops.

These services are complemented and supported by managing energy, emissions and water data through "Planet Footprint" data management system to enable monitoring and reporting. The Energy and Water Data Service assists member Councils to make the best use of the data management system and provides additional analysis and reporting to meet specific member Council needs.

The EMRC's partnership with the Cooperative Research Centre (CRC) for Water Sensitive Cities provides opportunities for member Councils to be involved in research and projects including case studies and demonstration projects. 2018/2019 will see the major outputs of the research becoming available to industry, such as the Benefit Cost Analysis Tool, WSC Toolkit and Benefit Transfer Tool.

Complementing climate change mitigation actions is the Climate Change Service which builds on the adaptation work already undertaken by member Councils under the Future Proofing Program. It provides technical support for Urban Heat Island mitigation and urban canopy improvement as well as supporting local climate change risk management and adaptation objectives. Key advocacy on emerging planning policies and guidelines will ensure that a regional approach to sustainable communities is supported.

PROPOSED 2018/2019 CONTRIBUTIONS

Environmental Sustainability Program – energy, water and climate change	Bassendean Contribution 2018/2019	Belmont Contribution 2018/2019	Mundaring Contribution 2018/2019	Swan Contribution 2018/2019
ACER: ACHIEVING CARBON EMISSIONS REDUCTION / ENERGY AND WATER DATA SERVICE	\$	\$	\$	\$
Assist with local energy efficiency and carbon reduction funding opportunities	15,450*	15,317*	9,471*	0
Assist with development and implementation of carbon reduction plans and actions				
Provide technical support for energy efficiency and carbon reduction priorities and strategies				
Provide information forums, workshops and factsheets to meet local emissions reduction objectives				
Manage and maintain Home Energy Audit Kits				
Manage Planet Footprint data (including energy, water, measures and WebEx facilitation)				
Collect and enter manual corporate data on Planet Footprint (including energy, water and measures)				
Analyse and report on emissions, energy and water use (including annual reporting and on request)				
WATER QUALITY AND CONSERVATION / WATERWISE COUNCIL SERVICE	\$	\$	\$	\$
Develop Waterwise Council reporting to meet endorsement criteria from Water Corporation	13,195	13,742	18,065	16,535
Assist with funding initiatives under Waterwise Council program (e.g. Water Sensitive Cities Index)				
Provide technical support for Waterwise Council program implementation including water team meetings and forums				
Assist with implementation of local water efficiency and water quality actions				
Provide technical support for water efficiency and water quality priorities and strategies				
Assist with local water efficiency and water quality funding opportunities				
Provide information forums, workshops and factsheets to meet local water objectives				
CRC for Water Sensitive Cities (EMRC as industry partner)	Value add	Value add	Value add	Value add

Environmental Sustainability Program – energy, water and climate change	Bassendean Contribution 2018/2019	Belmont Contribution 2018/2019	Mundaring Contribution 2018/2019	Swan Contribution 2018/2019
FUTURE PROOFING / CLIMATE CHANGE SERVICE	\$	\$	\$	\$
Provide technical support for climate change adaptation priorities and strategies	12,360	16,391	0	0
Provide technical support for urban canopy and other heat mitigation priorities including research and action implementation				
Provide information forums, workshops and factsheets to meet local climate change objectives				
Assist with local climate change funding opportunities				
2020 Vision Partnership	Value add	Value add	Value add	Value add
Total contribution per council	41,005	45,451	27,536	16,535

All figures exclude GST

* Figures **exclude** the Planet Footprint annual subscription renewal fee

Planet Footprint Subscription Renewal Fees (paid directly to Planet Footprint)	Bassendean Contribution 2018/2019	Belmont Contribution 2018/2019	Mundaring Contribution 2018/2019	Swan Contribution 2018/2019
FUTURE PROOFING / CLIMATE CHANGE SERVICE	\$	\$	\$	\$
Planet Footprint Core Scorekeeping Service plus Emissions Module Plus Measures Module	7,570	11,840	11,840	0

Please note that renewals occur in February of each year and this is only an **indicative** cost – the 2018/19 cost represents a 5% increase in 2018 together an estimated 5% increase in 2019. Please note that if renewals are paid to Planet Footprint for a 3 year term, then the annual renewal cost will remain at the 2018 price.

Figures exclude GST

**UNDERSTANDING AND MANAGING FLOOD RISK – STAGE FIVE (FINAL STAGE)
(SUBJECT TO FUNDING AVAILABILITY AND TIMEFRAMES FOR STAGE FOUR)**

The Understanding and Managing Flood Risk staged project is building resilience in Perth's Eastern Region in relation to flood risk by providing the information and tools needed to improve the ability of emergency response agencies and the community to prepare for and take appropriate actions during major flood events as well as inform land use planning and development decision-making.

By March 2019, outputs from the previous four stages of the project will include:

- Peer reviewed hydraulic model;
- Revised floodplain mapping for a range of flood events;
- Flood risk and vulnerability assessments;
- Floodplain Development Strategy;
- Flood risk adaptation planning; and
- Flood intelligence website.

Stage Five of the project proposes to build on the flood risk adaptation planning and flood intelligence website being developed in Stage Four and is likely to include development of specific local community awareness and engagement materials to support emergency preparedness and resilience. It is also proposed to consider further detailed flood risk adaptation planning for participating councils based on the initial planning undertaken in Stage Four to support specific risk management objectives or to undertake Flood Impact Assessments for impacted council infrastructure to support future planning.

A project proposal will be developed in consultation with all participating councils regarding the detail and costs for the Stage Five project once grant funding becomes available.

PROPOSED 2018/2019 CONTRIBUTIONS (SUBJECT TO FUNDING)

Understanding and Managing Flood Risk – Stage Five (subject to funding)	Contribution per council in 2018/2019
Member Councils	\$
City of Bayswater	10,000
Town of Bassendean	10,000
City of Belmont	10,000
City of Kalamunda	0
Shire of Mundaring	0
City of Swan	10,000
Client Councils	
City of South Perth	10,000
Town of Victoria Park	10,000
Total contributions	60,000

Figures exclude GST

SECTION 3: MEMBER COUNCIL INDIVIDUAL FINANCIAL CONTRIBUTIONS

Town of Bassendean

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
5,900	Regional Integrated Transport Projects	6,077
8,445	Regional Economic Development	8,698
5,380	Regional Events Program	5,541
24,725	Regional Development Sub Total	20,316
	Environmental Services	
0	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	3,500
39,811	Environmental Sustainability Program - Energy, Water and Climate Change (excluding Planet Footprint subscription renewal)	41,005
10,000	Understanding and Managing Flood Risk Stage Five (subject to funding)	10,000
50,310	Environmental Services Sub Total	54,505
75,035	Total Funding Being Sought	74,821

Figures exclude GST

City of Bayswater

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
11,876	Regional Integrated Transport Projects	12,232
15,065	Regional Economic Development	15,516
10,858	Regional Events Program	11,184
42,799	Regional Development Sub Total	38,932
	Environmental Services	
5,000	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	3,500
0	Environmental Sustainability Program - Energy, Water and Climate Change	0
10,000	Understanding and Managing Flood Risk Stage Five (subject to funding)	10,000
10,000	Environmental Services Sub Total	13,500
52,799	Total Funding Being Sought	52,432

Figures exclude GST

City of Belmont

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
10,037	Regional Integrated Transport Projects	10,338
13,027	Regional Economic Development	13,418
9,238	Regional Events Program	9,515
37,302	Regional Development Sub Total	33,271
	Environmental Services	
0	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	3,500
44,127	Environmental Sustainability Program - Energy, Water and Climate Change (excluding Planet Footprint subscription renewal)	45,451
10,000	Understanding and Managing Flood Risk Stage Five (subject to funding)	10,000
54,127	Environmental Services Sub Total	58,951
91,429	Total Funding Being Sought	92,222

Figures exclude GST

City of Kalamunda

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
10,726	Regional Integrated Transport Projects	11,048
0	Regional Economic Development	0
0	Regional Events Program	0
15,726	Regional Development Sub Total	11,048
	Environmental Services	
35,360	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	39,920
0	Environmental Sustainability Program - Energy, Water and Climate Change	0
0	Understanding and Managing Flood Risk Stage Five (subject to funding)	0
35,360	Environmental Services Sub Total	39,920
51,086	Total Funding Being Sought	50,968

Figures exclude GST

Shire of Mundaring

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
9,348	Regional Integrated Transport Projects	9,628
12,264	Regional Economic Development	12,632
0	Regional Events Program	0
26,612	Regional Development Sub Total	22,260
	Environmental Services	
35,360	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	39,920
** 26,734	Environmental Sustainability Program - Energy, Water and Climate Change (excluding Planet Footprint subscription renewal)	** 27,536
0	Understanding and Managing Flood Risk Stage Five (subject to funding)	0
62,094	Environmental Services Sub Total	67,456
88,706	Total Funding Being Sought	89,716

Figures exclude GST

** Please Note: Energy and Water only

City of Swan

2017/2018	Regional Services Project Summary	2018/2019
	Regional Development	\$
5,000	City Deal (Smart Cities) contribution	0
21,071	Regional Integrated Transport Projects	21,703
0	Regional Economic Development	0
0	Regional Events Program	0
26,071	Regional Development Sub Total	21,703
	Environmental Services	
35,360	Eastern Region Catchment Management Program - Natural Resource Management (including Bush Skills 4 Youth for community education and engagement)	39,920
** 16,053	Environmental Sustainability Program - Energy, Water and Climate Change	** 16,535
10,000	Understanding and Managing Flood Risk Stage Five (subject to funding)	10,000
61,413	Environmental Services Sub Total	66,455
87,484	Total Funding Being Sought	88,158

Figures exclude GST

** Please note: Water only



12.2 “CONNECT PERTH’S EAST” CITY DEAL PROPOSAL

REFERENCE: D2017/16823

PURPOSE OF REPORT

The purpose of this report is to provide Council with the final draft of the “Connect Perth’s East” City Deal Proposal for Perth’s Extended Eastern Region for its approval.

KEY ISSUES AND RECOMMENDATION(S)

- In 2016 the Federal Government announced its Smart Cities Plan which includes ‘City Deals’ and the ‘Smart Cities and Suburbs Program’.
- City Deals are developed between the Australian Government, state and local governments and private partners.
- The EMRC has undertaken ongoing and extensive advocacy, meeting with member Councils, non-member Councils, Perth Airport Pty Ltd and state and federal government representatives, to progress the concept of a City Deal Proposal for Perth’s Extended Eastern Region (PEER).
- The draft “Connect Perth’s East” City Deal proposal for PEER and the accompanying maps and spreadsheet have been prepared and are attached to this report.

Recommendations

That Council approves the EMRC’s draft “Connect Perth’s East” City Deal proposal for Perth’s Extended Eastern Region, forming the attachments to this report, for the purposes of submitting to the WA State Government for its endorsement.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

In 2016 the Federal Government, through the Department of the Prime Minister and Cabinet, announced its Smart Cities Plan which incorporates City Deals and the Smart Cities and Suburbs program. The announcement included, in part, the following information:

“City Deals, between the Australian Government, a state or territory government, and local governments will make our cities better places to live in and do business. Through City Deals, governments, industry and communities will develop collective plans for growth and commit to the actions, investments, reforms and governance needed to implement them.”

The Federal Government advised that City Deals will be structured around nationally and locally informed objectives, with a focus on economic growth, jobs creation, housing affordability and environmental outcomes. To date the Australian Government has committed to the following three City Deals: Townsville, Launceston and Western Sydney.

Given this region encompasses many of the attributes that would apply to a City Deal, the EMRC commenced discussions with member Council CEOs initially to obtain their views on the concept of developing a draft City Deal for the region, in order for this region to become the first area, in WA, to be awarded a City Deal by the Federal Government.



Item 12.2 continued

It was further identified that the City of Canning and the Town of Victoria Park had key strategic elements within their municipalities that would further strengthen a City Deal proposal for this region, albeit it would be an 'extended' region. Discussions were held with key staff at each member council, the two non-member Councils and Perth Airport Pty Ltd, to identify strategic projects for inclusion in the draft proposal. Given the draft proposal extends beyond our six member councils the area has been identified as Perth's Extended Eastern Region (PEER).

The EMRC presented the draft concept for a City Deal to the August 2017 CEOAC and Council meetings in which it outlined the draft proposal and the key stakeholders who would be party to the proposal.

At the Ordinary Meeting of Council held on 24 August 2017, Council resolved as follows:

"THAT COUNCIL NOTES THE EMRC'S DRAFT CITY DEAL PROPOSAL, FORMING THE ATTACHMENTS TO THIS REPORT."

REPORT

The draft "Connect Perth's East" City Deal proposal has now been developed with a strong focus on freight routes connecting to key business/industrial parks under the theme of "Productivity". This includes the Perth Airport, Kewdale Intermodal Terminal (Inland Port), future Bullsbrook Intermodal Terminal and a number of strategic industrial/business parks, together with the key freight corridors of NorthLink WA, Roe, Reid, Tonkin and Great Eastern Highways, the Perth Adelaide National Highway and future connectivity to the proposed "Westport" outer harbour. Connecting all the corridors throughout PEER appears to be appealing to the state government and their support for this draft "Connect Perth's East" City Deal proposal is critical to the success of the proposal.

The second theme in the proposal is "Liveability" and this theme focuses on all aspects of what makes a locality truly liveable such as, affordable housing, excellent public transport and active transport, activated town centres and precincts, connectivity and transit oriented development.

The draft proposal seeks government investment to fund the key infrastructure projects outlined in the proposal to ensure this region is a strategic and vibrant powerhouse for the WA economy, boosting jobs, economic development and affordable housing. The "Connect Perth's East" City Deal proposal is a partnership approach that identifies the significant public and private investment made in this region to date and how funding other key infrastructure would produce clear outcomes and attract private public partnership investments.

The draft proposal focuses on projects that will drive economic productivity and growth and have social and/or environmental benefits. The proposal has been promoted to all tiers of government, seeking support for the first City Deal in Western Australia to be awarded to Perth's Extended Eastern Region.

The "Connect Perth's East" City Deal proposal's two major themes, Productivity and Liveability and further expanded into the following sub themes: Freight – Road, Rail, Air; Industrial/Business Parks; Affordable Housing; Transit Oriented Developments (TODs); METRONET; Activated Precincts; and Connectivity and Active Transport, with a number of projects included within each sub theme (Refer to attachments).

A significant amount of advocacy has been undertaken by the EMRC to ensure that the proposal is well known, well understood and well supported.

The next steps for the draft "Connect Perth's East" City Deal proposal include:

- The proposal being endorsed by the EMRC's CEOAC and Council;
- The proposal being submitted to the State Government for its endorsement; and
- The proposal being submitted to the Federal Government for its endorsement and announcement of "Connect Perth's East" City Deal as the first WA City Deal.



Item 12.2 continued

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 2 – Economic Development

- 2.1 To facilitate and advocate for increased investment in regional infrastructure
- 2.2 To facilitate and advocate for regional economic development activities

Key Result Area 3 – Good Governance

- 3.1 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 3.2 To manage partnerships and relationships with stakeholders

FINANCIAL IMPLICATIONS

The cost of preparing the draft "Connect Perth's East" City Deal proposal for Perth's Extended Eastern Region is included in the EMRC's 2017/2018 operating budget.

SUSTAINABILITY IMPLICATIONS

The Regional Development business unit operates to pursue economic growth and social outcomes for Perth's Eastern Region and integrates environmental considerations wherever possible.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Participating member Council officers' time will be required in an advisory capacity on the Economic Development Officer Group.
City of Bayswater	
City of Belmont	
City of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

City Deal Proposal Connect Perth's East (Ref: D2017/17393)

VOTING REQUIREMENT

Simple Majority



Item 12.2 continued

RECOMMENDATION(S)

That Council approves the EMRC's draft "Connect Perth's East" City Deal proposal for Perth's Extended Eastern Region, forming the attachments to this report, for the purpose of submitting to the WA State Government for its endorsement.

Discussion ensued

Mr Foley congratulated the Chief Executive Officer and Director Regional Services on a job well done on the City Deal proposal.

CEOAC RESOLUTION

MOVED MR JARVIS

SECONDED MR BRIEN

That Council approves the EMRC's draft "Connect Perth's East" City Deal proposal for Perth's Extended Eastern Region, forming the attachments to this report, for the purpose of submitting to the WA State Government for its endorsement.

CARRIED UNANIMOUSLY

CITY DEAL PROPOSAL

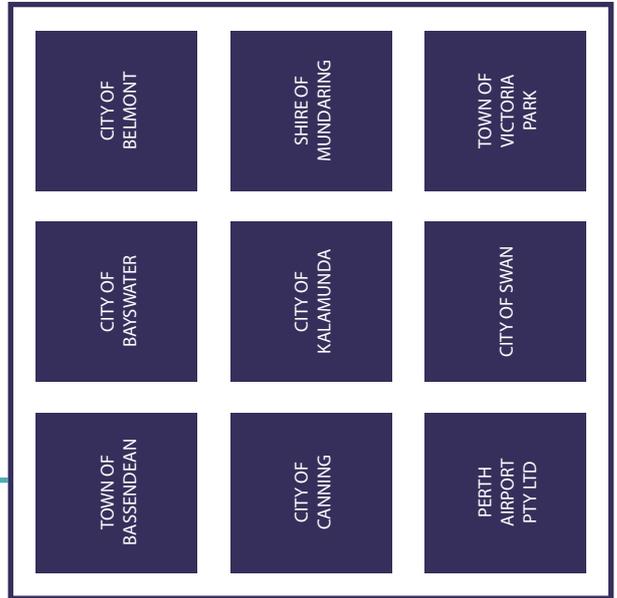
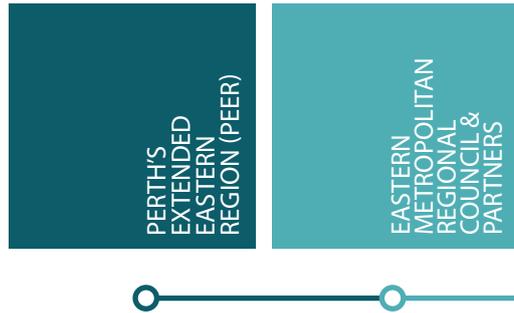
CONNECT PERTH'S EAST

Perth's Extended Eastern Region (PEER)





P1	ONE. INTRODUCTION & VISION	The Benefits of Connect Perth's East' and Vision for 2032
P5	TWO. PEER TODAY	Location and competitive advantage
P7	THREE. FUTURE CHALLENGES	Funding and future proofing PEER
P8	FOUR. PROPOSED CITY DEAL FOR PEER	Unlocking tripartite government commitments
P9	FIVE. CITY DEAL THEMES	Productivity and Liveability Opportunities
P12	SIX. COMMITMENTS	Projects/initiatives description and sub-themes
P17	SEVEN. KEY BENEFITS	Economic and social benefits of the PEER City Deal Proposal
P19	EIGHT. FUTURE GOVERNANCE & PARTNERING	Governance structure for proposed City Deal
P21	NINE. NEXT STEPS	Future delivery of the PEER City Deal Proposal
P23	APPENDIX ONE	Productivity and Liveability Maps
P26	APPENDIX TWO	MCA Analysis
P29	APPENDIX THREE	Project Information
P38	APPENDIX FOUR	Economic Analysis
P46	APPENDIX FIVE	Strategic Alignment
P48	APPENDIX SIX	Letters of Support



ONE. INTRODUCTION

The "Connect Perth's East" City Deal proposal will take advantage of existing and new markets via improved connectivity, clustering and innovation. This will be achieved through generating the greatest amount of Productivity to generate the greatest economic output that is supported by enhanced Liveability opportunities within Perth's Extended Eastern Region (PEER).

Productivity and liveability are the driving themes of this proposal in recognition of their complementary and integrated competitive advantages for an enhanced future PEER.

"Connect Perth's East" connects the local government municipalities; Town of Bassendean, City of Bayswater, City of Belmont, City of Canning, City of Kalamunda, Shire of Mundaring, City of Swan and Town of Victoria Park as well as Perth Airport Pty Ltd to wider WA, the nation and the Asia-Pacific region and beyond. This stakeholder group is hereafter referred to as the PEER Group. As a group of connected local governments and private enterprise, PEER is within a 5 - 35 minute travel radius of the Perth CBD. The PEER Group is committed to work collaboratively for regional, state, national and international gain.

"CONNECT PERTH'S EAST"

Will result in PEER being:

- The WA Gateway to existing and new markets
- Connected to productive precincts and connecting communities and jobs
- A productivity leader in freight, logistics, transport, manufacturing and warehousing with an appropriate skills based workforce;
- A productivity leader focused on clustering/co-location and innovation;

- A liveability leader in diverse and affordable housing, well connected to public and active transport; and
- A leader in resilience, sustainable densification, regeneration, revitalisation and urban infill.

Future opportunities within PEER may also result in it being a leader in the retail, tourism, health, education and recreation sectors.

The "Connect Perth's East" City Deal proposal identifies alignment between the PEER Group's priorities and state and federal government priorities.

PEER is the Gateway to WA

PEER is the Gateway to WA through which all freight and tourist traffic flows to reach its intended destination and is the key to driving economic development in WA. PEER is capable of ongoing growth and expansion to meet demand and to achieve greater productivity, greater economic growth and greater job creation across the supply chain. The Kewdale Intermodal Terminal (or Inland Port as it is more commonly known) moves nearly twice the number of containers, via road and rail, compared to Fremantle Port and is therefore considered pivotal in the success of freight movements. Upgrading and optimising the freight rail and road networks is crucial to the ongoing success of moving freight efficiently and effectively. Optimisation will include taking advantage of innovative technology as it emerges and applying it to the movement of freight and advances in industry practices.

PEER is also a region where opportunities exist for affordable and diverse housing, greater mobility through public transport initiatives such as METRONET and opportunities for vibrant, activated and transformative city and town centres/precincts to be created.

THE BENEFITS OF CONNECT PERTH'S EAST

“Connect Perth’s East” City Deal comprises two distinct themes: Productivity and Liveability and a series of sub-themes, shown opposite.

Productivity benefits include the connectivity and efficiencies of supply chains and the efficient and safe movement of freight in the region.

Liveability benefits include enabling key workers to reach their place of employment in a cost effective, safe and timely manner, having the right size, right fit, right price and right location to house workers, families, singles and the elderly and having accessible public transport and activated centres to enable people to live affordably.

These will be achieved by connecting people, place and productivity, growing our diverse economy, fostering sustainability and resilience and valuing our vast natural attributes.

PRODUCTIVITY

FREIGHT – ROAD, RAIL, AIR
Providing convenient, connected, safe and timely access throughout PEER’s freight transport corridors for the benefit of seamless transportation of goods, on time and on budget, busting congestion, boosting jobs and improving access and safety



INDUSTRIAL & BUSINESS PARKS
Connecting intermodal hubs, Westport Outer Harbour, freight road, rail and air to strengthen PEER’s economic output for the benefit of business, industry, investors and the community

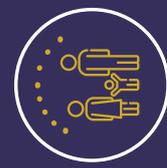
LIVEABILITY

AFFORDABLE HOUSING
Provision of affordable and diversified housing that is sustainable, resilient, appropriate and located in the right areas for the benefit of all who wish to be accommodated and live in PEER for work, education and lifestyle



TRANSIT ORIENTED DEVELOPMENTS (TODS)
Optimising land uses and integrating TODs along the routes of the existing Midland and Armadale rail lines for the benefit of connecting people and place through densification, creating a sense of community and providing linkages to public transport options

ACTIVATED PRECINCTS
Development, regeneration and/or revitalisation of Curtin Town Centre, Belmont Park, Canning City Centre, Bayswater Town Centre, Forrestfield North for the benefit of building community and civic pride, identity, connectivity, liveability and resilience



METRONET AND MOBILITY
Focused investment of Public and Active Transport infrastructure for the benefit of connecting people to place, reducing congestion on our roads, reducing commuter times and creating affordable liveability

VISION FOR 2032

By 2032, Perth's Extended Eastern Region will be the most connected, productive and liveable region in Western Australia.

60

LIVING, WORKING, PLAYING OR DOING BUSINESS IN PEER

The vision for 2032 is to have a connected, productive, liveable and regionally competitive region that is fully integrated to achieve significant economic growth and job opportunities for those who choose to live, work, play or do business in PEER.

Further collocating, clustering and expanding supply chains in the region will achieve a future, transformed region that is globally and nationally competitive, prosperous and resilient. Clustering includes supply chains related to freight, transport, manufacturing, logistics and warehousing industries that are well connected to the freight road, rail and air networks.

INTERMODAL TERMINALS MOVING FREIGHT EFFICIENTLY VIA ROAD AND RAIL

The vision intent is having Kewdale Intermodal terminal operating at capacity (utilising all advances in technology), having a seamless and connected road and rail movement for all containers from the future, proposed Westport Outer

Harbour to Intermodal Terminals and beyond, including the fully operational new Bullsbrook Intermodal as part of the overall freight movement solution.

COMPLETING THE MISSING LINKS IN THE FREIGHT NETWORK

The vision for 2032 includes completing all PEER's freight road network "missing links", including optimisation of the networks with the latest innovative technology solutions, resulting in exceptional productivity gains that entice all operators within the supply chain to have relocated within PEER. It includes the much needed realignment of freight rail out of the Midland City Centre in the City of Swan. The 'missing links' include upgrading the Reid, Roe, Tonkin and Great Eastern Highways to freeway standard, upgrading Midland to Forrestfield Link and Ororong Roads, and planning for the Perth to Adelaide National Highway and Stock Road (Bullsbrook).

UTILISING TECHNOLOGY AND INNOVATION FOR GREATER PRODUCTIVITY

Irrespective of which technologies are chosen for the road systems, infrastructure changes will be required to best manage mobility and related systems. This requires road network infrastructure and related systems to interact directly with vehicles¹. Such infrastructure provision includes line markings, signage and messaging, bridges, intersection designs, lighting, lane size, lane structure and lane merging.

Freight roads, rail and networks are key enablers of economic and commercial activity and the freight industry is active in identifying opportunities to increase freight productivity, boost profitability and competitiveness and limit costs to the end users. Opportunities exist in future years for freight road infrastructure to be partially funded through direct private investment². Advances in technology are changing the way we do business and greater automation of processes will also change the jobs of tomorrow. There will also be advances in driverless, solar powered and/or electric vehicles and infrastructure changes to accommodate this new way of

moving people and goods. Greater mobility will be achieved with on demand and on time transport connectivity, including active and public transport that can be fully integrated.

PLANNING FOR THE JOBS OF THE FUTURE

Greater education opportunities will be available online with only traditional 'blue collar' type work requiring a hands on component. Jobs of the future have not yet been invented but educational institutions need to be planning for such advancements.

PEER Group's engagement strategies are inclusive of their local business and communities.

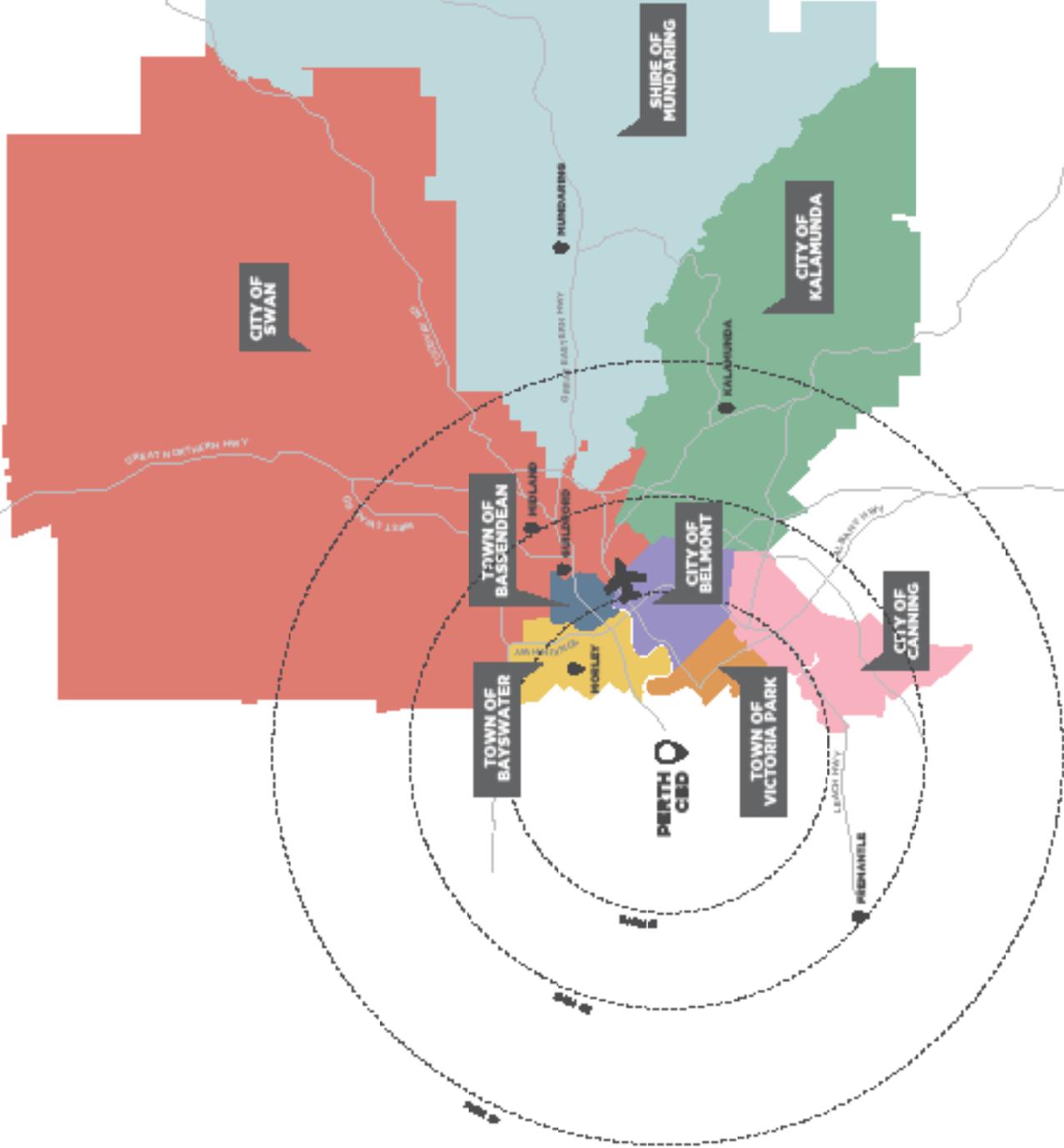
UTILISING TECHNOLOGY AND INNOVATION TO ENHANCE LIVEABILITY

The vision for 2032 includes people in PEER working smarter, living smarter and utilising all the technology advances to their full potential.

Smart housing, parks, street/path lighting, public transport messaging, integrated planning, parking and energy and water efficiencies, utilising innovative and best practice technology will create the liveability cities of the future in PEER.

TWO. PERTH'S EXTENDED EASTERN REGION TODAY

The "Connect Perth's East" City Deal proposal expands the Eastern Metropolitan Region (EMRC) region to include the City of Belmont, the Town of Victoria Park, and Perth's Extended Eastern Region (PEER).



PEER'S COMPETITIVE ADVANTAGES



GATEWAY TO WA – PEOPLE AND GOODS ENTERING THE REGION FROM ALL 'COMPASS POINTS'



\$4B

LEVERAGING PERTH AIRPORT SPEND OF \$4B OVER 10 YEARS



GOODS ENTER VIA ROAD, RAIL, AIR

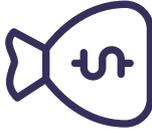


OVER 491,600 PEOPLE GROWING TO MORE THAN 718,000 BY 2032

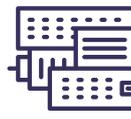


5-35

PROXIMITY TO PERTH CBD – 5 – 35 MINUTE TRAVEL



GRP \$37,490B



COVERS 217,603HA (MORE THAN 1/3 OF THE AREA OF METROPOLITAN PERTH)



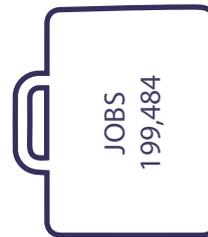
CENTRAL LOCATION FOR FREIGHT AND LOGISTICS, MANUFACTURING AND SUPPLY CHAINS



GREATER OPPORTUNITIES FOR CLUSTERING/CO-LOCATION AND INNOVATION



LGAS SUPPORT THEIR LOCAL COMMUNITIES



JOBS 199,484

The future sustainability of the PEER group resides in its strength and ability to pool resources to compete for and attract government and private sector funding and to engage in advocacy efforts for the benefit of the extended region as a whole.

Major capital investments including further intermodal freight terminal development, major airport, road and rail development and greater liveability, mobility and connectivity will allow the region to reach powerhouse status for Western Australia.

The PEER Group has strong community and business connections and will ensure that all projects will be widely communicated and will form part of each entity's engagement strategy.

ABOUT THE EASTERN METROPOLITAN REGIONAL (EMRC)

The EMRC is a regional Local Government operating under the Local Government Act, 1995, since its inception 34 years ago. As a Regional Local Government, the EMRC acts on behalf of its six member Councils: the Town of Bassendean, City of Bayswater, City of Belmont, City of Kalamunda, Shire of Mundaring and City of Swan. The EMRC is an incorporated body with a robust governance structure capable of coordinating the implementation of "Connect Perth's East". The EMRC's operations are governed by its Council under an Establishment Agreement and it acts as a conduit for major activities of regional significance.

The EMRC is a model of successful collaboration working in partnership with its member Councils and other stakeholders. The EMRC delivers regional scale projects and has innovation as one of its core values. It is leading the advocacy efforts for the "Connect Perth's East City Deal", in the pursuit of the desired outcomes for PEER.

PEER ALIGNS WITH STATE AND FEDERAL GOVERNMENT PLANS

PEER is a region that aligns with the Australian Government's Smart Cities Plan for supporting productive, accessible, liveable cities that attract talent, encourage innovation and create jobs and growth. The timing is right, and the mix of projects is right, for driving economic output and supporting greater clustering and innovation.

Both the state and federal government have already recognised the potential of this region through previous significant infrastructure investment and it's now time to capitalise on this previous spend to fund the "missing links" or priority projects to create optimal and seamless freight routes into and out of the region. (Missing links include upgrading Reid, Roe, Tonkin and Great Eastern Highways to freeway standard, upgrading the Midland to Forrestfield Link and Orrong Road, and planning for the Perth to Adelaide National Highway and Stock Road). PEER's priority projects are identified in the attached maps and spreadsheets. (Refer Appendices 2 & 4)

THREE. FUTURE CHALLENGES



IDENTIFYING INFRASTRUCTURE FUNDING FOR MAJOR PROJECTS

Future challenges include the lack of funding to complete the “missing links” in the region. Consideration of funding mechanisms such as public and / or private investment, concessional loans, value capture, tax concessions, trusts or other funding mechanisms that are palatable to state, federal and local government is required to ensure the right mix of funds is achieved, relevant to the priority project type.



FUTURE PROOFING WA'S FREIGHT NETWORKS AND COMBATING CONGESTION

Congestion and transport safety are ongoing issues in metropolitan WA, however by completing the identified road upgrades to 'Freeway Standard' this will alleviate congestion issues, afford greater safety on the roads, reduce transport running costs and reduce greenhouse gas emissions, resulting in a cleaner environment.



APPROPRIATE GOVERNANCE MODEL TO OVERSEE A CITY DEAL

Establishing an Executive Advisory Group across all three tiers of government, operating in a similar fashion to the EMRC's existing advisory groups structure and governance model, would oversee the implementation of “Connect Perth's East”. The Executive Advisory Group would be guided by a Leadership Group (political).



IDENTIFYING NEW TECHNOLOGIES AND EMERGING TRENDS

Future challenges include keeping abreast of disruptive technologies to optimise transport networks in real time by having the right technology for the right purpose. This is the case for freight companies striving to alleviate down time, to remain competitive, reduce their carbon emissions and be good corporate citizens. Data analytics, robotics, automation, autonomous vehicles, artificial intelligence and renewable energy will all play a part in future challenges and the PEER Group will work with technology providers to bring new opportunities into the region, such as electric vehicle charging stations and greater adoption of renewable energy.



SYNCHRONISING PLANNING AND GROWTH

Creating greater housing options for key workers in the region will ensure that people can live closer to where they work, creating greater self-sufficiency and reduce congestion. PEER's seniors are also seeking to “right size”: it's about having the right type of housing stock located in the right places and this is where PEER comes to the fore. When considering housing options, affordable and diversified housing to cater for key workers and seniors is a priority in PEER.



EMBRACING SUSTAINABILITY

Housing will become even more affordable if energy and water costs can be kept to a minimum through sustainable housing design. Industry and business will also become more affordable if energy and water usage can be significantly reduced and if greater efforts are put into designing 6 plus star energy efficient buildings/warehouses. There is an opportunity to encourage and apply a holistic approach across all tiers of government to ensure that sustainability options are affordable and widespread by working with agencies such as the Cooperative Research Centre (CRC) for Water Sensitive Cities.

FOUR. PROPOSED CITY DEAL FOR PEER

In April 2016, the Commonwealth Government introduced the Smart Cities Plan. A key element of this document was the establishment of City Deals, long-term policy frameworks between all levels of government to prioritise and deliver economic stimuli across a range of portfolios and projects. Australia's metropolitan and regional urban centres will collaborate to prioritise economic stimuli and seek investment support from State and Federal government and the private sector.

City Deals provide potential for economic inducements through the prioritisation and provision of such initiatives as new and upgraded civil and social infrastructure, job creation and skills development, and water and energy security. In the words of the Smart Cities Plan, "City Deals will deliver better outcomes through coordinated investment in cities of all sizes".

The "Connect Perth's East" City Deal will unlock tripartite government commitments to a range of productivity and liveability projects that support and enhance the vision of becoming Western Australia's most connected, productive and liveable region by 2032. Supporting PEER's City Deal proposal fits with the WA State's and Federal Government's aspiration to build strong regions, cities and communities. A future deal would also help stimulate market confidence in the private sector to fund, partner and deliver major infrastructure projects and renewal, revitalisation and housing projects across PEER for the broader benefit of the metropolitan region and state.

FIVE. CITY DEAL THEMES

PRODUCTIVITY OPPORTUNITIES

The proposed "Connect Perth's East" City Deal comprises two distinct themes: Productivity and Liveability and a series of sub-themes.

Opportunities within the "Productivity" theme include connecting PEER's freight – rail, road and air and the industrial and business parks and intermodal terminals to the state, nation and globally. Achieving a seamless transportation network allows for the effective, efficient and safe transportation of goods by road, rail and air, on time and on budget and utilising innovative processes. This will result in greater regional, national and global productivity and connected supply chains that have the capacity for transitioning and boosting the workforce to take advantage of the enormous potential that exists through industry and business attraction and investment.

FUNDING FREIGHT ROAD AND RAIL MISSING LINKS

The freight road network will be completely connected in metropolitan WA when the "missing links" are funded and constructed (Refer to attachments 2 & 4). These include the upgrades to freeway standard of the Roe, Reid, Tonkin and Great Eastern Highways, upgrading the Midland to Forrestfield Link and Orrong Road and the planning and design for Stock Road (Bullsbrook) and the Perth Adelaide National Highway to bust congestion, boost safety and boost productivity. Another of the "missing links" projects is the realignment of freight rail out of the Midland City centre.

COMPLETING THE FREIGHT NETWORK'S TONKIN HIGHWAY - NORTH TO SOUTH

A further productivity opportunity is to complete the freight road networks to ensure seamless connectivity to the north and east of PEER and to Westport, the proposed new outer harbour. Construction is required to achieve a freeway standard of Tonkin Highway that completes the gaps and connects the NorthLink WA project right through to the southern end of Tonkin at Rowley and Thomas/Anketell Roads. This will optimise the road freight network resulting in higher productivity, greater economic output and greater job creation.

PLAN AND DESIGN PANH

PLANNING and design for the Perth Adelaide National Highway (PANH) is also an opportunity that requires prioritisation to not only enhance productivity but to alleviate safety concerns and improve liveability, particularly in the Mundaring area of PEER.

CONNECTING FREIGHT CORRIDORS, BUSINESS AND INDUSTRY

Productivity contributes to economic and job growth of the region and the state. This productivity theme connects the freight corridors and links them to the industrial and business parks, making for the seamless transportation of goods through metropolitan WA and outwards via road, rail, air or sea (via future Westport outer harbour) The industrial and business parks include; Midvale, Bellevue, Bayswater/Ashfield, Malaga, Belmont/Redcliffe, Perth Airport, Forrestfield, Kewdale/Weishpool and Canning Vale.

OPTIMISING EXISTING AND NEW INTERMODAL TERMINALS

Enhancing productivity will optimise connecting the industrial and business parks, Perth Airport, the Kewdale Intermodal Terminal, the future Bullsbrook Intermodal Terminal and Westport.

MULTI NATIONALS HAVE A PLACE IN PEER'S INDUSTRIAL AND BUSINESS PARKS

A number of national and multi-national companies and freight and logistic supply chains already reside in the area and there are great opportunities to further collocate and expand industry/business supply chains to achieve greater productivity, greater economic growth and greater job creation.

CONNECTING PRODUCTIVITY AND LIVEABILITY - BOOSTS JOBS & BUSTS CONGESTION

Connecting the themes of "Productivity" and "Liveability" will achieve greater employment self-sufficiency, housing affordability, diversity and sustainability. It will 'boost jobs and bust congestion' and ensure the supply chains are well connected and complete. All of these opportunities will result in PEER being a genuine powerhouse for Western Australia.

\$322M
FOR
NEW RAIL CARS
102



LIVEABILITY OPPORTUNITIES

"Liveability" opportunities will achieve a greater social and environmental dividend, enabling people to live closer to where they work through the provision of good public transport connections and affordable and diverse housing options, cutting travel time, costs and congestion, improving mobility and workability. Housing options are being made possible by partnerships between state and local governments and could include the not for profit and private sectors.

In its May 2017 Budget, the Federal Government unveiled a housing affordability package comprising a mix of fiscal, regulatory and capacity-enhancing measures and the establishment of a National Housing Finance and Investment Corporation (NHFC) and a \$1B National Housing Infrastructure Facility (NHIF), providing tailored funding options, such as equity and blended finance. The NHIF may also finance community housing providers, who could partner with PEER local governments, to pursue affordable housing options, including build-to-rent properties.³

ACTIVATING TOWN CENTRES AND PRECINCTS

Town centre activation and urban renewal in Bassendean, Bayswater, Belmont, Canning, Victoria Park, Kalamunda and Swan are required to maximise land use, foster social dividends and create connected communities.

The Development Area Six project is located in the City of Belmont and will transition the area into a commercial and medium density centre, stimulated by the Perth Airport precinct upgrades, increasing commercial property and business/industrial park opportunities.

The Forrestfield North project, is a new activity centre and commercially focused precinct based development planned around the new train station as part of the FAL METRONET project.

The Canning City Centre, Curtin Town Proposal, Belmont Park Residential Development and Bayswater Town Centre Proposal are also projects under the Activated Precincts sub theme that form part of the Liveability theme. Activating these precincts projects are vital to improve liveability in PEER and beyond and will offer a varying degree of options and opportunities to meet the needs of the individual communities in each of these locations.

LIVEABILITY THROUGH METRONET

Public transport options are being made possible by the WA state government's vision for its METRONET plan. A further social and environmental dividend is a reduction in travel congestion by having people living and working in the region and creating greater self-sufficiency.

DESIGNING AND PLANNING METRONET'S ELLENBROOK RAIL LINE

Optimising public transport including the Thornlie to Cockburn rail link, the yet to be funded, Ellenbrook rail line and the new station precincts along these new public transport routes, as part of the WA State Government's METRONET plan are great opportunities for PEER. In addition, a rapid bus transit option from Mundaring to the newly announced Bellevue station and the relocation of the existing Midland station will also optimise public transport in these corridors, creating greater options for people to access public transport and fostering greater economic, social and environment dividends.

BUILDING THE FAL RAIL STATIONS AND PRECINCTS

The Forrestfield-Airport Link (FAL) link provides a significant catalyst for further regional growth in PEER. The FAL \$2 billion train line connecting with the Midland line near Bayswater Station is scheduled to be operational by 2020. Infrastructure Australia forecasts that this project will provide a net economic benefit of \$670 million, improving commuter times between the eastern suburbs and the Perth CBD and reducing congestion⁴. Whilst this rail project is funded and under construction, the land use planning and development around the station precincts of Forrestfield North, Belmont/Redcliffe and Bayswater need to materialise in order to complete FAL and leverage the existing spend.

TRANSIT ORIENTED DEVELOPMENTS (TODS)

Taking advantage of the older rail networks of the Midland and Armadale rail line by creating Transit Oriented Developments (TODs) at key rail station locations on both lines is a focus of "Connect Perth's East" which will further increase the amount of affordable and diverse housing for key workers, low income families, youth and seniors who are prevalent in PEER.

Potential TODs have been identified for the station locations of Bassendean, Ashfield, Bayswater and Meltham on the Midland line and the station locations of Burswood, Victoria Park, Carlisle, Oats St and Queens Park on the Armadale line.

CONNECTING PEOPLE AND PLACE

Through the continued expansion and investment of Perth Airport Pty Ltd (PAPL) and its planned new non-stop Perth to London flights, PEER has become a truly international hub for business, liveability and tourism and PAPL's commitment to invest around \$4B in the coming years will ensure PEER is well positioned to prosper and leverage off this significant private

sector spend. Perth Airport is Australia's fourth busiest airport and is a nationally significant asset. Passenger numbers are forecasted to more than double from 13.7 million (2013) to 28.5 million in 2034. To cater for this growth, PAPL has proposed a third runway, a new terminal and terminal upgrades, and business park development across the airport's precincts (Refer to spreadsheet).

EDUCATING PATRONS TO USE PUBLIC TRANSPORT – "YOUR MOVE"

In order to optimise usage of our new improved public transport networks the WA State Government's "Your Move" education program needs to be rolled out towards the conclusion of the FAL project. "Your Move" program will focus on the new Forrestfield and Belmont/Redcliffe stations and the revitalised Bayswater station. An initial assumption is that the likely cost for around 35,000 dwellings (with around 1/3 participation rate [12,000]) would be in the vicinity of \$2.5M.

ACTIVE TRANSPORT AND PSPS

Connecting people and place is not only a key feature of Liveability it is also crucial to the WA State Government's Principal Shared Path (PSP) expansion program. In PEER the proposed cycling and pedestrian paths to be constructed over the next four years include: Reid Highway – Altona Road to West Swan Road (2019/2020); Midland Railway PSP – Success Hill to Railway Parade (2018); Tonkin Highway PSP – Railway Parade to Redcliffe Bridge and Redcliffe Bridge to Stanton Road (no date) and Roe Highway – Kalamunda Road intersection (2020) and are part of the WA State Government's overall 4-year PSP budget of \$129M.

LINKING SUSTAINABILITY AND LIVEABILITY

Embedding energy and water efficiencies into new sustainable housing and industry building designs, thus reducing energy cost and saving precious resources in PEER and wider WA, is a key consideration for all new construction. The new Brabham housing estate in the City of Swan is a good example of the Department of Housing working in partnership with the CRC

for Water Sensitive Cities and the City of Swan on sustainability planning and designs. Continued partnerships between all key agencies are crucial to the success of the Liveability story and incorporating Water Sensitive Urban Design into all new housing and industrial estates and all future TODs will ensure PEER becomes the sustainability region of choice.

FUTURE LIVEABILITY OPPORTUNITIES - TOURISM, EDUCATION, HEALTH, RECREATION

The prospect of achieving greater tourism, education, health and recreation outcomes align with the liveability and sustainability theme and these categories could be included to further enhance the Liveability outcomes for PEER after the initial tranche of projects have been completed.

SIX. COMMITMENTS

The table opposite includes the list of proposed priority commitments required to deliver the “Connect Perth’s East” City Deal for PEER.

With its population set to increase from 491,600 to over 717,200 by 2032, PEER is the obvious choice for a City Deal. With growing traffic congestion, growing safety concerns with freight competing on road networks not completed to freeway standard, lack of activated centres, public and active transport, housing choice and a growing population, PEER is ready for change. This change is required for PEER to reach its full potential as a powerhouse for WA and as a liveable and affordable region close to the Perth CBD, providing options.

This City Deal will re-invigorate PEER’s economic output and stimulate job growth and self-sufficiency through completing the priority projects outlined below under the two themes of Productivity and Liveability.



PRODUCTIVITY THEME

SUB THEME	PROJECT	BRIEF DESCRIPTION (REFER - APPENDIX 3 FOR FURTHER DETAILS)
Freight – Road, Rail, Air	Reid Highway upgrade to freeway standard	Alone to West Swan Road - currently single lane, requires duplication to dual carriageway. In the 2017-18 Budget, Government allocated \$14 million towards the \$70 million Reid Highway - Altona Road to West Swan Road Dual Carriageway project. Commonwealth funding of \$56 million was allocated. Reid Highway / Great Northern Highway interchange is also required, along with the Reid Highway grade separations at Altona Road / Lord Street and West Swan Road.
	Roe Highway upgrade to freeway standard	Roe Highway / Great Eastern Highway Bypass Interchange - the proposed interchange at this location has been in the Metropolitan Region Scheme for over 30 years. This intersection is currently the most congested intersection within the City of Swan as it acts as the main access to both the Hazelmere and Forrestfield industrial areas and is used by numerous heavy haulage transport trucks. Roe Highway interchanges are required at Morrison Road and Toodyay/PANH to achieve freeway standard.
	Tonkin Highway Gap project and Tonkin Highway Grade separations	The Gap project is between the now completed Gateway WA road project and the NorthLink project and has not yet been committed to. It is pivotal to achieving the intended outcomes of both major road projects which will ensure seamless flow of traffic across these networks. Tonkin Highway upgrades will further connect to the proposed, Westport, future outer harbour in the City of Kwinana, connect the freight routes, Kewdale Intermodal and the future Bullsbrook Intermodal. Full grade separations of Tonkin Highway are required at the congested intersections of Hale / Welshpool / Kelvin Roads to achieve this freight connectivity.
	New Runway	Private partner, Perth Airport has a new Runway Project planned which is expected to take approximately 4-5 years to construct and will commence in 2023 and be concluded in 2028 at an estimated cost of \$500M.
	Great Eastern Highway (GEH) upgrade	Great Eastern Highway is the major road link from the eastern metropolitan region to the Perth CBD. The bulk of the highway was upgraded to a six-lane divided road in 2013. However, the remaining section between Tonkin Highway and the GEH Bypass remains a four lane undivided road. Whilst recent roadworks to upgrade intersections of Fautleroy Avenue and Coolgardie Avenue at the cost of \$12.5m the gap remains. In addition GEH Bypass grade separation and the GEH / Kalamunda Road interchange are also pivotal to the freight transport network.
	Midland to Forrestfield Link	This Link project includes constructing Lloyd Street from Clayton Street to Bushmead Road including the bridge over the Helena River (estimated cost of bridge is \$35m). The extension will open up industrial land, reduce congestion and boost local employment opportunities. The Link project also includes the key freight route of Abernethy Road providing direct access to Kewdale, Forrestfield and Hazelmere industrial areas. It is one of the key nodal congestion points, currently servicing 19,000 vehicles per day (expected to grow to 28,000 vehicles daily). The Forrestfield Rail Tunnel needs to be extended enabling Abernethy Road to be upgraded to a consistent dual carriageway for its entire route.



PRODUCTIVITY THEME

BRIEF DESCRIPTION (REFER - APPENDIX 3 FOR FURTHER DETAILS)

SUB THEME	PROJECT	BRIEF DESCRIPTION (REFER - APPENDIX 3 FOR FURTHER DETAILS)
	<p>Orrong Road upgrade between Leach Highway and Great Eastern Highway</p> <p>Perth Adelaide National Highway (PANH)</p>	<p>Orrong Road widening project is a required upgrade due to increased congestion and consolidation. There is strong community support for widening to three lanes either side, which is a long term plan of Main Roads WA. Orrong Road is the third most delayed road in Perth, with Traffic delayed by 32.3% and with an average speed of 40.6kmph, making it the sixth slowest main arterial road in Perth. It is a key arterial route and will further connect PEER.</p> <p>The Perth-Adelaide National Highway (PANH), first identified by the Eastern Corridor Major Roads Study as a priority in 1986 and later by the Australian Government in 2007 is now earmarked for completion "by 3.5 million". PANH spans from the City of Swan, heading east through the Darling Escarpment and continuing east through the Shire of Mundaring and Mundaring town centre and beyond. Upgrading this connection to the existing highway network would alleviate safety concerns expressed by the community on Toodyay Road and improve efficiency and capacity of rural and interstate freight movements, especially on the Greenmount Hill entrance to the Perth Metropolitan Area.</p>
Freight – Road, Rail, Air	<p>Midland Freight Rail Realignment</p> <p>Stock Road</p>	<p>This is in the City of Swan and impacts the productivity and liveability of the Midland City Centre for its businesses and residents. Without realignment taking place it impedes further development and activation of the Midland City Centre, which is currently divided by the rail tracks.</p> <p>The City of Swan plans to facilitate access to a new industrial area to boost the north east metro area's economic potential and unlock thousands of local jobs. This access includes connecting Great Northern Highway and NorthLink via Stock Road. The full potential of the NorthLink freight route will not be realised without the Stock Road connection.</p> <p>A large area of Bullsbrook, south of the Pearce Airforce base has recently been rezoned by the State Government from rural to industrial. Stock Road, which currently forms the southern boundary of the new industrial area, is an unconstructed road which is planned to extend from the existing Great Northern Highway to the new NorthLink freight road network via an interchange.</p>
	Intermodal terminals	<p>Optimisation of the Kewdale Intermodal, construction of a future Bullsbrook intermodal, connectivity to the future Westport Outer Harbour by both road and rail are critical to industry agglomeration and critical to boosting productivity and further expanding the supply chains. The development of a new international intermodal terminal is Bullsbrook is a key component in the creation of the metropolitan intermodal terminal system.</p>
Industrial & Business Parks	<p>Bayswater / Ashfield Industrial areas</p> <p>Canning Vale Industrial</p> <p>Bullsbrook South</p> <p>Airport North Precinct</p>	<p>Bayswater/Ashfield Industrial Area -Tonkin Highway Industrial Estate - Located just 3kms from Perth Airport, the Tonkin Highway Industrial Estate will feature landscaped public open space and entry statements, on-street parking, substantial street trees and features. General Industrial Zoning with lot sizes ranging from 1,200sqm to 2ha. Stage 1 lots are now selling with titles anticipated in late 2017.</p> <p>Canning Vale - Private redevelopment of major industrial site (the old Swan Brewery) within the Canning Vale Industrial Estate. Stage 1 - 4 sold; Stage 5 available shortly. Multi-Council project with LGA's Canning, Belmont, Swan and Kalamunda investigating establishing establishment of an Inland Port centred on Canning Vale/Welshpool</p> <p>Bullsbrook South Located 30kms from Perth, the proposed and staged South Bullsbrook Industrial Park has the potential to become a hub for businesses moving freight to WA's northern region. The industrial zone is strategically located between two major freight routes – Great Northern Highway and NorthLink, as well as the Perth-Geraldton rail line. The Industrial Park development and further industrial expansion and investigation areas, represented in the draft Subregional Framework, equate to > 3,000 hectares, however this may differ when the final Framework is released by the Minister.</p> <p>Airport North Precinct Private partner, Perth Airport Pty Ltd, will be undertaking clearing and site preparation of the Airport North Precinct ready for development to take place by 2020. Approximately 360 hectares of land is to be developed from 2020 onwards for logistics and distribution focussed land uses. Airport North development is estimated to cost between \$1-2B.</p>
	<p>Airport West Precinct office buildings and complementary development</p> <p>Airport South Precinct</p>	<p>Perth Airport's West Precinct will be further developed to accommodate office building and complementary land uses from the present into the future. This will increase after 2025, after Qantas has relocated. This development is estimated to cost in the vicinity of \$400-500M.</p> <p>Perth Airport's South Precinct will experience incremental development of the remaining vacant land over time. This will include development with a focus on logistics and distribution type land uses. This development is estimated to cost in the vicinity of \$100-200M.</p>



LIVEABILITY THEME

SUB THEME	PROJECT	BRIEF DESCRIPTION (REFER - APPENDIX 3 FOR FURTHER DETAILS)
Activated Precincts	Bayswater Town Centre	Bayswater Town Centre and Station redevelopment has an indicative estimate of \$745,000 identified by the Local Government. It should be noted this is an early estimate only. The draft Bayswater Town Centre Structure Plan (2017) will guide development with a projected population of 28,260 by 2026 and estimated retail demand by 2026 of 42,390 sqm GFA.
	Canning City Centre Regeneration Project	The City of Canning has allocated \$70 Million over 10 years, (commencing 2018) towards its Canning City Centre Regeneration Project. This includes infrastructure and public realm improvements, creating the environment for 10,000 new dwellings. Housing including affordable housing, homes for 25,000 additional residents. WA Housing Authority and private industry housing development partners are associated with the redevelopment of the Canning City Centre.
	Curtin Town Centre Proposal	A housing and economic development plan put forward by Curtin University. By 2031 Greater Curtin will have grown to 762,000m ² of floor space; stimulated economic activity and generated over 20,000 jobs; contributing \$4.5 billion to the local and state economies, attracting 73,000 daily visitors; housing a total of 20,000 residents, and home to 8,000 resident students. By 2031 Greater Curtin will cater for over 6,700 full time equivalent university staff, over 2,300 staff dedicated to research and over 44,000 full-time equivalent students.
	Belmont Park redevelopment	Attached to the Belmont Park redevelopment is a separate \$3.8 billion plan to build 4,500 apartments, plus office space and shops on land adjoining the racecourse. Burswood Peninsula has the potential to accommodate up to 12,500 dwellings and a population of approximately 20,000 residents.
	Forrestfield North precinct development	The Forrestfield North precinct is primarily commerce, high density development that leverages opportunities associated with the development of the Forrestfield Train Station. The area will comprise of an activity centre precinct, a residential precinct of medium to high density with excellent access to the new Forrestfield Rail Station. The residential component will also include an integrated aged care facility and the significant environmental assets of the area will be enhanced and protected.
	Belmont Development Area (DA) 6 precinct development	Located in Redcliffe, bounded by Tonkin Highway, Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Airport Precincts (as defined under the Perth Airport Masterplan). Belmont DA6 Vision involves the reintroduction of great streetscapes that will reconnect an area which has long been divided and allow DA6 to truly integrate with itself and its surrounds. A regeneration that will allow people to enjoy safe and inviting movement by foot, bicycle, rail, bus and car, through a pedestrian-friendly environment. DA6 will be a place where public life, public spaces, shops, housing, cafes, services, employment and transportation option come together to create an "Urban Village in a Landscaped Setting.
	Brabham Housing Estate	This prospect is a 220 hectare land development site consisting of 6 lots with a potential yield of 3,000 homes, currently being considered for development in a two stage procurement process and being undertaken to secure a development partner.
	Bentley Regeneration Project	Bentley Regeneration Project is a joint initiative between City of Canning and WA Housing Authority (signed MOU). Located 8.5 kilometers south-east of the Perth CBD, Bentley Regeneration is a significant WA infill development opportunity, to create 1500 new dwellings. It will provide an opportunity for an increase in dwelling density which offer high amenity, excellent access to public transport options in addition to commercial and retail development opportunities.
	Woodbridge Housing Estate (Yelverton Drive)	A 79 unit multi-story apartment development proposal within the MRA's workshop precinct. The project is being delivered with development partner, P-saros. Mixture of one, two and three bedroom apartments will be delivered near the new hospital and police station.
	Midland - Connected Living (TOD sites) Lots 926 & 927 Furnace Rd, Midland	This is a Built form project proposal with a potential yield of 60 lots. These sites are being acquired from the MRA and have been included in the Connected Living Initiative. An EOI process is to be released to the market seeking partners to deliver developments on Housing controlled sites within or in proximity to key transport precincts and activity centers.
Affordable Housing	Other WA Housing Authority projects: JV Ellenbrook housing project with approximately 1,771 lots remaining to be released by 2024/2025; Lord Street, Caversham rezoning and subdivision expecting to yield 42 lots; Lot 336 (43) Stratton Blvd, Stratton tentative yield is 22 units; LOT 106 Bennett Springs Dr BENNETT Springs tentative 34 lot yield under development/construction (rentals); Bottlebrush Drive, Kiara – LSP land development prospect with a potential yield of 81 lots; Benara Road, Kiara North land development prospect with potential 300 lot yield.	



LIVEABILITY THEME

SUB THEME	PROJECT	DESCRIPTION
Affordable Housing	Shire of Mundaring	This projects if for Lots 505, 506, 507, 508 & 509 Great Eastern Hwy, Greenmount which is under development, construction (rentals) with tentative yield of 28 lots.
	City of Kalamunda	This project for LOT 609 (30) Byron Rd Kalamunda (Cnr Chaucer Road) is under development and construction (rentals) with a potential yield of 16 lots.
	Town of Bassendean	This is a residential project located at 85 Old Perth Road, Bassendean and is for a 45 unit medium density development comprising 40 residential apartments and five commercial units.
	City of Belmont	Two project proposals: Cloverdale development of 17 underutilised properties under a pilot 'equity - type' capital investment model being managed by Access Housing with a potential yield of 102 lots; and Psaros 'The Springs' Rivervale EOI submitted on LandCorp site for the supply of 65 units, with 10 for shared equity funding.
METRONET	Forrestfield Airport Link FAL – Station developments and TODs	This includes station developments and in some instances, TODs, in the Cities of Kalamunda, Belmont and Bayswater with stations at the new Forrestfield North precinct, Belmont/Redcliffe Station and the Bayswater Station (Bayswater is located in proximity to where the FAL connects with the existing Midland Rail Line, hence Bayswater features in two descriptors).
	Thornlie to Cockburn Rail Link and station developments	Announced as part of METRONET on 28 May 2017, construction to commence in 2021 with stations built in 2022. Creates opportunities for Transit Oriented Developments around the new stations and existing stations on the Armadale/Thornlie Line. The proposed Thornlie Link Extension (TLE), originally proposed in the South West Metropolitan Railway Master Plan (April 2000) as part of the Kenwick alignment option for the Mandurah Line, is an extension of the existing Thornlie Line. The TLE will deliver 17.5km of new rail line, linking Thornlie Station to Cockburn Station, via two new train stations (Nicholson Road Station and Ranford Road Station).
	Ellenbrook to Morley Rail Line and station developments	This is a critical piece of public transport required to connect the north eastern corridor via accessible rail infrastructure. Connecting one of the fastest growth areas (Ellenbrook) with the only strategic metropolitan centre in Perth without heavy rail (Morley). A higher percentage of Ellenbrook residents drive to work by car – higher than the Perth average. High congestion plagues the suburb's arterial roads as a result. By the time Ellenbrook reaches its ultimate population of about 90,000 residents, this level of car use will be unsustainable. This METRONET line will connect passengers to the major employment hubs at Malaga and Morley, linking passengers to jobs.



LIVEABILITY THEME

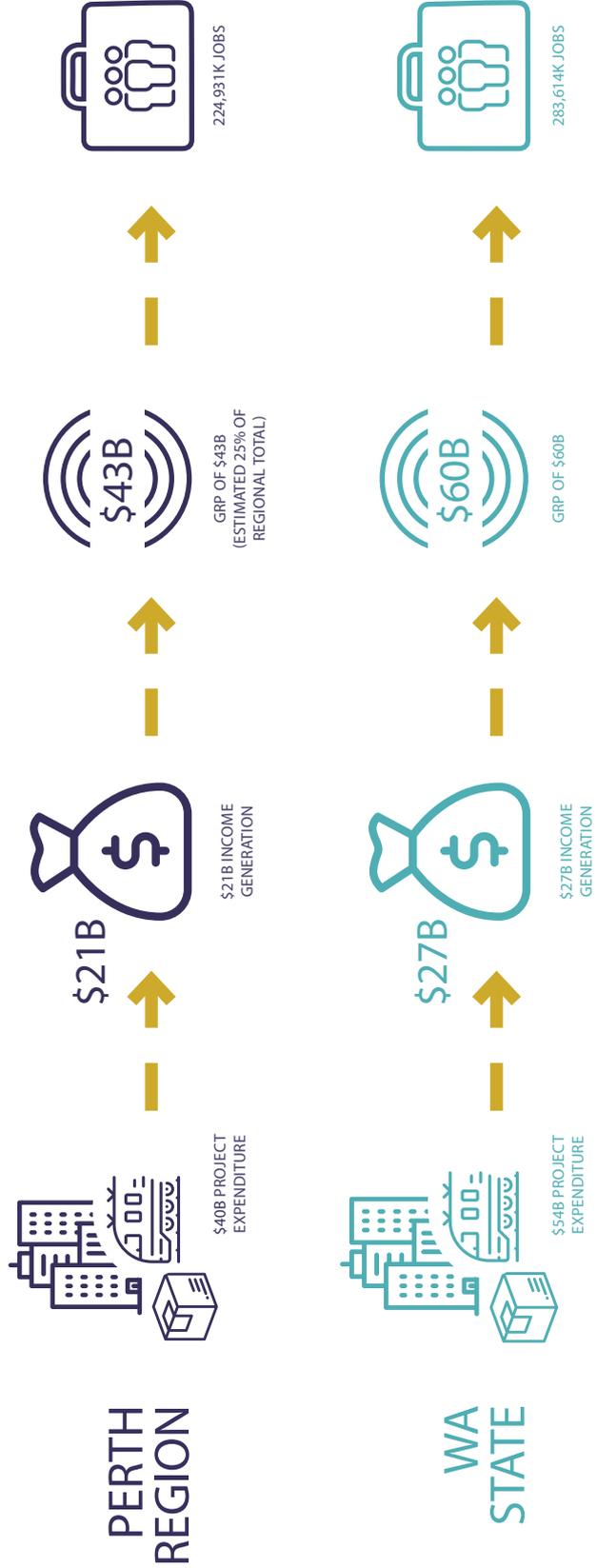
SUB THEME	PROJECT	DESCRIPTION
Mobility	Principal Shared Paths (PSPs)	Over the next four years an investment of \$129m will go towards a chain of new projects (approx. 95kms total) across the state's cycling network, some of which is in PEER. This includes \$55m to fund gaps within the current PSPs roll out and includes a further \$45m for paths alongside new major road projects, also over the next four years, which will complement the McGowan Government's METRONET vision. One of the gaps is the Midland Line PSP from Success Hill railway station to Railway Parade cul-de-sac.
	"Your Move" education program	Your Move" is an educational program aimed to maximise patronage and connecting people to recreation and activity centres in the region. (Previous Your Move programs in the City of Cockburn and City of Wanneroo in WA have proved extremely beneficial in optimising usage of new public transport). The "Your Move" program will focus on the new Forrestfield and Belmont/Redcliffe stations and the revitalised Bayswater station and will be an expansive education program.
	Midland station relocation and Bellevue station	The relocation of the Midland Railway Station to the end of Cale Street, Midland and opposite the new Midland St John of God public and private hospitals. The station will include a proposed bus interchange. The extension of the Midland Line to Bellevue will allow the railway to serve a greater number of people who work or reside east of Roe Highway in the foothills. Provision of Park 'n Ride facilities at Bellevue would relieve pressure on facilities at Midland Station, as well as remove vehicular traffic from the Midland Activity Centre.
TODs	Other connectivity including Belmont-Maylands Bridge; Lord Street; Railway Parade bridge over Ellen Brook	Belmont – Maylands Bridge. Identified as part of a long-term project linking Perth's south-eastern corridor to the ECU Mount Lawley and Morley activity centres. The following river crossings have been identified as having the potential to dramatically increase cycling's mode share to and from the key destinations: Racecourse Bridge (active transport bridge linking the proposed Maylands Golf Course PSP to the Burswood Peninsular). Railway Parade Bridge over Ellen Brook will provide an essential link for fast-growing residential areas in the norther portion of The Vines, Upper Swan, Ellenbrook and the developing employment areas to the norther towards Bullsbrook. Importantly, an additional bridge will serve as a more efficient exit and entry point during emergencies for the residents in The Vines, Upper Swan and newer parts of Ellenbrook.
	Transit Oriented Developments (TODs) Midland Rail Line	Locations along the existing Midland rail line that could be considered ripe for TODs include the Bassendean, Ashfield, Bayswater, and Meltham station sites.
	Transit Oriented Developments (TODs) Armadale Rail Line	Locations include TODs located along the existing Armadale rail line in the Town of Victoria Park and the City of Canning. Stations to be considered appropriate for transformative TODs include: Burswood, Victoria Park, Carlisle, Oats Street, Queens Park and Cannington.

SEVEN. KEY BENEFITS

ECONOMIC AND COMMUNITY BENEFITS

EMRC has undertaken a preliminary economic analysis of the commitments listed under the themes and subthemes to derive economic multipliers and benefits for the region and wider state over the next 15-20 years. Additional analysis has identified a range of community benefits that would be delivered through the 'Connect Perth's East' City Deal for PEER.

In addition to the economic analysis, each of the commitments highlighted in section six has undergone an assessment using an MCA that investigates economic effectiveness, governance and community wellbeing and impact. The MCA and results of this assessment can be found in Appendices 2 and 3.





Convenient access to road, airport and seaport facilities.



Strengthens and diversifies the regional economy with positive benefits for business, investors and the community.



Multiple new TOD and activated precincts offering new civic and cultural services across PEER.



Enhances connectivity between home and workplace reducing time and improving public and active transit mode shares.



Provision of affordable housing products in well located precincts accessible to services and jobs.



Delivering MetroNet and enhancing travel experiences and stimulating renewal and development.



Provision of new logistics and business parks attracting new business, new products and innovation.



Enhance and extend active transit routes for pedestrians and cyclists to create safe and legible links across the region.



Builds a sense of community pride, identity, value, connectedness and legacy.



Promotes PEER as a vibrant logistics and business hub that supports the growth and development of the region.



Significantly improves liveability to attract and retain residents through the delivery of affordable housing, employment and commercial options.



Improving road safety by taking freight via alternative routes and modes.

EIGHT. FUTURE GOVERNANCE & PARTNERING

Should this proposal be successful, it is understood that a Memorandum of Understanding (MOU) will be prepared by the Federal Government with signatories to the MOU being federal, state and local governments. The MOU process forms part of the overall National Governance Framework (Refer to diagram). The MOU signing would occur prior to establishing the Executive Advisory Group which would oversee the implementation of individual projects in the "Connect Perth's East" City Deal.

The governance and administration of the "Connect Perth's East" City Deal can be overseen by the Eastern Metropolitan Regional Council (EMRC) in partnership with the convened Executive Advisory Group. The EMRC performs a governance role with its existing Advisory Groups that have been established for specific purposes and whose membership comprises of representation from key stakeholders and specialist experts. Membership of the "Connect Perth's East" Executive Advisory Group (CPEEAG) would include local, state and federal government representation, private partner Perth Airport Pty Ltd and relevant agencies. Terms of Reference would be established to oversee the membership, purpose and powers of the group.

A leadership group (political) will be established to set the overall National Governance Framework and guide implementation through the Executive Advisory Group.

An Implementation Plan would be developed, outlining the projects for funding and delivery across the initial one to five years, with a view to further Implementation Plans being developed for the six to 10 year and the 11 – 15 year horizons and beyond.

The EMRC can, by agreement with its Council, include the non-member Councils and the Perth Airport Pty Ltd in its deliberations and decision-making processes and create MOUs that are agreed to by all parties for the roll out of the approved projects. The EMRC operates with its member Councils under an Establishment Agreement, which is sufficiently flexible and robust to allow the EMRC to work with other entities across other operations.

The EMRC has a robust Advocacy Strategy across three Priority Areas: Environmental Sustainability; Economic Growth and Diversity; and Strong Communities. In delivering advocacy and regional scale projects the EMRC is guided by six advisory groups; Chief Executive Officers Advisory Committee, Regional Integrated Transport Strategy Implementation Advisory Group, Economic Development Officers Group, Regional Environmental Strategy Advisory Group, Technical Advisory Committee and Resource Recovery Committee.

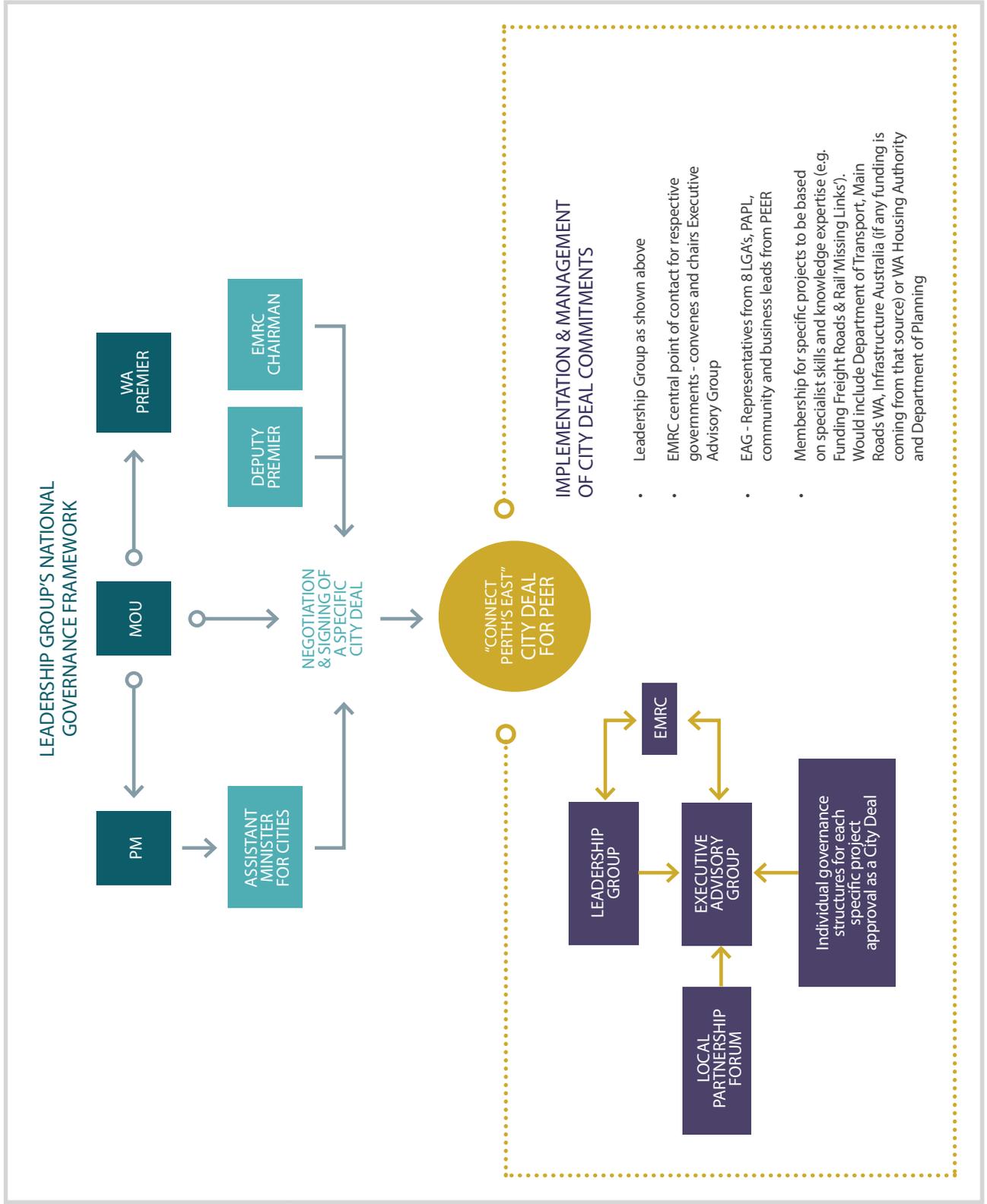
Likely partners involved in either the Leadership Group or the Executive Advisory Group for the "Connect Perth's East" City Deal would include, but not necessarily be limited to, the following:

- Federal Government;
- WA State Government and its agencies such as WA Housing Authority, Department of Transport, Department of Planning, Main Roads WA, and Department of Sport and Recreation;
- The EMRC and its six member Councils; Town of Bassendean, City of Bayswater, City of Belmont, City of Kalamunda, Shire of Mundaring and City of Swan;
- Two non-member Councils, City of Canning and Town of Victoria Park;
- Perth Airport Pty Ltd; and
- Community and Business leaders in PEER.

A local partnership forum consisting of community and business interests would also be established to ensure local engagement is prioritised in the deal.

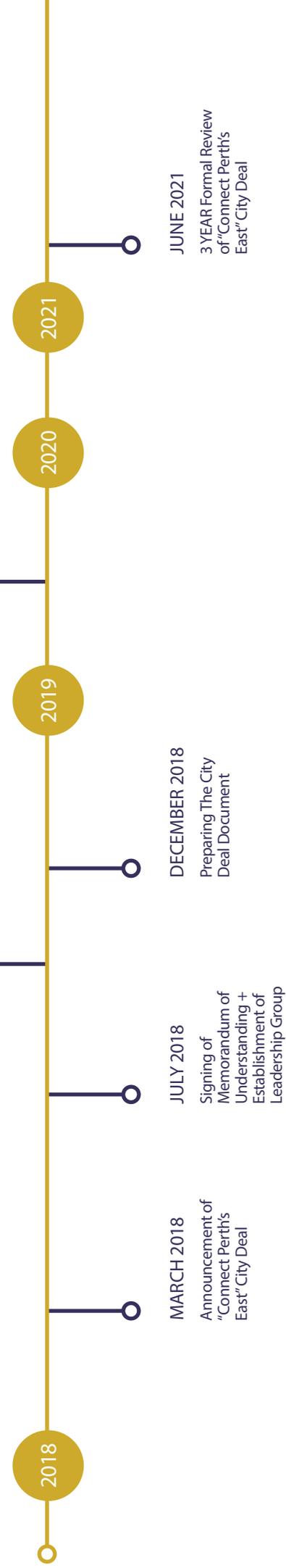
Other sectors consulted may include the not-for-profit housing, freight and logistics, cycling organisations and others deemed relevant to "Connect Perth's East" City Deal projects.

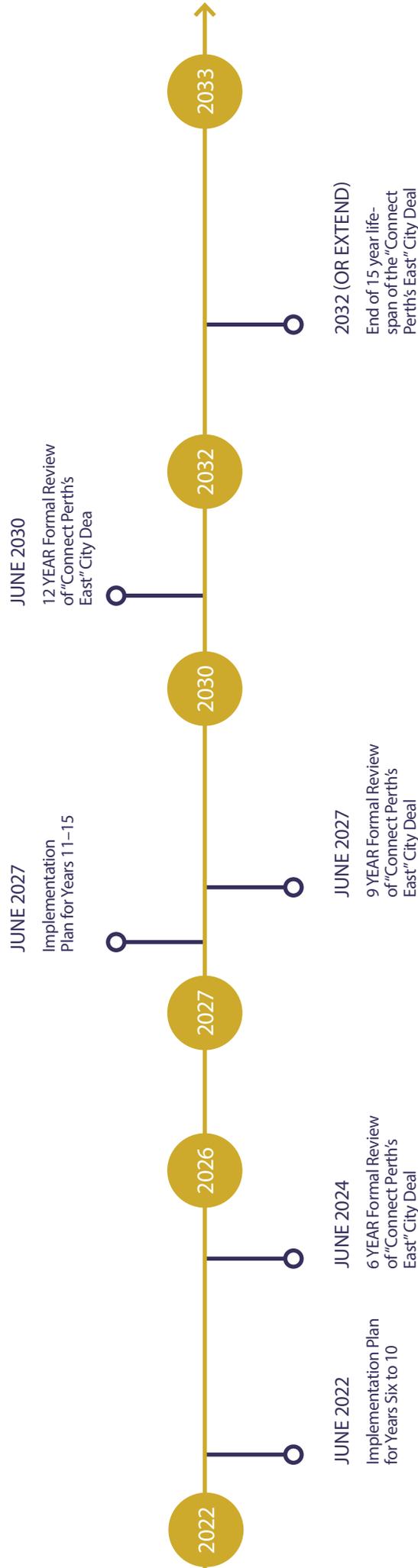
CONNECT PERTH'S EAST PROPOSED GOVERNANCE STRUCTURE



NINE. NEXT STEPS

The next steps and timeline for the delivery of the "Connect Perth's East" City Deal is suggested as follows:

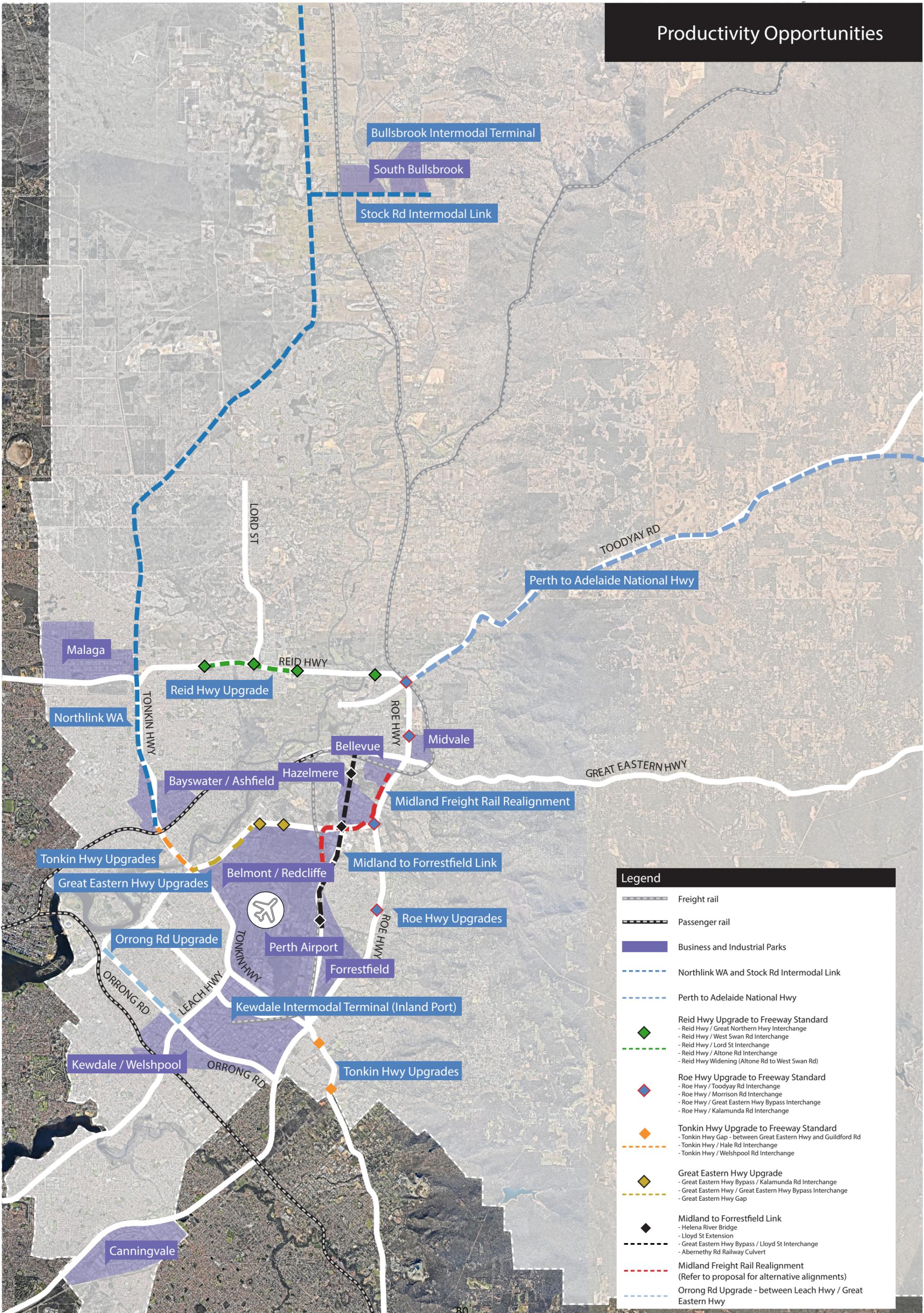






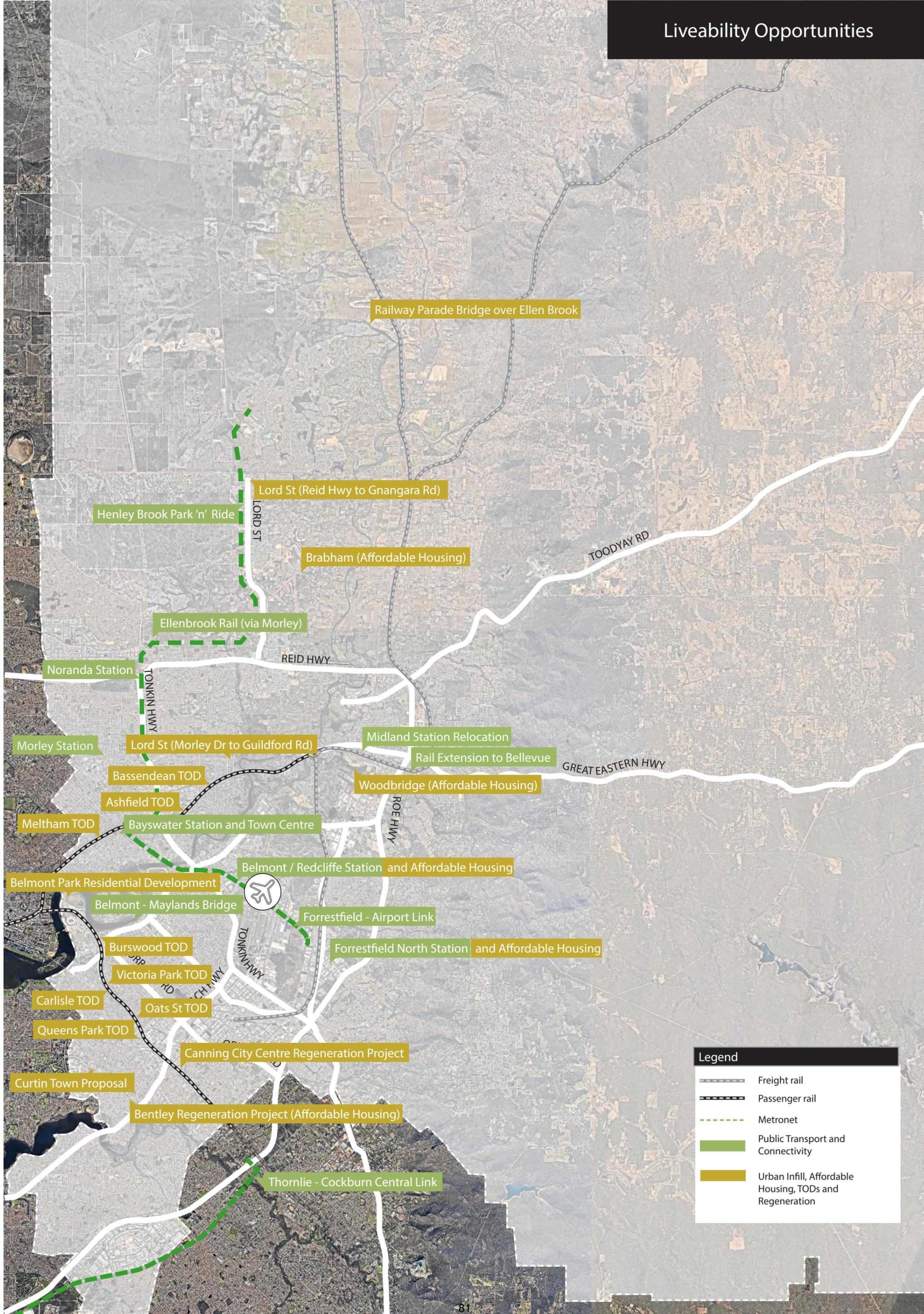
APPENDIX ONE

Productivity and Liveability Maps



Legend

- Freight rail
- Passenger rail
- Business and Industrial Parks
- Northlink WA and Stock Rd Intermodal Link
- Perth to Adelaide National Hwy
- Reid Hwy Upgrade to Freeway Standard
 - Reid Hwy / Great Northern Hwy Interchange
 - Reid Hwy / West Swan Rd Interchange
 - Reid Hwy / Lord St Interchange
 - Reid Hwy / Alton Rd Interchange
 - Reid Hwy Widening (Alton Rd to West Swan Rd)
- Roe Hwy Upgrade to Freeway Standard
 - Roe Hwy / Toodyay Rd Interchange
 - Roe Hwy / Morrison Rd Interchange
 - Roe Hwy / Great Eastern Hwy Bypass Interchange
 - Roe Hwy / Kalamunda Rd Interchange
- Tonkin Hwy Upgrade to Freeway Standard
 - Tonkin Hwy Gap - between Great Eastern Hwy and Guildford Rd
 - Tonkin Hwy / Hale Rd Interchange
 - Tonkin Hwy / Welshpool Rd Interchange
- Great Eastern Hwy Upgrade
 - Great Eastern Hwy Bypass / Kalamunda Rd Interchange
 - Great Eastern Hwy / Great Eastern Hwy Bypass Interchange
 - Great Eastern Hwy Gap
- Midland to Forrestfield Link
 - Helena River Bridge
 - Lloyd St Extension
 - Great Eastern Hwy Bypass / Lloyd St Interchange
 - Abernethy Rd Railway Culvert
- Midland Freight Rail Realignment (Refer to proposal for alternative alignments)
- Orrong Rd Upgrade - between Leach Hwy / Great Eastern Hwy



Railway Parade Bridge over Ellen Brook

Lord St (Reid Hwy to Gnangara Rd)

Henley Brook Park 'n' Ride

Brabham (Affordable Housing)

Ellenbrook Rail (via Morley)

Noranda Station

Morley Station

Lord St (Morley Dr to Guildford Rd)

Midland Station Relocation

Rail Extension to Bellevue

Bassendean TOD

Woodbridge (Affordable Housing)

Ashfield TOD

Meltham TOD

Bayswater Station and Town Centre

Belmont / Redcliffe Station and Affordable Housing

Belmont Park Residential Development

Belmont - Maylands Bridge

Forrestfield - Airport Link

Forrestfield North Station and Affordable Housing

Burswood TOD

Victoria Park TOD

Carlisle TOD

Oats St TOD

Queens Park TOD

Canning City Centre Regeneration Project

Curtin Town Proposal

Bentley Regeneration Project (Affordable Housing)

Thornlie - Cockburn Central Link

Legend

-  Freight rail
-  Passenger rail
-  Metronet
-  Public Transport and Connectivity
-  Urban Infill, Affordable Housing, TODs and Regeneration



APPENDIX TWO

MCA Analysis

Project	ECONOMIC EFFECTIVENESS					GOVERNANCE					COMMUNITY WELLBEING & PROFILING						
	5%	10	5	10	5	5	5	5	5	5	5	5	5	5	5	5	
	30%					15%					55%						
Productivity																	
Industrial & Business Parks																	
Intermodal Link	2	2	2	2	1	2	3	3	1	1	3	2	2	3	2	2	205.1
Bayswater / Ashfield Industrial areas	2	3	3	3	3	1	3	3	3	2	3	2	3	3	3	255.1	
Canning Vale Industrial	2	3	3	3	3	1	3	3	3	2	3	2	3	3	3	255.1	
Airport North Precinct*	2	3	3	3	3	1	3	3	3	2	1	2	2	2	3	235.1	
Airport West Precinct office buildings and complementary purposes*	2	3	2	2	3	1	3	3	3	2	1	2	2	2	2	210.1	
Airport South Precinct*	2	3	2	2	3	1	3	3	3	2	1	2	2	2	3	230.1	
Freight - Road, Rail & Air																	
Midland Freight Rail Realignment	2	2	2	3	2	1	2	2	1	1	3	2	2	2	2	195.1	
Tonkin Highway upgrade to Freeway Standard																	
Tonkin Highway / Weishpool Road Interchange	3	2	2	1	2	1	2	2	1	1	2	1	2	2	1	155.15	
Tonkin Highway / Hale Road Interchange	3	2	2	1	2	1	2	2	1	1	2	1	2	2	1	155.15	
Tonkin Highway Gap project	3	2	2	1	2	1	2	2	1	1	2	1	2	2	1	155.15	
Great Eastern Hwy Upgrade																	
Great Eastern Highway Bypass Grade Separation	2	1	1	1	2	1	2	2	1	1	2	1	2	2	1	140.1	
Great Eastern Highway / Kalamunda Road Interchange	2	1	1	1	2	1	2	2	1	1	2	1	2	2	1	140.1	
Great Eastern Highway Gap	2	1	1	1	2	1	2	2	1	1	2	1	2	2	1	140.1	
Freight - Roe Hwy Upgrade to Freeway Standard																	
Roe Highway / Kalamunda Road	3	1	1	1	3	1	2	2	1	1	2	1	2	2	1	145.15	
Roe Highway / Morrison Road Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Roe Highway / Toodyay Road Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Roe Highway / Great Eastern Highway Bypass Interchange	3	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.15	
Freight - Reid Hwy Upgrade to Freeway Standard																	
Reid Highway Widening	2	1	1	1	2	1	2	2	1	1	2	1	2	2	1	140.1	
Reid Highway / Great Northern Highway Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Reid Hwy / Altona Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Reid Hwy / Lord St Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Reid Hwy/ West Swan Rd Interchange	2	1	1	1	1	1	2	2	1	1	2	1	2	2	1	135.1	
Midland to Forrestfield Link																	
Abernethy Road Railway Culvert	2	2	2	2	1	2	2	2	1	1	3	1	2	2	2	180.1	
Lloyd Street Extension - Including Helena River Bridge and Great Eastern Highway / Lloyd Street Interchange	2	2	2	2	1	1	2	2	1	1	3	1	2	2	2	175.1	
Other Road projects																	
Orrong Road Upgrade	1	2	1	1	1	1	2	2	1	1	3	1	2	2	1	155.05	
Perth to Adelaide National Highway	2	2	1	2	1	1	2	3	1	1	3	1	2	2	2	180.1	
New Airport Runway*	2	3	3	3	3	1	3	3	1	1	3	1	3	1	3	240.1	

* NOTE - the figures provide for the Perth Airport works listed above are indicative at this stage and should only be used as a rough guide, until the projects are thoroughly scoped and costed.



APPENDIX THREE

Project Information

Project	Locations	Total	Description
Productivity			
Freight- Road, Rail, Air			

Tonkin Highway upgrade to Freeway Standard			
Tonkin Highway / Hale Road, Welshpool Road and Kelvin Road Grade Separations	City of Kalamunda	\$ 270,000,000	Full grade separation at the congested intersections of Tonkin Highway / Hale Rd, Tonkin / Welshpool Rd, and Tonkin / Kelvin Rd is estimated at a combined \$270M, however Main Roads WA has advised that these are indicative figures only. Further upgrades (outside the PEER group of Councils) along Tonkin Highway may need to occur to connect freight routes and Intermodal, Kewdale and Welshpool to proposed new 'Westport' Outer Harbour.
Tonkin Highway Gap project	City of Bayswater, City of Belmont	\$ 270,000,000	The Gap project is between Gateway and North Link has not yet been committed to and no public costings are available, however Main Roads WA has provided an 'indicative only' estimate of \$270M

Great Eastern Hwy Upgrade			
Great Eastern Highway Bypass Grade Separation	City of Swan	\$ 250,000,000	Bypass grade separation. Main Roads WA has indicated that there are currently no costing available for this project. AECOM economic analysts have included a notional \$250M.
Great Eastern Highway / Kalamunda Road Interchange	City of Kalamunda	\$ 80,000,000	Main Roads WA has indicated that they are currently no costings available for this project. AECOM economic analysts have included a notional \$80M.
Great Eastern Highway Gap	City of Belmont	\$ 500,000,000	Great Eastern Highway is the major road link from the eastern metropolitan region to the Perth CBD. The bulk of the highway was upgraded to a six-lane divided road in 2013. However, the remaining section between Tonkin Highway and the Great Eastern highway Bypass remains a four lane undivided road. Whilst recent roadworks to upgrade intersections of Fauntleroy Avenue and Coolgardie Avenue at the cost of \$12.5m have been undertaken the gap remains. Not funded

Roe Hwy Upgrade to Freeway Standard			
Roe Highway / Kalamunda Road	City of Kalamunda	\$ 86,000,000	Committed - Total project cost is \$86 million which comprises 80% Commonwealth funding and 20% State funding 17.2 million.
Roe Highway / Morrison Road; Roe Highway / Toodyay Road / Perth Adelaide National Highway (PANH) Interchanges	Shire of Mundaring	\$ 350,000,000	Main Roads WA has provided an indicative only cost for this project of \$350M, given that the level of investigation is preliminary.
Roe Highway / Great Eastern Highway Bypass Interchange	City of Swan	\$ 180,000,000	The Roe Highway / GEH Bypass & Roe to 6 lane from Bypass to Clayton St has been estimated by Main Roads WA to be in the vicinity of \$180M, but will need to also consider/assess upgrade requirements for GEH Bypass/Abernethy/Lloyd St. Roe Highway, Reid Highway, Great Eastern Highway, and Tonkin Highway provide access to WA's key freight assets and recent investments on the network include WA's largest road project Gateway WA and equally important upgrades to the Great Eastern Highway and North Link WA improve the region's freight efficiency. The proposed bypass interchange at this location has been in the Metropolitan Region Scheme for over 30 years. This intersection is currently the most congested intersection within the City of Swan as it acts as the main access to both the Hazelmere and Forrestfield industrial areas and is used by numerous heavy haulage transport trucks. Not yet funded

Reid Hwy Upgrade to Freeway Standard			
Reid Highway Widening	City of Swan	\$ 70,000,000	Altone Road to West Swan Road - currently single lane - needs duplication to dual carriageway. In the 2017-18 Budget, Government allocated \$14 million towards the \$70 million Reid Highway - Altone Road to West Swan Road Dual Carriageway project. Commonwealth funding of \$56 million was allocated

Reid Highway / Great Northern Highway Interchange	City of Swan	\$	90,000,000	Main Roads WA has provided an 'indicative only' cost estimate of \$90 million, however this is based on very preliminary levels of investigation at this point.
Reid Hwy grade separations / Altone Road / Lord Street / West Swan Road	City of Swan	\$	200,000,000	Not yet funded, however Main Roads WA has advised that Reid Highway grade separations at Altone / Lord St / West Swan Roads 'indicative only' cost is \$200 million, but only based on very preliminary levels of investigation at this point.

Midland to Forrestfield Link

Abernethy Road Railway Culvert	City of Kalamunda	\$	26,500,000	Abernethy Road has been identified by the Department of Transport as a key freight route providing direct access to Kewdale, Forrestfield and Hazelmere industrial areas. It is one of the key nodal congestion points, currently servicing 19,000 vehicles per day yet projected by 2031 to support 28,000 per day – 24% of current usage is classed as heavy vehicles. Abernethy Road has also been designated as part of Main Roads WA 'High Wide Load' or oversized vehicle routes. Recent upgrades in the area have created a divided carriageway route for its entire length, except across the Forrestfield Rail Tunnel where it is reduced to single track in either direction. The tunnel bridge is currently operating at an unacceptable level, and by approximately 2019 will have exceeded its capacity. Without improvement to the crossing, it is projected that this will result in bottlenecks and critical congestion issues, magnifying the risk of accidents on this route. In order to address these safety and capacity issues, the City of Kalamunda seeks to extend the rail tunnel, enabling Abernethy Road to be upgraded to a consistent dual carriageway for its entire route. The overall project is estimated to cost \$26.5m made up of the following components: 1. Dual carriageway construction @ \$12.0M; 2. Rail Tunnel extension @ \$7.7M; 3. Utility Services relocation @ \$2.5M; 4. Land acquisition @ \$4.3M (provisional) - (Source: Shire of Kalamunda: Freight Corridor - Connecting the South East Corridor - Advocacy Sheet) Not funded
Lloyd Street Extension - Including Helena River Bridge and Great Eastern Highway / Lloyd Street Interchange	City of Swan	\$	242,500,000	The construction of an underpass beneath the railway line on Lloyd Street and to upgrade Lloyd Street to a dual carriageway between Great Eastern Highway and Clayton Street has been completed and was opened at the end of November 2015. As part of the agreement for the \$10m grant the City received from the Federal Government into the construction of the railway underpass, the State did agree in writing to fund construction of Lloyd Street from Clayton Street to Bushmead Road. This includes the bridge over the Helena River. However, this amount has not yet been included in the forward estimates. The estimated cost of the bridge is currently \$35m. Why is it needed? The extension will create a much-needed southern entry to Midland, providing improved access to the new hospital, a future university and a developing entertainment precinct. It will also create direct links between, Midland, Hazelmere industrial area and Perth Airport. It is anticipated the extension would open up industrial land, reduce congestion and boost local employment opportunities. The City of Swan has committed to construct the extension and Main Roads WA has committed to construct the intersection with Great Eastern Highway Bypass and a railway underpass. Once completed the extension will carry 18,000 vehicles per day. A bridge over the Helena River is the crucial piece of infrastructure needed to complete - the project remains unfunded.

Other Freight - Road, Rail, Air Projects

Orrong Road Upgrade	City of Belmont, Town of Victoria Park	\$	11,250,000	Orrong Road widening project. It needs to be upgraded due to increased congestion and consolidation. There is strong community support for widening to 3 lanes either side, which is a long term plan of Main Roads WA. Orrong Road is the 3rd most delayed road in Perth, with Traffic delayed by 32.3% and with an average speed of 40.6kmph, making it the 6th slowest main arterial road in Perth. (Source: Steve Irons, Member for Swan)
Perth to Adelaide National Highway	City of Swan, Shire of Mundaring	\$	1,600,000,000	The Perth-Adelaide National Highway, first identified by the Eastern Corridor Major Roads Study as a priority in 1986 and later by the Australian Government in 2007 is now earmarked for completion "by 3.5 million". Upgrading this connection to the existing highway network would alleviate safety concerns expressed by the community on Toodyay Road and improve efficiency and capacity of rural and interstate freight movements, especially on the Greenmount Hill entrance to the Perth Metropolitan Area. Main Roads WA have provided a preliminary estimate of \$1.6B which includes duelling from Clackline to Northam. Not funded Due to the nature of the project a percentage of the Perth metropolitan portion has been used to derive an economic analysis.
New Runway	Perth Airport	\$	500,000,000	The New Runway Project is expected to take approximately 4-5 years to construct and is planned to commence in 2023 and be concluded in 2028 at an estimate of \$500M.

Midland Freight Rail Realignment	City of Swan	\$	50,000,000	This project is not funded, nor are there indicative costs available.
Industrial & Business Parks				
Intermodal Terminals	City Belmont & City of Swan	\$	21,000,000	The Kewdale Intermodal, future Bullsbrook Intermodal, connections to the future Westport outer harbour and the continued development of business/industrial park in PEER are the critical geographical locations for agglomeration of specialised activities and specialised infrastructure that generate significant economic output for Western Australia. Development and optimisation of the industrial/business parks in PEER are critical to industry agglomeration, boosting productivity and benefiting the supply chains. Industry is good for WA and the growth of its economy and PEER is the industrial hub.
Bayswater / Ashfield Industrial areas	Town of Bassendean, City of Bayswater	\$	317,000,000	Bayswater/Ashfield Industrial Area - Tonkin Highway Industrial Estate - Located just 3kms from Perth Airport, the Tonkin Highway Industrial Estate will feature landscaped public open space and entry statements, on-street parking, substantial street trees and features. General Industrial zoning with lot sizes ranging from 1,200sqm to 2ha. Stage 1 lots are now selling with titles anticipated in late 2017. (Source: Developer)
Canning Vale Industrial	City of Canning	\$	62,400,000	Canning Vale - Private redevelopment of major industrial site (the old Swan Brewery) within the Canning Vale Industrial Estate. Stage 1 - 4 sold; Stage 5 available shortly. Multi-Council project with LGA's Canning, Belmont, Swan and Kalamunda investigating establishment of an Inland Port centred on Canning Vale/Welshpool
Airport North Precinct	Perth Airport North Precinct	\$	1,500,000,000	Perth Airport Pty Ltd - Clearing and site preparation of the Airport North Precinct is expected to be achieved and the land ready for development to take place by 2020. Approximately 360 hectares of land is to be developed from 2020 onwards for logistics and distribution focussed land uses. Airport North development is estimated to cost between \$1-2B.
Airport West Precinct office buildings and complementary development	Perth Airport West Precinct	\$	400,000,000	Perth Airport - West Precinct will be further developed to accommodate office building and complementary land uses from the present into the future. This will increase after 2025, after Qantas has relocated. This development is estimated to cost in the vicinity of \$400-500 million.
Airport South Precinct	Perth Airport South Precinct	\$	200,000,000	Perth Airport - South Precinct will experience incremental development of the remaining vacant land over time. This will include development with a focus on logistics and distribution type land uses. This development is estimated to cost in the vicinity of \$100-200 million.
South Bullsbrook Industrial Park and Stock Road Intermodal Link	City of Swan	\$	34,500,000	The City of Swan plans to facilitate access to a new industrial area to boost the north east metro area's economic potential and unlock thousands of local jobs. This access includes connecting Great Northern Highway and NorthLink via Stock Road. The full potential of the NorthLink freight route will not be realised without the Stock Road connection. Located 30km from Perth in South Bullsbrook, the industrial park has the potential to become a hub for businesses moving freight to WA's North West mining region. The industrial zone is strategically located between two major freight routes – Great Northern Highway and the North Link highway (currently under construction) – as well as the Perth-Geraldton rail line. The full potential of the North Link freight route will not be realised without the Stock Road link through to Great Northern Highway. The Industrial Park development and further industrial expansion and investigation areas, represented in the draft Subregional Framework, equate to > 3,000 hectares, however this may differ when the final Framework is released by the Minister. A large area of Bullsbrook, south of the Pearce Airforce base has recently been rezoned by the State Government from rural to industrial. Stock Road, which currently forms the southern boundary of the new industrial area, is an unconstructed road which is planned to extend from the existing Great Northern Highway and be connected to the new North Link by an interchange. Currently if the initial developer of the subdivision is required to construct all of Stock Road in the first instance, (at an estimated cost of \$34.5M for single carriageway) the holding costs to be borne by the developer are prohibitive and it makes the development unviable. Unless the Federal or State Governments assist with the development of Stock Road between Great Northern Highway and North Link, it is unlikely that the subdivision of this industrial area will proceed. Not funded

Liveability

Activated Precincts

Redevelopment Bayswater Town Centre	City of Bayswater	\$ 10,745,000	Bayswater Town Centre and Station redevelopment has an indicative estimate of \$745,000 identified by the Local Government. It should be noted this is an early estimate only. \$745,000 has been allocated by the City of Bayswater towards the Bayswater town centre. The estimate for private industry spend of \$10M is based on industry standard development costs associated for additional commercial/retail floor space of 13,605sqm GFA and additional 2,500 dwellings with estimated plot relation floor areas of 180,000m ² . The draft Bayswater Town Centre Structure Plan (2017) will guide development over a number of years, with a projected population of 28,260 by 2026 and an estimated retail demand by 2026 of 42,390 sqm GFA.
Belmont Park Residential Development (Burswood Peninsula)	Town of Victoria Park	\$ 3,800,000,000	Attached to the Belmont Park redevelopment is a separate \$3.8 billion plan to build 4,500 apartments, marina, plus office space and shops on land adjoining the racecourse. Burswood Peninsula has the potential to accommodate up to 12,500 dwellings and a population of approximately 20,000 residents. The Town of Victoria Park has significantly progressed with detailed planning for Burswood Station East with 3,500 swellings. office and some retail. Burswood Station West is likely to be progressed further in the near future with a similar profile.
Forrestfield North precinct development	City of Kalamunda	\$ 35,000,000	The Forrestfield North precinct is primarily commerce, high density development that leverages opportunities associated with the development of the Forrestfield Train Station. Opportunities exist for mixed-use development outside of existing aircraft noise contours and where noise and vibration for the Forrestfield Marshalling Yards have been adequately mitigated. The area will comprise an activity centre precinct, a residential precinct of medium to high density with excellent access to the new Forrestfield station. The residential component will also include an integrated aged care facility and the significant environmental assets of the area will be enhanced and protected. The aim is also to retain the previously planned Stage 1 for light industry, given the proximity to the station and the freight transport network. Potential dwelling 4,250-5,250; Potential population 9,350-11,550; Potential employees 1,500-2,000; Potential retail floor space to a maximum of 32,500sqm; Potential commercial floor space to a maximum of 394,500sqm; potential industrial floor space to a maximum of 141,933sqm. \$35million allocated by the Federal Government.
Belmont DA6 Precinct	City of Belmont	\$ 8,700,000,000	Located in Redcliffe, bounded by Tonkin Highway, Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Airport Precincts (as defined under the Perth Airport Masterplan). The DA6 Vision involves the reintroduction of great streetscapes that will reconnect an area which has long been divided and allow DA6 to truly integrate with itself and its surrounds. A regeneration that will allow people to enjoy safe and inviting movement by foot, bicycle, rail, bus and car, through a pedestrian-friendly environment. DA6 will be a place where public life, public spaces, shops, housing, cafes, services, employment and transportation option come together to create an "Urban Village in a Landscaped Setting". A development application for the construction of the proposed Belmont Station, as part of the Forrestfield Airport Link (FAL), was lodged with the City on 29 May 2017. The application will be determined by the Western Australian Planning Commission (WAPC). The application was advertised for comment by the WAPC from 19 June 2017 to the 3 July 2017. DA6 is located at the intersection of Great Eastern Highway and Tonkin Highway in Redcliffe and is traversed by Brearley Avenue. These three roads are controlled by Main Roads WA (MRWA). DA6 extends to the existing Domestic Airport terminal and is approximately 174 hectares in size, of which approximately 105 hectares of land is owned by PAPL, with the remainder under the planning control of the City of Belmont. DA6 is in close proximity to Perth CBD, the Swan River, Garvey Park and the Darling Scarp. Great Eastern Highway and Tonkin Highway provide convenient vehicle access to the area. However these major traffic routes also act as a barrier for vehicle, pedestrian and cycle linkages into the surrounding local areas. With the future Train Station (working title 'Airport West' until formally named) to be located within DA6, there is opportunity to optimise TOD benefits and provide a range of suitable uses surrounding the future station.

Canning City Centre Regeneration Project	City of Canning	\$ 4,020,000,000	Canning City Centre Regeneration Project - \$70 Million/10 years, commencing 2018. Infrastructure and public realm improvements, creating the environment for 10,000 new dwellings housing including affordable housing, home for 25,000 additional residents. WA Housing Authority is associated with this project. Private industry housing development associated with the redevelopment of the Canning City Centre. If fully built out, would attract private investment of \$2.5 Billion. Add to that Scentre Group Westfield upgrade of \$350 million, and Council's \$70M investment in infrastructure and public realm upgrades.
Curtin Town Centre Proposal	Town of Victoria Park	\$ 3,810,000,000	A housing and economic development plan put forward by Curtin University. By 2031 Greater Curtin will have grown to 762,000m ² of floor space; stimulate economic activity and generate over 20,000 jobs; contribute \$4.5 billion to the local and state economies, attract 73,000 daily visitors, house a total of 20,000 residents, be home to 8,000 resident students and attract 73,000 daily visitors. By 2031 Greater Curtin will cater for over 6,700 fulltime equivalent university staff over 2,300 staff dedicated to research over 44,000 full-time equivalent students. Living at Greater Curtin will mean emitting 54% less CO2 compared to the Perth average, consuming 76% less water than the Perth average, driving 79% fewer kilometres than the Perth average. (Source: Curtin Master Plan - Creating the City of Innovation - The Vision 2013)
Affordable Housing			
Woodbridge (Affordable Housing)	City of Swan	\$ 30,000,000	The Woodbridge on Green development in Yelverton Drive, Woodbridge will comprise 79 apartments over five levels and is positioned to leverage existing infrastructure and social and affordable shared equity housing options. Cycle, rail and bus interchange options are all within 500m of the development. Leading developer, Psaros will deliver the project on land owned by the state government. Construction is expected to take 18 months and create 80 jobs, with the total project estimated at \$30m.
Brabham Affordable Housing project	City of Swan	\$ 832,000,000	The Brabham housing initiative is identified in the Swan Urban Growth Corridor as part of its Greenfields strategy. It is 220 hectare site located close to Whiteman Park and will be a major transit oriented development linking the iconic Swan Valley to the Perth CBD, and connected by the proposed METRONET Ellenbrook rail line. This is a partnership between the WA Housing Authority, developers, PEET and the City of Swan with potential for 3,000 homes plus schools, shops and recreation areas. Construction is due to commence in 2019.
Bentley Regeneration Project	City of Canning	\$ 470,000,000	Bentley Regeneration Project - A joint initiative between City of Canning and WA Housing Authority (signed MOU). Located 8.5 kilometres south-east of the Perth CBD, Bentley Regeneration is a significant WA infill development opportunity, to create 1500 new dwellings. The Bentley Regeneration project will provide an opportunity for an increase in dwelling density which offer high amenity, excellent access to public transport options in addition to commercial and retail development opportunities. Jointly with the WA Housing Authority.
Other WA Housing Authority projects	Town of Bassendean, City of Belmont, Shire of Mundaring, City of Kalamunda	Not included in the economic analysis	A number of affordable and diverse housing initiatives are being scoped by the WA Housing Authority which have a status of either; prospect, proposal, under development, or project. These initiatives have been identified in the town of Bassendean, City of Belmont, City of Kalamunda and Shire of Mundaring.
Metronet & Mobility			
Forrestfield Airport Link (FAL) Railways stations and TODs	City of Kalamunda; City of Belmont; City of Bayswater	\$ 1,861,000,000	This includes station developments and in some instances, TODs, in the Cities of Kalamunda, Belmont and Bayswater with stations at the new Forrestfield North precinct, Belmont/Redcliffe Station and the Bayswater Station (Bayswater is located in proximity to where the FAL connects with the existing Midland Rail Line, hence Bayswater features in two descriptors). Belmont/Redcliffe Station will be an underground station similar to Elizabeth Quay stations. It will include bus/train interchanges and 500 car park bays. The tunnel gradually resurfaces bringing trains to the 'at grade' Forrestfield North Station, located adjacent to Dundas Road. Passenger will have a 20 minute journey from the CBD to Forrestfield station. The station will be an intermodal transport hub with bus feeder network and parking for up to 2,500 cars. The station precinct will service future residential and business developments. The rail line is expected to add 20,000 daily trips to the rail network by 2021.

Thornlie to Cockburn Rail line (METRONET)	City of Canning; Gosnells and Cockburn	included in Metronet	New Cockburn to Thornlie rail line – by 2.7 million as identified in the state government's <i>Transport @ 3.5 million Perth and Peel</i> Transport Plan. Figure estimated to be around \$535,797,000. Announced as part of METRONET on 28 May 2017, construction to commence in 2021 with stations built in 2022. Creates opportunities for transit-oriented developments around the new stations and existing stations on the Armadale/Thornlie Line. The proposed Thornlie Link Extension (TLE), originally proposed in the South West Metropolitan Railway Master Plan and Appendices (April 2000) as part of the Kenwick alignment option for the Mandurah Line, is an extension of the existing Thornlie Line. The TLE will deliver 17.5km of new rail line, linking Thornlie Station to Cockburn Station, via two new train stations (Nicholson Road Station and Ranford Road Station). The work will involve duplication of the 3km of existing single track from Beckenham to Thornlie, construction of two new freight tracks with conversion of the existing freight tracks to passenger tracks from Thornlie to Glen Iris, and a 3.5km extension to Cockburn Central Station. The TLE will predominantly follow the Midland to Kwinana freight line, which will be shifted to the north of the rail corridor. Nicholson Road Station and Ranford Road Station will be built, and modifications will be required at Thornlie Station and Cockburn Central Station to facilitate the new TLE. The TLE will form an integral component of an expanded rail network serving residents in growth areas in the southern suburbs, and provide the first east-west rail connection in Perth's network. In the 2017-18 Budget, \$535.8 million was approved for the Thornlie-Cockburn Link (\$423 million from 2017 -18 to 2020-21).
Morley to Ellenbrook Rail line	City of Swan; City of Bayswater	\$20M allocation for planning only included in Metronet	This is a critical piece of public transport required to connect the north eastern corridor via accessible rail infrastructure. It is part of the state government's METRONET plan and was identified by the previous state government in the <i>Transport @ 3.5 million</i> , Perth and Peel Transport Plan. It is planned but currently unfunded. Announced as part of METRONET on 28 May 2017. Expected completion 2022, \$720M - \$1.16B. Connecting one of the fastest growth areas (Ellenbrook) with the only strategic metropolitan centre in Perth without heavy rail (Morley). A higher percentage of Ellenbrook residents drive to work by car – higher than the Perth average. High congestion plagues the suburb's arterial roads as a result. By the time Ellenbrook reaches its ultimate population of about 90,000 residents, this level of car use will be unsustainable. Mass transit infrastructure that delivers efficient and frequent travel options would considerably alleviate traffic congestion issues. (<i>City of Swan Advocacy Priorities - 2017</i>). <i>"The Morley-Ellenbrook line is the missing spine in our rail network; it will ease road congestion throughout the north-eastern suburbs and create local jobs. METRONET line will connect passengers to the major employment hubs at Malaga and Morley, linking passengers to jobs. \$1.34B for METRONET projects in 2017/2018 budget - with \$20 million has been allocated in the 2017-18 Budget to begin planning for the Morley to Ellenbrook line as part of METRONET. Federal Labour has pledged \$700 million in funding commitments towards the Morley to Ellenbrook METRONET line, as part of its pledged \$1.6 billion "Fair Share for WA Funding" bringing WA's GST share up to the equivalent of a 70 cent floor. (Media Statement "Ellenbrook METRONET line bolstered by Federal Labour commitment" 13 October 2017). \$20million planning only has been allocated to the project.</i>
Morley Station	City of Bayswater	\$ 50,000,000	Part of the METRONET Morley to Ellenbrook rail line - not yet funded
Noranda Station	City of Bayswater	\$ 50,000,000	Not yet publicly announced and no funding commitment - Part of the METRONET Morley to Ellenbrook rail line - not yet funded
Henley Brook Park 'n' Ride (to be completed as part of the Lord St Project)	City of Swan	\$ 49,000,000	https://www.mainroads.wa.gov.au/Documents/New%20Lord%20Street%20Map.RCN-D17%5E23336277.PDF \$49 million allocated by State Government
Lord Street (new - Reid Hwy to Gnanagara Road)	City of Swan	Part of the Henley Brook Park n Ride project above	Lord Street (new - Reid Hwy to Gnanagara Road) - https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/lordstreet.aspx The Government committed to widening Lord St between Reid Highway and Gnanagara Rd. No new funding was announced in the 2017-18 Budget as it is proposed that the Ellenbrook Bus Rapid Transit project contract would be varied to include these works. The Lord St project is estimated to cost \$49 million and will include the new Henley Brook Park n Ride. \$49 million has been allocated by State Government.
Bayswater Station redevelopment	City of Bayswater	included in Metronet	Funding included as part of the FAL project cost of \$1.861B. WA Labour pledged \$40 million to upgrade Bayswater train station and the town centre prior to the state election in March 2017, the potential upgrade of Bayswater would be part of the construction of Labour's Metronet Morley to Ellenbrook line. Ms Saffioti said the \$40 million funding promise was in addition to the State Government's existing \$7 million commitment from the Forrestfield Airport Link budget. "Ideally, to do is a revitalisation of this area." (Announcement by the Labour government in March 2017 - pre-election - http://www.communitynews.com.au/eastern-reporter/election/wa-labor-pledge-40m-to-upgrade-bayswater-train-station-and-town-centre-as-part-of-metronet/).

"Your Move" - Education program around public transport usage	City of Kalamunda, City of Belmont, City of Bayswater	\$	2,500,000	The "Your Move" initiative is an education program aimed to maximise patronage and connecting people to recreation and activity centres in the region. (previous Your Move programs in the City of Cockburn and City of Wanneroo in WA have proved extremely beneficial in optimising usage of the new public transport). The "Your Move" program will focus on the new Forrestfield and Belmont/Redcliffe Stations and the revitalised Bayswater Station will be an expansive education program. The WA Department of Transport and Department of Sport and Recreation in WA are supportive of this initiative, with the funding stream yet to be determined. An initial assumption is that the likely cost for around 35,000 dwellings (with around 1/3 participation rate [12,000]) would be in the vicinity of \$2.5 million.
Principal Shared Path (PSP)	City of Swan, City of Kalamunda	\$	55,000,000	Principal Shared Paths (PSPs) - Over the next 4 years an investment of \$129m will go towards a chain of new projects (approx. 95kms in total) across the state's cycling network, some of which will be within the PEER area. This includes \$55m to fund gaps within the current PSPs roll out and also include a further \$45m for paths alongside new major road projects, also over the next 4 years, which will complement the McGowan Government's METRONET vision. One of the 'gaps' is the Midland Line PSP from Success Hill railway station to Railway Parade cul-de-sac.
Midland Station Relocation	City of Swan	\$	50,000,000	The relocation of the Midland Railway Station to the end of Cale Street, Midland and opposite the new Midland St John of God public and private hospitals. As part of the development of the new Midland Hospital that opened in November 2015, planning provided for the construction of a new Midland Railway Station adjacent to the entrance to the hospital. The cost of the new railway station has been estimated at \$50M. The station will include a proposed bus interchange. Announced as part of METRONET on 28 May 2017. (Estimated at \$79M in City of Swan Advocacy Priorities 2017). The extension of the Midland Line to Bellevue would relieve pressure on facilities at Midland Station, as well as remove vehicular traffic from the Midland Activity Centre. In the 2017-18 Budget, the Government approved funding of \$28.2 million for the planning of the Midland Station Project as part of METRONET. This includes planning for both the relocation of the Midland Station and extending the line to Bellevue.
Rail Extension to Bellevue (Inc. Station)	City of Swan	\$	90,000,000	There is long term opportunity for development of a new station at Bellevue (east of Roe Highway) for Park n Ride, rather than building expensive decked parking at the new Midland Transit Station. This will reduce city centre traffic congestion whilst also fostering infill transit orientated development at Bellevue that can transform this almost forgotten area and help promote more cycle and pedestrian friendly developments. The new station would be located near to Roe Highway. The extension of the passenger rail to include a new Bellevue Station in the foothills is a long term opportunity for development of the station (east of Roe Highway) for park and ride, rather than building expensive decked parking at the new Midland Transit Station. This reduces city centre traffic congestion whilst fostering infill transit orientated development at Bellevue that can transform this almost forgotten area and helps promote more cycle and pedestrian friendly developments. The new station would be located near to Roe Highway and service those coming from the areas further up the escarpment. The extension of the Midland Line to Bellevue will allow the railway to serve a greater number of people who work or reside east of Roe Highway in the foothills. Provision of Park 'n' Ride facilities at Bellevue would relieve pressure on facilities at Midland Station, as well as remove vehicular traffic from the Midland Activity Centre. \$26,240,000 has been set aside for planning and land acquisition
Belmont - Maylands Bridge	City of Belmont and City of Bayswater	\$	90,000,000	Belmont – Maylands Bridge. Identified as part of a long-term BRT project linking Perth's south-eastern corridor to the ECU Mount Lawley and Morley activity centres. As Perth's population grows, land use on the Burwood Peninsula will increase in both importance and density and it is expected that trip attractors such as Riverside, the new Perth Stadium, Belmont Racecourse and Burswood Entertainment Complex will generate high pedestrian and cycling demand. The following river crossings have been identified as having the potential to dramatically increase cycling's mode share to and from the key destinations: Racecourse Bridge (active transport bridge linking the proposed Maylands Golf Course RSP to the Burswood Peninsula). When coupled with the Stadium Bridge, this route would provide a significant shortcut between Maylands and the CBD. 6. Belmont – Maylands Bridge. Identified as part of a long-term BRT project linking Perth's south-eastern corridor to the ECU Mount Lawley and Morley activity centres. (Cycling Network Plan - Transport @ 3.5 Million pages 22/23) Indicative cost of \$90M not yet funded.
Lord Street (Morley Drive to Guildford Road)	Town of Bassendean	\$	2,400,000	Lord Street (Morley Drive to Guildford Road) Not funded

Railway Parade Bridge over Ellen Brook	City of Swan	\$	45,000,000	Railway Parade Bridge over Ellen Brook - Further urban and industrial expansion in the Upper Swan and Bullsbrook areas necessitates a bridge over Ellen Brook on Railway Parade. The bridge will provide an essential link for fast-growing residential areas in the northern portion of The Vines, Upper Swan, Ellenbrook and the developing employment areas to the northern towards Bullsbrook. Importantly, an additional bridge will serve as a more efficient exit and entry point during emergencies for the residents in The Vines, Upper Swan and newer parts of Ellenbrook. The economic benefits of the bridge, primarily driven by travel time saving, are independently estimated at \$45m over a 30-year period. The City of Swan is endeavouring to gain funding for the construction of this bridge to join the northern part of The Vines and Ellenbrook with Upper Swan to provide an alternative access to the area. Not funded
International Terminal	Perth Airport		\$840,000,000	International Terminal Expansion to commence construction in 2020 and be completed in 2024 at an estimate of \$840M.
Multi-storey carparks	Perth Airport		\$200,000,000	Two multi-storey car parks are planned for the Perth Airport precinct. One is expected to be constructed in 2022 with the second one planned for 2028 at T1. This will accommodate increased passenger numbers associated with T1 expansion and the Qantas relocation. Each multi storey carpark is expected to be around \$100M each.
Qantas relocation	Perth Airport		\$830,000,000	Qantas is expected to relocate to the consolidated terminal by 2025. Terminal extension is required prior to this time to be able to accommodate the Qantas relocation. This relocation is estimated to cost in the vicinity of \$830M.

Transit Oriented Development (TODs)

Midland Rail Line TODs	Town of Bassendean City of Bayswater	\$	416,750,000	This includes TODs in the Town of Bassendean and City of Bayswater. Stations to be considered appropriate for transformative TOD include: Bassendean, Ashfield, Bayswater, (Meltham - \$10M indicative only - Private Industry). Mixed use 1,500 dwellings medium quality (av. 72m2/dwelling) = 108,000m2 x \$3,500/m2; Commercial space low rise (offices, etc.) 7,500m2 x \$2,500/m2 (fit out by tenant); Upgrade existing services \$5m; Public open spaces \$10m; Public realm \$5m. Cost is indicative only.
Armadale Rail Line TODs	Town of Victoria Park City of Canning	\$	500,000,000	This includes TODs in the Town of Victoria Park and the City of Canning. Stations to be considered appropriate for transformative TODs include: Burswood, Victoria Park, Carlisle, Oats Street, Queens Park and Cannington. Queens Park Local Structure Plan (TOD). Similar to above. Cost is indicative only.

* NOTE - the figures provide for the Perth Airport works listed are indicative at this stage and should only be used as a rough guide, until the projects are thoroughly scoped and costed.

AECOM conducted a benchmarking and cost estimating exercise using the information provided within the description of the project and from similar projects. Using a cost per square meter rate (total project size), the costs provided are high level construction costs and have not included other project costs.

AECOM has undertaken this analysis in its capacity as advisor in accordance with the scope and subject to the terms associated with AECOM's letter of offer. Readers should note that this report may include implicit projections about the future which by their nature are uncertain and cannot be relied upon, as they are dependent on potential events which have not yet occurred. For these reasons and others, land development is inherently risky and frequently things do not turn out as planned. In preparing this report, AECOM has relied on information provided by third parties, along with publicly available information, benchmarking information and the use of cost estimates (cost per m2). AECOM has not attempted to verify the accuracy or completeness of the information provided. AECOM, neither its officer and employees, undertakes any responsibility in any way whatsoever to any person or organisation, in respect of information set out in this report, including errors or omissions therein through negligence or otherwise caused.



APPENDIX FOUR

Economic Analysis

Economic Analysis

City Deals



1.0 Methodology

The analysis of economic impacts has been undertaken using input-output analysis (also referred to as input-output modelling). Input-output analysis requires the use of input-output tables and the input-output multipliers derived from them.

An input-output table provides a summary, or a “snapshot”, of the transactions occurring within an economy over a selected period. An input-output table is based on the fundamental notion that industries are inter-dependent and these inter-dependencies are captured by the input-output table. In simple terms, an input-output table shows, for a given industry, which other industries it purchases from and to which other industries it sells. Input-output multipliers, derived from input-output tables, capture the extent of the inter-dependence between industries. Input-output multipliers are summary measures that can be used for estimating the impact on all industries in the economy from changes in demand for the output of any one industry. Input-output multipliers capture not only the direct effects of an industry expansion, but also the indirect or flow-on effects that arise due to industry interactions.

Input-output analysis is a flexible tool and can be used to produce a variety of economic impact measures. The analysis focusses on income generated (from wages and salaries), employment and economic growth measures. Economic growth at the regional level represents Gross Regional Product (GRP) for Perth and at the State level, Gross State Product (GSP) for Western Australia.

To undertake this analysis, input-output tables for Perth (Perth Greater Capital City Statistical Area) were derived for the 2015-16 financial year. These input-output tables were used to derive the multipliers used in the analysis.

For the analysis in this report total input-output multipliers were used. Total input-output multipliers capture:

1. the direct effects of the project
2. the indirect effects arising from inter-industry purchases made because of the project, and
3. the indirect effects arising from the income associated with parts 1 and 2 above being spent by workers.

The alternative approach would be to use simple input-output multipliers to estimate the economic impacts. Simple multipliers capture only parts 1 and 2 above. For this analysis total multipliers were considered the appropriate choice.

2.0 Assumptions

The analysis undertaken considered both the construction and operations phases of each project. Certain assumptions needed to be made to carry out the analysis. The key assumptions are as follows:

- The construction phase analysis considers each project to have spent its capital in one year.
- Annual operating expenditure is set at 3% of the capital expenditure amount.
- The Rail extension to Bellevue (Inc. Station) project was stated to include \$26.24 million for planning and land acquisition in the \$90 million total project cost. This was assumed to be 90 percent for land acquisition, which, as a transfer of wealth, is deemed to not generate economic impacts and so the \$90 million is reduced to \$66.4 million for calculation purposes.
- The Perth to Adelaide National Highway project was the only project considered that extended beyond the boundaries of the Perth region. To analyse the Perth impacts of this project it was assumed that 5 per cent of the state level capital expenditure occurred within Perth.

3.0 Multiplier selection

To conduct the analysis, the appropriate multipliers to use in each case needed to be selected:

- Construction impacts have been derived from the multipliers from one of the three construction industries in the input-output tables:
 - Residential building construction
 - Non-residential building construction
 - Heavy and civil engineering construction.
- Where project data included a breakdown of different types of construction, the multipliers used were a weighted average of the above construction industry multipliers.
- Annual operating expenditure has been assigned to the primary industry using the assets built (for example the rail transport industry for rail projects and the road transport industry for road projects).
- Where multiple industries make use of the asset built, then a weighted average multiplier covering the potential using industries was applied.

4.0 Results

The results from the analysis are presented in Tables 1 to 3 below.

It is important to emphasise two key assumptions that underpin the results:

- The construction phase analysis considers each project to have spent its capital in one year.
- Annual operating expenditure is set at 3% of the total capital expenditure amount.

With construction assumed to occur in one year, the construction results must be interpreted carefully. Like the Metronet project, with capital expenditure of nearly \$2 billion this project would be implemented over many years. In Table 2 the total (direct plus indirect) jobs impact of the project is 7,474 FTE years. The unit of FTE years is to indicate that to estimate the average number of FTE (full-time equivalent) jobs associated with the project it is necessary to divide the jobs figure by the number of years of the project. So, if we assumed a five-year construction period for Metronet, that would give an average of 1,495 jobs per year. And, of course, it is quite possible that some of these jobs could be occupied by the same person in each of the five years.

The operations phase impacts are quite different in that they related to the impacts per year of operation. It should be considered that these impacts will last for the life of each asset and so the single year results somewhat understate the importance of the operating phase, especially when compared with the construction phases.

It is no surprise that the driving force in the estimated construction impacts is the size of the capital spend for each theme and sub-theme. Given that the uniform assumption for operating expenditure is 3 per cent of total capex, the size of the capital spend also is the driving influence for the operating phase results.

Perth results are presented in Tables 1 to 3. As is commonly found, the impacts in the region (Perth) are smaller than the impacts at the state level because some of the linkages of Perth industries are to industries outside of the Perth region but still within Western Australia. The Perth input-output table captures only the Perth inter-industry linkages and so these Perth to WA industry linkages are not captured in the Perth input-output multipliers. But they are captured in the whole of WA input-output table and hence in the WA multipliers. Therefore, the WA input-output multipliers are larger than the Perth multipliers.

5.0 Summary

Overall, the projects outlined in the tables below represent over \$54 billion of expenditure at the state level; and over \$40 billion of expenditure within the Perth region. Such significant sums would have substantial impacts on the Perth and Western Australian economies:

- At the Regional level the injection of capital expenditure of over \$40 billion to the Perth economy leads to income generation of approximately \$21 billion, jobs creation of 202,806 and economic growth creation of more than \$43 billion (which is 25% of Perth's estimated 2015-16 Gross Regional Product of \$169 billion).
- At the State level the injection of capital expenditure of over \$54 billion to the Western Australia economy leads to income generation of approximately \$27 billion, jobs creation of 283,614 and economic growth creation of more than \$60 billion (which is 25% of Western Australia's 2015-16 Gross State Product of \$240 billion).

But impacts are felt, not only during construction, but critically, through the life of each and every new and/or upgraded asset as they enable expanded economic activity in Perth and Western Australia:

- At the regional level the utilisation of the assets in productive activities leads to annual income generation of approximately \$583 million, annual jobs creation of 5,353 and annual economic growth of \$1.2 billion.
- At the state level the utilisation of the assets leads to annual income generation of \$882 million, annual jobs creation of 9,698 and annual economic growth of \$1.7 billion.

5.1 Perth

Table 1 Income - Perth

No	Theme/Project	Construction		Operations	
		Capex (\$m)	Income (\$m)	Opex (\$m)	Income (\$m)
A	Liveability				
1	Metronet	1,861	971	56	39
2	Transit Oriented Development (TODs)	917	462	28	3
3	Activated Precincts (OR Transformative Precincts)	20,576	10,582	617	207
4	Affordable Housing	1,332	672	40	6
5	Connectivity & Active Transport	2,209	1,156	66	38
Total		26,895	13,843	807	293
B	Productivity				
1	Industrial & Business Parks	9,769	5,133	293	171
2	Midland Freight Rail Realignment	50	26	2	1
3	Tonkin Highway upgrade to Freeway Standard	630	328	19	12
4	Great Eastern Hwy Upgrade	830	433	25	16
5	Roe Hwy Upgrade to Freeway Standard	616	321	18	12
6	Reid Hwy Upgrade to Freeway Standard	357	186	11	7
7	Midland to Forrestfield Link	1,563	815	47	28
Total		13,815	7,242	415	247
TOTAL		40,710	21,085	1,222	540

5.1 Perth

Table 1 Income - Perth

No	Theme/Project	Construction		Operations	
		Capex (\$m)	Income (\$m)	Opex (\$m)	Income (\$m)
A	Liveability				
1	Metronet	1,861	971	56	39
2	Transit Oriented Development (TODs)	917	462	28	3
3	Activated Precincts (OR Transformative Precincts)	20,576	10,582	617	207
4	Affordable Housing	1,332	672	40	6
5	Connectivity & Active Transport	2,209	1,156	66	38
Total		26,895	13,843	807	293
B	Productivity				
1	Industrial & Business Parks	9,769	5,133	293	171
2	Midland Freight Rail Realignment	50	26	2	1
3	Tonkin Highway upgrade to Freeway Standard	630	328	19	12
4	Great Eastern Hwy Upgrade	830	433	25	16
5	Roe Hwy Upgrade to Freeway Standard	616	321	18	12
6	Reid Hwy Upgrade to Freeway Standard	357	186	11	7
7	Midland to Forrestfield Link	1,563	815	47	28
Total		13,815	7,242	415	247
TOTAL		40,710	21,085	1,222	540

Table 2 Employment - Perth

No	Theme/Project	Construction		Operations	
		Capex (\$m)	Jobs (FTE years)	Opex (\$m)	Jobs (FTE years)
A	Liveability				
1	Metronet	1,861	7,474	56	406
2	Transit Oriented Development (TODs)	917	6,191	28	38
3	Activated Precincts (OR Transformative Precincts)	20,576	124,750	617	1,658
4	Affordable Housing	1,332	8,956	40	70
5	Connectivity & Active Transport	2,209	9,958	66	399
Total		26,895	157,329	807	2,571
B	Productivity				
1	Industrial & Business Parks	9,769	51,763	293	1,765
2	Midland Freight Rail Realignment	50	196	2	11
3	Tonkin Highway upgrade to Freeway Standard	630	2,467	19	168
4	Great Eastern Hwy Upgrade	830	3,250	25	221
5	Roe Hwy Upgrade to Freeway Standard	616	2,412	18	164
6	Reid Hwy Upgrade to Freeway Standard	357	1,396	11	95
7	Midland to Forrestfield Link	1,563	6,118	47	358
Total		13,815	67,602	415	2,782
TOTAL		40,710	224,931	1,222	5,353

Table 3 Value Added - Perth

No	Theme/Project	Construction		Operations	
		Capex (\$m)	GRP (\$m)	Opex (\$m)	GRP (\$m)
A	Liveability				
1	Metronet	1,861	1,987	56	72
2	Transit Oriented Development (TODs)	917	968	28	27
3	Activated Precincts (OR Transformative Precincts)	20,576	22,085	617	647
4	Affordable Housing	1,332	1,410	40	40
5	Connectivity & Active Transport	2,209	2,379	66	73
Total		26,895	28,829	807	859
B	Productivity				
1	Industrial & Business Parks	9,769	10,649	293	342
2	Midland Freight Rail Realignment	50	53	2	2
3	Tonkin Highway upgrade to Freeway Standard	630	671	19	23
4	Great Eastern Hwy Upgrade	830	885	25	30
5	Roe Hwy Upgrade to Freeway Standard	616	656	18	22
6	Reid Hwy Upgrade to Freeway Standard	357	380	11	13
7	Midland to Forrestfield Link	1,563	1,665	47	54
Total		13,815	14,959	415	486
TOTAL		40,710	43,788	1,222	1,345



APPENDIX FIVE

Strategic Alignment



Sustainable Development Goals

Liveable Cities Program
 Creating Place and People: Australia Urban Design Protocol
 Smart Cities Plan
 One Planet Living
 National Land Freight Strategy
 National Freight and Supply Chain Strategy
 Infrastructure Australia Plan
 Federal priorities for Western Australia
 Creating Liveable Cities in Australia
 COAG National Criteria for Capital City Strategic Planning Systems

Water Sensitive Cities WA
 Bicycle Network Plan 2014 - 2031
 Western Australian Regional Freight Transport Network Plan
 Economic and Employment Lands Strategy - Department of Planning
 State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning
 Metropolitan Freight Study Western Trade Coast
 Cruise Shipping Strategic Plan Tourism WA
 Planning and Transport Research Centre
 Strategies (Roads 2030) Main Roads Western Australia
 Western Australian State Aviation Strategy
 Draft Action Plan C: Infrastructure Department of the Premier and Cabinet
 Western Australian State Sustainability Strategy

Regional Environment Strategy 2016 - 2020
 EMRC Plan For The Future Eastern Metropolitan Regional Council
 Regional Economic Development Strategy 2010 - 2015
 Directions Zero: A Regional Road Safety Plan for Perth's Eastern Region
 Outer Metropolitan Growth Alliance

Community Strategic Plans
 Local Government Integrated Planning, Strategies & Plans



LIVEABILITY
 SUB THEME
 Metronet
 Transit Oriented Development (TODS)
 Activated Precincts
 Affordable Housing
 Connectivity and Active Transport

PRODUCTIVITY
 SUB THEME
 Freight
 Road
 Rail
 Air



APPENDIX SIX

Letters of Support

CONNECT PERTH'S EAST





12.3 EMRC REGIONAL ECONOMIC DEVELOPMENT STRATEGY 2017 - 2021

REFERENCE: D2017/16824

PURPOSE OF REPORT

The purpose of this report is to seek Council approval of the EMRC Regional Economic Development Strategy that will assist in guiding regional economic development activities delivered by the EMRC for the period 2017 to 2021.

KEY ISSUES AND RECOMMENDATION(S)

- A Regional Economic Development Research Advisory Paper was developed to inform the Regional Economic Development Strategy 2017 – 2021 (REDS) and assist in identifying priorities and projects relevant to Perth's Eastern Region.
- The process for development of the REDS involved consultation with member Councils through the Economic Development Officers Group, and two workshops with business and industry networks. This assisted to ensure that activities delivered by the EMRC at the regional level complement and support economic development delivered by member Councils, business and industry.
- Implementation of the REDS will be facilitated by the EMRC, with the support of participating member Councils and other key stakeholders through the Regional Economic Development Officers Group (EDOG).

Recommendations

That Council approves the EMRC Regional Economic Development Strategy 2017 - 2021, forming the attachment to this report.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

The Establishment Agreement of the EMRC enables regional economic and community development activities to be undertaken on behalf of member Councils.

Milestones in the evolution of regional development activities facilitated by the EMRC for Perth's Eastern Region include:

- 1998 - Regional Development became a Business Unit within the EMRC;
- 2003 - The EMRC developed an online Regional Opportunities Register to promote business, industrial, commercial, and residential investment opportunities;
- 2005 - The EMRC investigated the potential for industry clusters, secured funding and commenced its support for the formation in 2008 of what is now known as the Engineering and Manufacturing Industry Cooperative Limited (EMICoL);
- 2006 - The EMRC formed the Economic Development Officer Group (EDOG) which supports the EMRC to identify and progress regional economic development projects; and
- 2011 - The first Regional Economic Development Strategy (2010-2015) was released.



Item 12.3 continued

The draft Regional Economic Development Strategy 2017 – 2021 was presented to CEOAC at its meeting of 6 June 2017 during which the CEO's suggested the draft strategy be reviewed to make it more succinct (Ref: D2017/07531). The CEOAC resolved as follows:

“THAT THE EMRC REGIONAL ECONOMIC DEVELOPMENT STRATEGY 2017 – 2021, FORMING THE ATTACHMENT TO THIS REPORT BE REFERRED BACK TO THE ECONOMIC DEVELOPMENT OFFICER GROUP FOR REVIEW BEFORE BEING CONSIDERED BY THE CEOAC.”

REPORT

The document underwent a review in consultation with the EDOG members and the revised document is now more succinct and has reduced from 41 pages to 27 pages and is supported by the EDOG.

The REDS sets the following vision: *“A region where people can exercise their full potential as a result of prosperous businesses, equitable and supported communities and a sustainable environment”* and includes the following four priority areas:

1. Business and Industry Growth

Goal: That the region's businesses and industry are supported to achieve a high value of economic output through a focus on promoting increased resilience, creativity and innovation.

2. Education and Employment Opportunities

Goal: That the region develops a skilled and confident workforce aligned with current and future job opportunities.

3. Community Wellbeing

Goal: That the region's residents have equitable access to services, facilities and infrastructure that support a high quality of life, health and wellbeing.

4. Integrated Planning

Goal: That the region's infrastructure and land use supports the growth of business and industry while also enhancing amenity, biodiversity and sustainability.

The REDS has been developed in conjunction with representatives from participating member Councils and through the delivery of two workshops. The strategy does not seek to replace individual economic development strategies of member Councils, but rather to complement and support them by outlining a regional framework for the delivery of economic outcomes across Perth's Eastern Region.

Implementation of the REDS will be facilitated by the EMRC with support of participating member Council officers through the EDOG. The EMRC will play a lead role in the implementation of this strategy and will coordinate collaboration amongst participating member Councils to achieve the objectives of the strategy.

Implementation of the REDS will be resourced through a blend of EMRC contributions, participating member Council contributions, and external funding and will be monitored and reviewed on an ongoing basis.

A copy of the REDS is attached.



Item 12.3 continued

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 2 – Economic Development

- 2.1 To facilitate and advocate for increased investment in regional infrastructure
- 2.2 To facilitate and advocate for regional economic development activities
- 2.3 To facilitate regional cultural and recreational activities

Key Result Area 3 – Good Governance

- 3.1 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 3.2 To manage partnerships and relationships with stakeholders

FINANCIAL IMPLICATIONS

The cost of developing the Regional Economic Development Strategy 2017 – 2021 is included in the EMRC's 2017/2018 operating budget.

SUSTAINABILITY IMPLICATIONS

The Regional Development business unit operates to pursue economic growth and social outcomes for Perth's Eastern Region and integrates environmental considerations wherever possible across projects undertaken by the business unit.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Participating member Councils officers' time may be required under existing Environmental Services programs.
City of Bayswater	
City of Belmont	
Shire of Mundaring	
City of Kalamunda	} Nil
City of Swan	

ATTACHMENT(S)

Draft Regional Economic Development Strategy 2017 – 2021 (Ref: D2017/16880)

VOTING REQUIREMENT

Simple Majority



Item 12.3 continued

RECOMMENDATION(S)

That Council approves the EMRC Regional Economic Development Strategy 2017 - 2021, forming the attachment to this report.

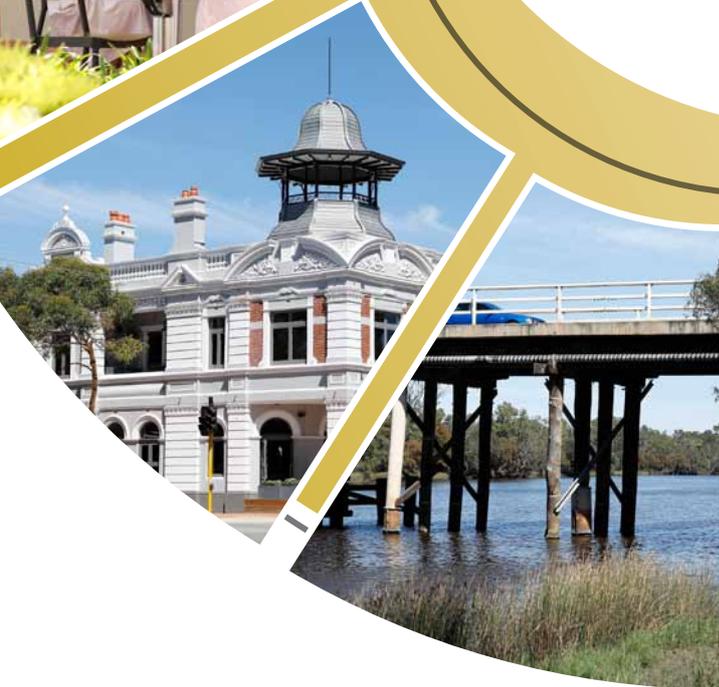
CEOAC RECOMMENDATION(S)

MOVED MR FOLEY

SECONDED MR CHRISTIE

That Council approves the EMRC Regional Economic Development Strategy 2017 - 2021, forming the attachment to this report.

CARRIED UNANIMOUSLY



REGIONAL ECONOMIC DEVELOPMENT STRATEGY 2017 – 2021



Advancing Perth's Eastern Region 

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Executive Summary

The Eastern Metropolitan Regional Council (EMRC) is a regional local government working on behalf of six member Councils located in Perth's Eastern Region. The EMRC aims to be a responsive and innovative leader in assisting Perth's Eastern Region to be a great place to live, work, play and do business.

Perth's Eastern Region hosts Western Australia's major air, road and rail transport hubs for the movement of freight and passengers throughout Perth, intrastate, interstate and internationally. The region is considered the gateway to greater Perth, made possible by people entering the region from the domestic and international airports and from the highways to the north and east.

Perth's Eastern Region has undergone rapid expansion and growth with major capital investments including intermodal freight terminal development, major airport and road redevelopment and education and health services investment. Increasingly, the region is home to large national and international companies seeking office and commercial accommodation within close proximity of the Perth CBD and major transport routes. The major industrial areas of Ashfield, Bassendean, Bayswater, Forrestfield, Hazelmere, Kewdale and Malaga play key roles in transport, storage, manufacturing and logistics, servicing the state's construction and resource sectors.

Perth's Eastern Region encompasses a variety of stakeholders with various responsibilities that contribute to the efficiency and effectiveness of the region's economic development. This *Regional Economic Development Strategy 2017 – 2021* acknowledges these stakeholder responsibilities and identifies

opportunities for a collaborative approach to addressing the future economic development potential for the residents and visitors of Perth's Eastern Region.

The vision for the *Regional Economic Development Strategy 2017 – 2021* is:

"A region where people can exercise their full potential as a result of prosperous businesses, equitable and supported communities and a sustainable environment."

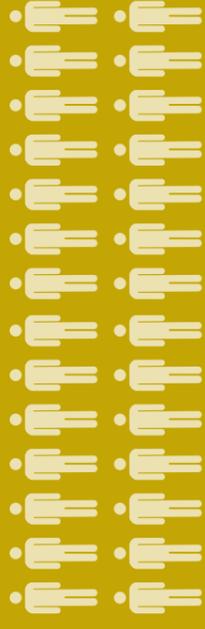
In order to realise this vision, four priority areas have been identified:

- **Priority Area 1:** Business and Industry Growth
- **Priority Area 2:** Education and Employment Opportunities
- **Priority Area 3:** Community Wellbeing
- **Priority Area 4:** Integrated Planning

Each priority area identifies goals and objectives that will guide the EMRC to develop action plans for the next five years. The EMRC will undertake a central role for the delivery of this strategy and will coordinate collaboration amongst participating member Councils and key stakeholders to achieve the outlined objectives. These objectives include regional advocacy, research, education, information and engagement, regional programs and innovation.

This strategy concludes with a number of objectives and actions to achieve the identified goals within each priority area, over the next five years.

Population **361,310**



Jobs



124,512

Employment self-sufficiency



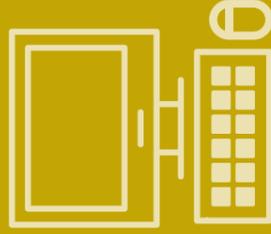
82.5%



151,013
labour force

22,737

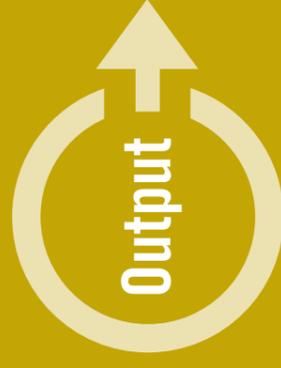
Businesses



Gross Regional Product



\$23.402 billion



\$52.625 billion

Context

Perth's Eastern Region

Perth's Eastern Region is an area of Perth defined by the boundaries of six local governments: the Town of Bassendean, City of Bayswater, City of Belmont, City of Kalamunda, Shire of Mundaring and the City of Swan. The region constitutes around one-third of Perth's metropolitan area, encompassing a land area of about 2,100 square kilometres and an estimated population of 361,310 people.

Perth's Eastern Region hosts Western Australia's major air, road and rail transport hubs for the movement of freight and passengers throughout Perth, intrastate, interstate and internationally. The region is considered the gateway to greater Perth, made possible by people entering the region from the domestic and international airports and from the highways to the north and east.

Perth's Eastern Region has undergone rapid expansion and growth with major capital investments including intermodal freight terminal development, major airport and road redevelopment and education and health services investment. The region is home to large national and international companies seeking office and commercial accommodation within close proximity of the Perth CBD, supply chains and major transport routes. The industrial areas of Ashfield, Bassendean, Bayswater, Belmont, Bullsbrook, Forrestfield, Hazelmere, Kewdale, Malaga, Midvale, Mundaring, South Guildford and Viveash play key roles in transport, storage, manufacturing and logistics servicing the state's construction and resource sectors.

A number of key activity centres in the region are identified for growth in the state's key planning framework Directions 2031 and Beyond. Morley and Midland are both identified

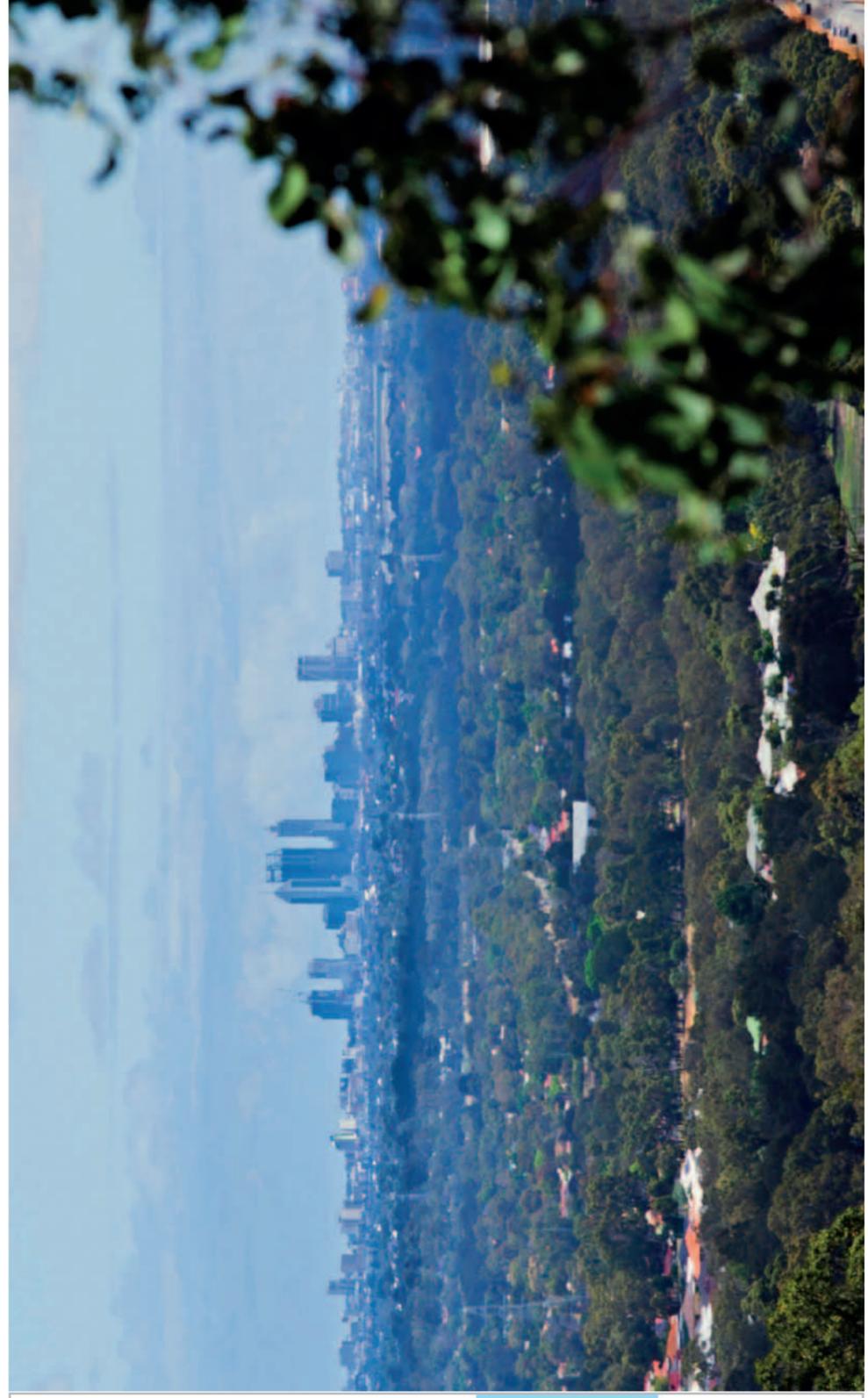
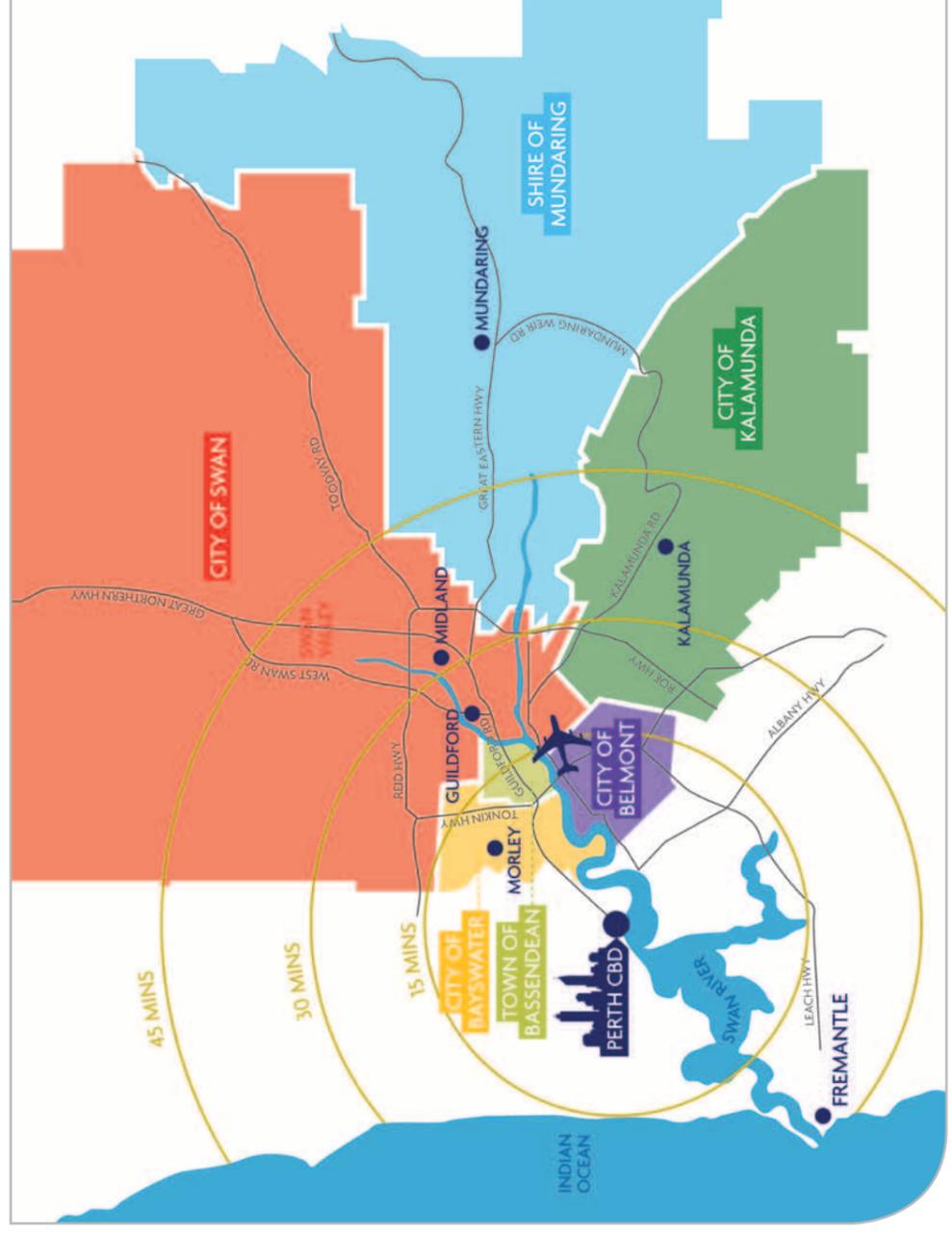
as Strategic Metropolitan Centres providing a mix of retail, office, community, entertainment, residential and employment activities. Morley represents the only Strategic Metropolitan Centre not connected by a rail network. Secondary Centres identified are Belmont and Ellenbrook. Perth Airport is identified as a Strategic Specialised Centre. These centres perform key roles in delivering a range of services to nearby communities and play a vital role for the allocation of future infill populations. Ashfield, Bassendean, Forrestfield, Kalamunda, Maylands and Mundaring have been identified as District Centres that provide key local services, facilities and employment opportunities. The Perth Airport redevelopment, Midland Health Campus and NorthLink WA will provide new infrastructure to support future growth.

The region's boundaries border both the Perth CBD and rural areas. Spanning inner urban areas to outer metropolitan and

urban fringe developments, this is a growing and vibrant region. Perth's Eastern Region represents an attractive destination for visitors and provides a high quality of life for residents. The region is home to a number of core tourism assets. These include national parks, walking and cycling trails plus many other parks and reserves on the banks of the Swan River. There is an extensive range of heritage, cultural and arts attractions including Guildford (one of the oldest settled areas in WA), the Swan Valley and the Perth Hills. A range of community events and recreation facilities provide for community activity. Both the Swan Valley and Perth Hills have been identified as key attractors for the Greater Perth Metropolitan Area.

With a diverse regional economy, access to a skilled workforce and a range of leisure, lifestyle and living opportunities, Perth's Eastern Region is well positioned for continued growth and represents an attractive investment destination.

Map of Perth's Eastern Region





Eastern Metropolitan Regional Council

The Eastern Metropolitan Regional Council (EMRC) is a regional local government established under the *Western Australian Local Government Act 1995*, working on behalf of six member Councils located in Perth's Eastern Region, including; the Town of Bassendean, City of Bayswater, City of Belmont, City of Kalamunda, Shire of Mundaring and the City of Swan.

The EMRC's operations are governed under an Establishment Agreement, which outlines that the EMRC will:

- Work in cooperation with member Councils to facilitate local government to enhance its service delivery to the community;
- Be efficient and effective in delivering quality services and facilities;
- Promote and market the role and benefit of local government in the community;
- Facilitate and implement the EMRC's strategic plan; and
- Avoid providing any service or facility that adversely impacts on the services or facilities of any member Council.

In line with the Establishment Agreement, the EMRC provides a broad range of services across the region including waste management and education, resource recovery, environmental management and regional development. Working in partnership with its member Councils and other stakeholders, the EMRC delivers local and regional scale projects for the benefit of the region.

Working with member Councils, industry, government agencies and other stakeholders, the EMRC is a model of successful collaboration that delivers tangible benefits to the region. Projects and activities undertaken by the EMRC reflect the objectives within the *EMRC's 10 Year Strategic Plan 2017 – 2027*. The plan includes the *Key Result Areas (KRA) of Environmental Sustainability, Economic Development and Good Governance*.

This strategy sits under *KRA 2 – Economic Development* and provides the overarching direction for regional economic development and will inform future updates of the EMRC's annual project funding summary and *Regional Advocacy Strategy 2016 – 2020* priorities.



OUR VISION

To be a responsive and innovative leader in assisting Perth's Eastern Region to be a great place to live, work, play and do business.



OUR VALUES

The values that govern the EMRC are:
EXCELLENCE – Striving for excellence through the development of quality and continuous improvement.

RECOGNITION – Valuing staff in a supportive environment that focuses on their wellbeing.

INNOVATION – Focus on innovative approaches in project and service delivery.

RESPONSIVENESS – Dynamic and flexible service delivery.

INTEGRITY – Accountability and consistency in all that we do.



OUR MISSION

EMRC, by partnering with member Councils (and other stakeholders), facilitates strategies and actions for the benefit and sustainability of Perth's Eastern Region.

The Region's Economic Drivers

The region's competitive advantages include air services, freight and logistics expertise, diverse visitor and recreation experiences and development potential¹. The region faces challenges related to restrictions on developing assets, agricultural sector decline, visitation coordination and capacity to attract investment.

Existing economic drivers include:

- Perth Airport;
- The Kewdale Intermodal Freight Terminal;
- Major road and rail infrastructure;
- Business and Industrial Parks;
- Major commercial precincts;
- The Swan Valley and Perth Hills; and
- Historical, cultural and natural attractions including national parks and state forest.

Upcoming economic drivers and features within the region include but are not necessarily limited to:

- The development of a City Deal by the Federal and State Government for projects within Perth's Eastern Region;
- Freight hub development and freight transport initiatives including connections to a future Westport outer harbour;
- Perth to Adelaide National Highway (PANH);
- NorthLink WA;
- The Forrestfield-Airport Link;
- The City of Kalamunda high density residential accommodation, a new activity center and commercially focused Transit Oriented Developments (TODs) precinct based around the new train station;
- Bayswater station and town center redevelopment;
- City of Belmont's Development Area 6 (DA6) and Belmont/Redcliffe station;
- TODs along the Midland rail line;
- METRONET projects within the region including the Morley to Ellenbrook rail line;
- Perth Airport precinct development;
- Bullsbrook Intermodal and Stock Road;
- Curtin University Campus, Midland;
- NBN rollout across the region;
- Major retail expansion and redevelopment including Morley Galleria, Midland Gate and Belmont Forum shopping centres as well as the Direct Factory Outlet being built at the Perth Airport estate;
- Affordable housing initiatives including Brabham, Forrestfield North, Belmont, Bayswater and Woodbridge; and
- Opportunity for decentralisation of state government agencies within the region.

1 RPS Australia (2016) Regional Economic Development Research Advisory Paper (Internal document)

2 Western Australian Planning Commission (2010). *Directions 2031 and Beyond*

3 Pracsys (2013) *City of Bayswater Commercial, Retail and Industrial Analysis*

Western Australian Economic Context

Key strategic documents affecting local economic development are:

- *State Planning Strategy 2050*;
- *Metropolitan Regional Scheme*;
- *Directions 2031 and Beyond*;
- *State Planning Policy 4.2 – Activity Centres for Perth and Peel*;
- Draft Perth and Peel @ 3.5 million;
- Draft Central sub-regional planning framework;
- Draft North-East sub-regional planning framework;
- Draft Transport @ 3.5 million;
- Draft Freight Transport Network Plan; and
- *Perth Airport Master Plan 2014*

Directions 2031 and Beyond outlines a plan for accommodating future populations and encouraging job growth outside of the Perth CBD through a network of Activity Centres². The state government approach to planning integration, infill and mixed use planning requires local governments to carefully consider the current and future economic viability of Activity Centres³. Activity Centres in the region are identified in Table 1 below.

The Importance of Local Government in Economic Development

The role of the EMRC is to support member Councils, progress agreed initiatives and projects and undertake advocacy of relevance to the region.

Accordingly, Local governments are increasingly embracing economic development within planning and land use frameworks. Consideration of marginalised groups, understanding infrastructure capacity and impacts on transport networks, as well as environmental considerations are integral in assessments of many local government programs.

Officers responsible for economic development initiatives within member Councils are a vital resource and are also a direct point of contact for local business operators and other key stakeholders. The role of the EMRC is to support member Councils, progress agreed initiatives and projects and undertake advocacy of relevance to the region. Delivery of this strategy will be guided by EMRC in collaboration with participating member Councils on the Economic Development Officers Group (EDOG).

Table 1. Activity Centre Hierarchy



Informing the Regional Economic Development Strategy

The development of this strategy has been influenced by data provided through the:

- *Regional Economic Development Research Advisory Paper;*
- *Regional Integrated Transport Research Advisory Paper;*
- *Regional Youth Advisory Paper;*
- *Regional Environment Strategy 2016 – 2020;*
- *Regional Integrated Transport Strategy 2017 – 2021;*

Local economic development strategies of participating member Councils; and

- EDOG.

This strategy has also been informed through a Regional Economic Development Advisory Forum, attended by member Council representatives and key stakeholders and facilitated by external consultants RPS Group.

Regional Economic Development Research Advisory Paper¹

In recognition of the need to develop an evidence based approach to this strategy, RPS Group was engaged by the EMRC to develop a research advisory paper.

The study incorporated the input and local knowledge of key government authorities and agencies and the business community via individual and workshop consultation, and comprised of the following key sections:

- Current economic environment – a concise overview of economic conditions across Western Australia;
- Regional profiling – desktop research and analysis (including forecasts) of the region's economy, with the development of community, industry, workforce, property and infrastructure profiles;
- Regional influences – exploration of the relevant regional and global trends and associated opportunities and challenges these present for the region's industries and communities;
- Capacity for development – an assessment of the prospects for the region through the prism of its economic, social and physical attributes and performance within a regional and global context, identifying key strengths and challenges;
- Strategic context – a summary of relevant strategic priorities put in place by Commonwealth, state and local partners and the roles and responsibilities of member Councils in regards to economic development; and
- Economic opportunities – a summary of identified opportunities to address economic and social development challenges.

2030 Agenda for Sustainable Development and the Sustainable Development Goals

In September 2015, the 193 member states of the United Nations, including Australia, adopted the 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals. Sustainable economic growth requires societies to create the conditions that allow people to have quality jobs in decent working conditions that stimulate the economy while not harming the environment. As the population continues to grow, the way cities and their supporting infrastructure are designed and built will be critical. A vibrant economy requires connected communities and sustainable transport solutions that are resilient to climate change.

While some of the Goals are focused on reducing poverty, increasing health and ensuring equitable access to water and energy, the importance of protecting environmental assets to achieve these goals is also acknowledged. There is an increasing recognition of the impact of environmental events on economic outcomes, such as storm or heatwave damage to infrastructure and business productivity.

All of the Sustainable Development Goals are relevant to regional economic development, however there are specific goals which influence this strategy, including:

Goal 4: Ensure inclusive and quality education for all and promote lifelong learning. Education and skills were also identified in the former Department of Regional Australia, Local Government, Arts and Sport's (2013) Framework for Regional Economic Development, as a key determinant of long term regional economic growth.

Goal 7: Ensure access to affordable, reliable, sustainable and modern energy with a focus on development and adoption of clean, renewable energies across residential and commercial scales as well as using new technology to increase efficiency of use and enhance reliability.

Goal 8: Promote inclusive and sustainable economic growth, employment and decent work for all people regardless of age, gender or disability, with a particular focus on reducing the proportion of youth not in employment, achieving higher levels of productivity through diversification and innovation, and decoupling economic growth from environmental degradation.

Goal 9: Build resilient infrastructure, promote sustainable industrialisation and foster innovation to support economic development and human well-being which will enable increased productivity and workforce participation with benefits accruing to the wider community.



Goal 10: Reduce inequality within and among countries targeting the promotion of social, economic and political inclusion for all. Social exclusion due to disability or factors such as homelessness, poverty or social isolation, is one of a number of factors determining health of a community¹.

Goal 11: Make cities inclusive, safe, resilient and sustainable which includes providing access, particularly through expanding public transport systems, to affordable and sustainable transport, improving road safety, and ensuring access to affordable housing and basic services.

Goal 17: Revitalize partnerships for sustainable development including encouraging and promoting effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships⁴.

Regional Integrated Transport Advisory Paper (2015)

Activity Centres (as highlighted in Table 1) create a focal point for passenger movements. In particular, there is an opportunity to improve pedestrian and public transportation options that support community interaction, activation, creativity and innovation.

Urban growth creates a challenge when providing efficient and sustainable transport services, particularly in areas that are developed away from existing employment centres and transport hubs. New housing developments that are not appropriately serviced by local activity centres (shops, employment, schools and basic services) and do not have a sufficient population to create a viable public transport connection will lead to a population with a heavy dependence on car use and a reduction in affordability.

Regional Youth Advisory Paper (2016)

The key areas of focus with regards to youth and economic development include:

- Improving educational attainment;
- Developing youth entrepreneurship and innovation;
- Facilitating leadership and civic participation; and
- Facilitating information sharing and collaboration across member Councils' youth services and strategy development.

Regional Environment Strategy 2016 – 2020

The region's significant natural assets, the Swan and Helena Rivers, face increasing pressure from competing uses; from foreshore development for economic benefit, to environmental protection for habitat and clean water and to health and social welfare through public access. A focus on protecting water resources and addressing water quality issues is fundamental to the environmental, social and economic wellbeing of the area. These water resources are particularly important in the context of a drying climate, an increase in storm surge events and the potential for flooding through sea-level rise. Environmental priorities have also driven the development of some industries that offer a platform for job creation, such as renewable energy.

Further, the draft Perth and Peel Green Growth Plan @ 3.5 million highlights the desire to consider environmental aspects as part of a holistic approach to urban development, particularly with regard to valuing existing environmental assets.

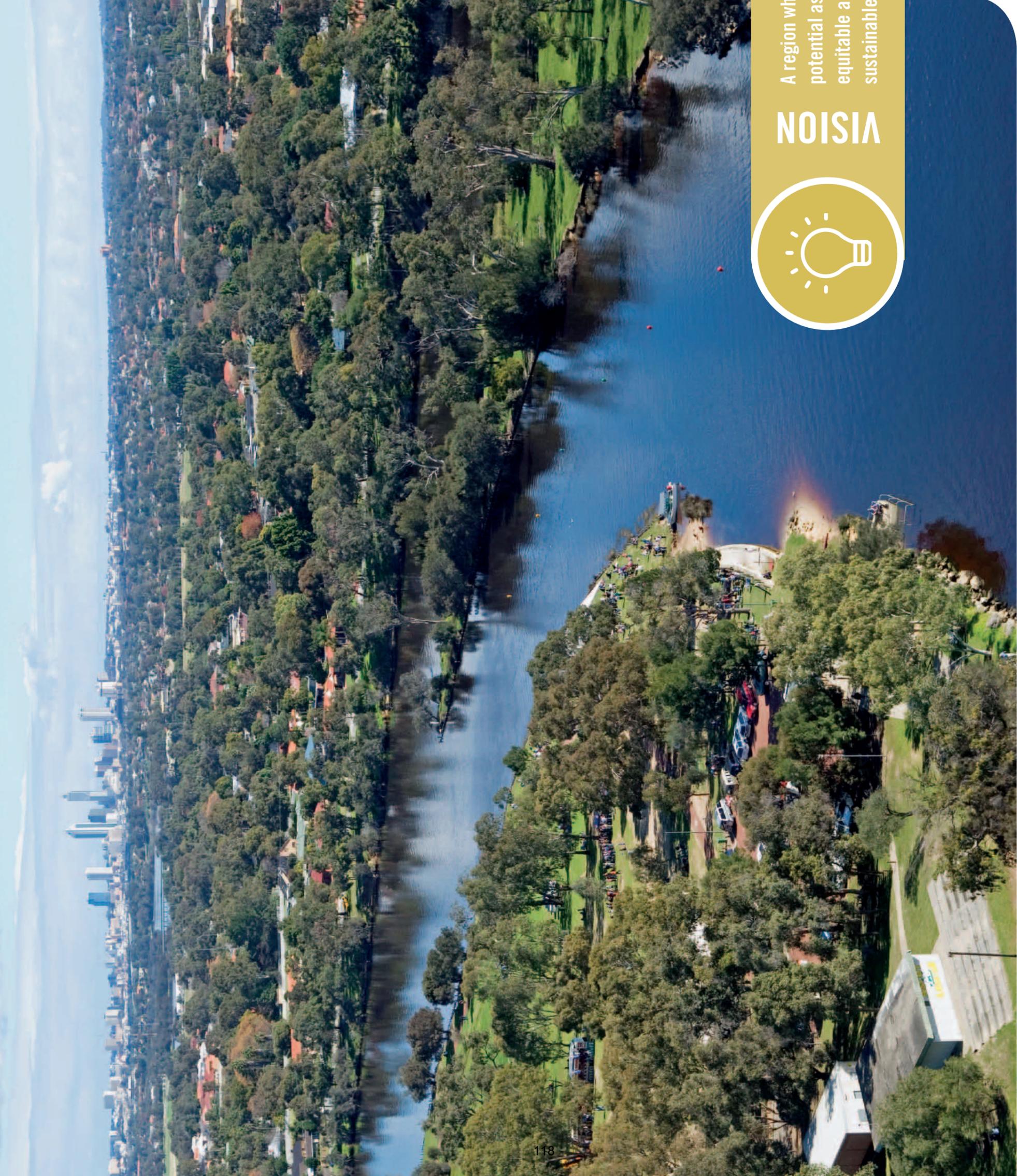
Regional Integrated Transport Strategy 2017 – 2021

The *Regional Integrated Transport Strategy 2017 – 2021* acknowledges that the region's transport networks need to provide effective access and movement for employment, health, education, commercial, social, leisure and freight purposes.

TODs around station precincts are good examples of land use and planning working together to achieve efficient and effective transport, in close proximity to residential and commercial developments, whereby densities can achieve local governments' infill targets.

¹ RPS Australia (2016) *Regional Economic Development Research Advisory Paper* (Internal document)

⁴ www.globalgoals.org



Priority Areas

In order to achieve the vision of the *Regional Economic Development Strategy 2017 – 2021*, four priority areas have been identified.

1. Business and Industry Growth

Goal: That the region's businesses and industry are supported to achieve a high value of economic output through a focus on promoting increased resilience, creativity and innovation.

2. Education and Employment Opportunities

Goal: That the region develops a skilled and confident workforce aligned with current and future job opportunities.

3. Community Wellbeing

Goal: That the region's residents have equitable access to quality services, facilities and infrastructure that support a high quality of life, health and wellbeing.

4. Integrated Planning

Goal: That the region's infrastructure and land use supports the growth of business and industry while also enhancing amenity, biodiversity and sustainability.



NOISIA

A region where people can exercise their full potential as a result of prosperous businesses, equitable and supported communities and a sustainable environment.

Priority Area 1.

Business and Industry Growth

Goal: That the region's businesses and industry are supported to achieve a high value of economic output through a focus on promoting increased resilience, creativity and innovation.

Perth's Eastern Region has a number of clusters which have emerged organically around mining, manufacturing, transport, logistics and warehousing.

Industry clustering around the extensive supporting infrastructure, such as the domestic and international airports, major highway and transport routes and rail lines, provides an opportunity for business development through filling supply chain gaps⁵. The Perth Airport precinct is a key employer in the region and a vital contributor to productivity and clustering. Another productivity factor has been the high industry growth rate in the health care / social services areas⁶.

Manufacturing, Wholesale Trade, Transport, Postal and Warehousing sector jobs collectively account for 31.6% of jobs in the region. During a recent study, the lack of sufficiently fast and reliable internet was the most consistent and widely recognised constraint to business growth and development in Perth's Eastern Region⁷.

The EMRC is working with member Councils to maximise opportunities that may exist for the region, through the Federal Government's Smart Cities Plan, which was announced in 2016. It includes two programs: City Deals and Smart Cities and Suburbs. A City Deal proposal is the focus of the EMRC for 2017 / 2018.

A City Deal will provide the opportunity to reinvest in the region's advantages, such as the freight hub and road and rail networks, which will support the growth of the region and create greater self-sufficiency through liveability improvements that support productivity.

Perth's Eastern Region has the capacity to be a leader in adopting renewable energies such as building on previous innovative projects including the Perth Solar City and Community Energy Efficiency programs, identifying upcoming trends and utilising new technologies. Ongoing research into emerging opportunities will continue to be undertaken by the EMRC on behalf of its six member Councils.

This strategy recognises that while intervention to achieve economic outcomes is supported and driven at a local government level, it is often the regulatory environment and decision making processes at a state level that support, or impede, the ability for local communities to achieve their intended outcomes.

⁵ Pracsys (August 2015) *Industry Cluster Analysis Research Paper – Cluster Analysis Findings*, Pracsys, Perth

⁶ Bankwest Curtin Economics Centre (October 2016) *Back to the Future - Western Australia's economic future after the boom*, Focus on Western Australia report Series, No.8

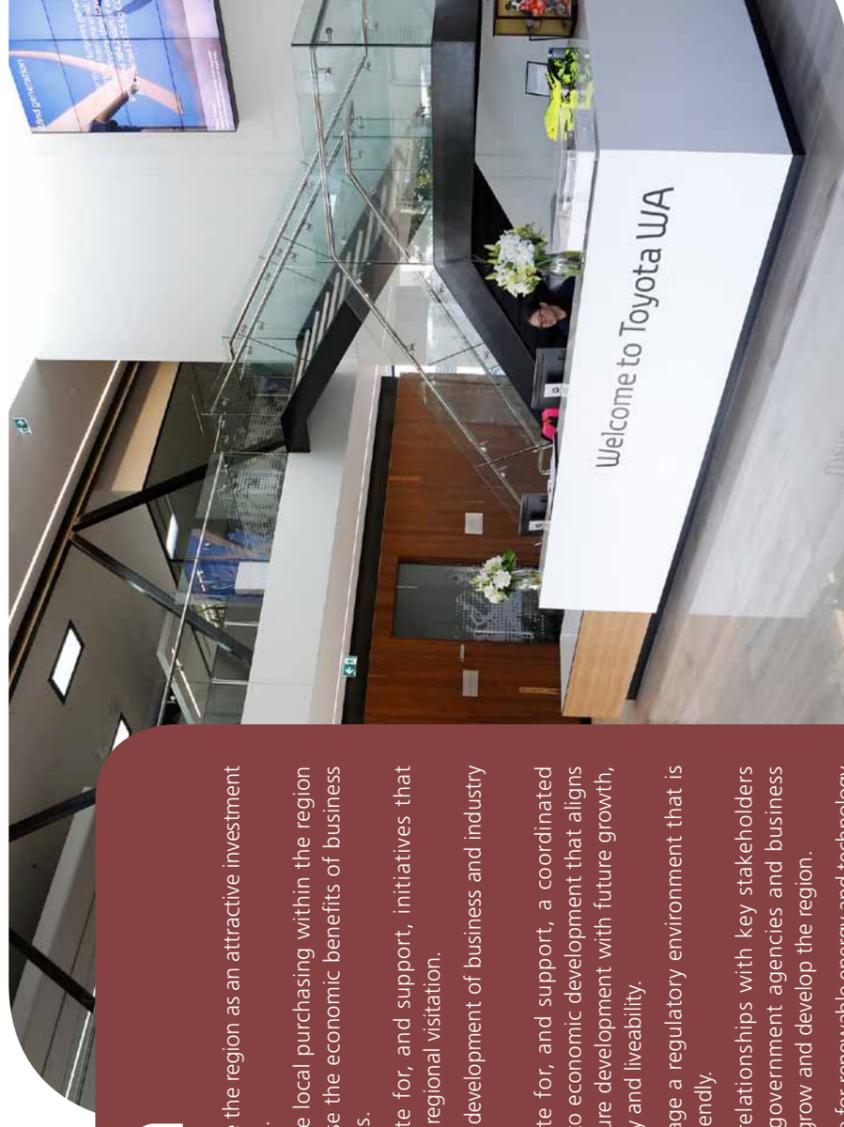
⁷ Pracsys (November 2015) *Industry Cluster Analysis Research Paper – Stakeholder Consultation of Business Report*, Pracsys, Perth



The development of the region's economy can be maximised through greater horizontal and vertical supply chain integration and through promotion of infrastructure, amenities and services.

Key Issues, Potential Benefits and Opportunities: Business and Industry Growth

Key Issues	Potential Benefits
<ul style="list-style-type: none"> • Weakening labour market • Reliance on limited sectors • Lack of capacity to undertake investment attraction • Barriers to endogenous growth 	<ul style="list-style-type: none"> • Attraction of global organisations • Increased investment and business growth • Reduced economic volatility • Improved regional investment risk profile • Cross industry development
Regional Opportunities	
<ul style="list-style-type: none"> • Conducting research and analysis of business requirements to determine potential growth sectors and to determine enabling infrastructure requirements for key industries • Leveraging promotion of supporting infrastructure, road networks and technology enhancements to assist in the further development of industry clusters • Addressing existing supply chain gaps and the development of agglomeration economies • Removing barriers to business growth through supporting the development of a regulatory environment that is business friendly • Fostering knowledge spillover and development of agglomeration economies • Researching target markets for investment attraction and opportunities • Improving online presence, reaching new markets and marketplaces locally and globally • Researching other regional economies to identify competitive strengths and positioning for regional investment 	



Objectives

- 1.1 To promote the region as an attractive investment destination.
- 1.2 To promote local purchasing within the region to maximise the economic benefits of business transactions.
- 1.3 To advocate for, and support, initiatives that encourage regional visitation.
- 1.4 To support development of business and industry clusters.
- 1.5 To advocate for, and support, a coordinated approach to economic development that aligns infrastructure development with future growth, productivity and liveability.
- 1.6 To encourage a regulatory environment that is business friendly.
- 1.7 To foster relationships with key stakeholders including government agencies and business groups to grow and develop the region.
- 1.8 To advocate for renewable energy and technology opportunities and adoption of emerging trends.

Priority Area 2.



Education and Employment Opportunities

Goal: That the region develops a skilled and confident workforce aligned with current and future job opportunities.

The region's current workforce, when compared to the Greater Perth Metropolitan Area, has a lower level of university qualifications (Bachelor, Graduate, Post Graduate), but a higher level of certificate qualifications¹. This is largely a reflection of the skill requirements of key local industries.

Aligning local employment opportunities with the skills base of the region is important to ensure the health and prosperity of the regional economy. While the region has a high employment self-sufficiency rate (82.5%), many people who work in the region travel great distances to work⁸. The ultimate decision on place of residence and place of work are highly individualistic and depend on many factors. Some factors can be influenced by economic development strategies to help align the place of residence and place of work and entice local residents to work locally. Vibrant, high quality, mixed use developments are strong themes for desired development in traditional main street areas, particularly those where infill and increasing population density increase the requirements for employment density and job opportunity growth^{9,10}. Occupancy of local businesses can lead to perceptions being drawn about the viability of the area and the likely success of a new business, either reinforcing success or further undermining business growth.

It is important for Perth's Eastern Region to maximise employment of local people by promoting job opportunities to local residents. For instance, the employment potential for the region is high if population based industries, such as health care / social services and education, can be leveraged. The St John of God Midland Hospital and associated surrounding activity offer employment and the new Curtin Medical Campus in the region will facilitate higher education attainment with the potential to translate into greater employment opportunities. In addition to this, the region also has the potential to build on the existing strong retail industry for greater employment through the significant upgrades to major shopping centre precincts¹.

It is also important to consider the level of workforce participation as a key driver for the region's prosperity¹¹. Despite Australia's relatively high levels of workforce participation there are clear disparities in participation levels within different workforce groups. Youth employment has been recognised as being of particular importance in the region and is likely to be of growing significance due to the current population statistics. Young people represent one-fifth of Perth's Eastern Region's population¹². Focussing on the development of youth supports the generation of an adequately skilled future workforce.

The high employment self-sufficiency level in Perth's Eastern Region is undoubtedly supported by key infrastructure investments that have been made in the past; particularly transport linkages.

Key Issues, Potential Benefits and Opportunities: Education and Employment Opportunities

Key Issues	Potential Benefits
<ul style="list-style-type: none"> Limited growth potential in existing employment areas Youth unemployment 	<ul style="list-style-type: none"> Investment in jobs growth Attraction of skilled workers Improved education and training transitions
Regional Opportunities	
<ul style="list-style-type: none"> Promotion of education opportunities, particularly those aligned with new employment opportunities or workforce skills development 	

A key consideration is the disparity in youth employment levels across the region, from low in the City of Kalamunda (6%) to higher in the City of Belmont (11.9%). The key areas relating to youth and economic development include the need to focus on:

- Improving educational attainment;
- Developing youth entrepreneurship and innovation;
- Facilitating leadership and civic participation; and
- Facilitating information sharing and collaboration across member Councils' youth services and strategy development.

Education opportunities in the region will be enhanced with the Curtin University Midland Campus planned for completion by 2020 and planned upgrades of senior high schools in the region¹³.

The high employment self-sufficiency level in Perth's Eastern Region is supported by key infrastructure investments that have been made in the past; particularly transport linkages (road, rail, and air), the Kewdale Intermodal Freight Terminal and the supply of existing industrial land in areas such as Bayswater, Forrestfield, Hazelmere, Kewdale and Malaga.

Transport disadvantage, particularly in outer-urban areas, is the result of a range of intersecting factors including poor public transport infrastructure, a higher proportion of low-income households, lack of affordable housing and the need to travel further distances in order to get to places of employment, education, services and social and recreational activities¹⁴. The young and the economically disadvantaged are less likely to own or afford a car and will require low-cost transportation to access their education services and employment.

The proposed new train stations in the region, located in Forrestfield and Belmont / Redcliffe, will provide new access to previously unconnected areas. These stations will play a significant role in connecting workers from across the metropolitan areas to these locations. To prevent social exclusion and financial stress, efforts are required to ensure that those with the greatest need have access to affordable and reliable forms of transport.

Objectives

- To support the development of vibrant centres of activity and growth in job opportunities through mixed use developments and infill housing.
- To identify barriers and promote opportunities for greater education and job opportunities for local people.
- To facilitate information sharing and collaboration across youth services in the region.
- To encourage enhancement of employability skills.

1 RPS Australia (2016) *Regional Economic Development Research Advisory Paper* (Internal document)
 8 EMRC (2016). *Travel Demand in Perth's Eastern Region - An Analysis of the 2011 Australian Census*
 9 Town of Bassendean (2012) *Economic Development Plan 2012 – 2017*
 10 City of Bayswater (2009) *Maylands Activity Centre Urban Design Framework*
 11 *Committee for Economic Development of Australia (2016) Australia's economic future: an agenda for growth*
 12 Jane Forward Consulting (March 2016) *Youth Research Advisory Paper*, Jane Forward Consulting, Perth
 13 Media Statement, *Job Creating Infrastructure Upgrades at Secondary Schools Across WA*, Hon Mark McGowan BA LLB MLA
 14 *Communities and Families Clearinghouse Australia (2011). The Relationship Between Transport and Disadvantage in Australia*

Priority Area 3.

Community Wellbeing

Goal: That the region's residents have equitable access to quality services, facilities and infrastructure that support a high quality of life, health and wellbeing.

The EMRC's *Regional Youth Futures Report*¹⁶ identified transport issues that young people face in the region including the frequency, proximity, connectivity and security on services particularly in the Shire of Mundaring, City of Kalamunda and outlying areas of the City of Swan. Additional high-frequency, high-capacity public transport connections and feeder services to the region's Activity Centres (such as Ellenbrook, Midland and Morley), major employment centres and industrial areas are required.¹⁷ Construction of the Morley to Ellenbrook rail line will alleviate some of these issues and the EMRC will continue its advocacy efforts in this regard.

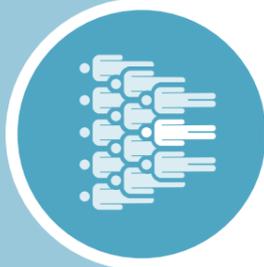
The transport network is tasked with the challenge of catering for the movement needs of people of all ages and abilities, as well as goods and freight. As infill targets and TODs progress, more people will live closer to essential services and their place of employment, providing a higher demand for alternative modes such as walking, cycling and public transport. Walking and cycling are low cost, non-polluting and healthy forms of transport. Western Australia's warm climate combined with the region's low pollution and picturesque landscapes, encourage people to use active forms of transport for some of their trips. Future advocacy priorities may focus on the integration of local plans and development of the state-owned network to ensure that active transport such as walking and cycling is attractive, convenient, permeable and continuous across the region.

The region is host to a number of recreational park, heritage and natural assets that support recreational opportunities, however many of the region's natural assets such as the Swan Valley, Swan River foreshore and Perth Hills are underutilised. Opportunities also exist to build on these assets through development of new attractions such as trails infrastructure and promotion.

Events are another important community focal point and are a vehicle for local governments to engage with residents, businesses and key stakeholders and to support economic growth in local areas.

The region has a marginally higher proportion of people who speak English "not well or not at all" than the Greater Perth Metropolitan Area (3.1% compared to 2.9%) and around 26.8% of the region's population speak a language other than English at home¹⁵.

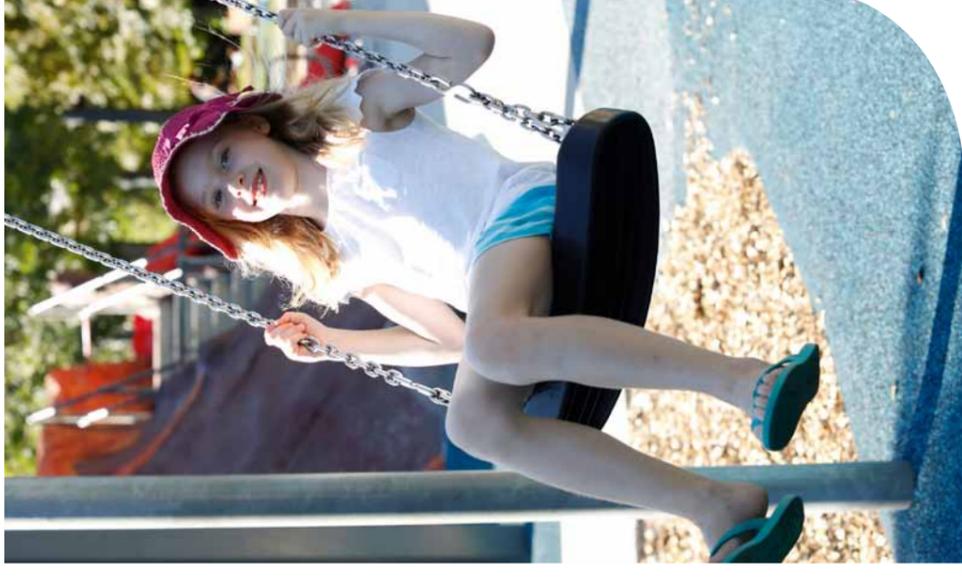
Where appropriate, the EMRC provides a research, advocacy and collaboration role for regional health and wellbeing initiatives.



Around 26.8% of the region's population speak a language other than English at home.

Key Issues, Potential Benefits and Opportunities: Education and Employment Opportunities

Key Issues	Potential Benefits
<ul style="list-style-type: none"> Lack of awareness of social / health outcomes Pockets of disadvantage Increasing number of residents from non-English speaking countries resulting in potential language barriers Disengaged youth due to lack of employment options Lack of public transport 	<ul style="list-style-type: none"> Increasing amenity Enhanced social and health outcomes Enhanced community cohesion Visitation
Regional Opportunities	
<ul style="list-style-type: none"> Advocacy for reliable public transport with improved connectivity to recreational facilities and activity centres Coordination and support of regional events Regional collaboration and information sharing on addressing disadvantage Collaboration on regional asset utilisation (Swan River foreshore, heritage, cultural and recreational assets) Promotion and support for community hubs (cross-regional visitation) 	



15 Australian Bureau of Statistics, *Census of Population and Housing 2016*. Compiled and presented REMPLAN 3 October 2017

16 EMRC (2012). *Regional Youth Futures Report*.

17 PraeSis (August 2015). *Industry Cluster Analysis Research Paper – Stakeholder Consultation of Business Report*.

18 RAC (2016). *Transport Accessibility of Perth's Activity Centres*.

19 RPS Australia (2015) *Regional Economic Development Research Advisory Paper* (Internal document)

Objectives

- 3.1 To undertake a regional approach to research and advocacy to create a stronger voice, develop social cohesion and reduce social disparity.
- 3.2 To promote the benefits of active lifestyles and advocate for greater public and active transport connections to activity centres and recreation.
- 3.3 To promote opportunities to facilitate regional, cultural and recreational activities and facilities.
- 3.4 To foster partnerships and gain access to funding for regional initiatives.

Priority Area 4.

Integrated Planning

Goal: That the region's infrastructure and land use supports the growth of business and industry while also enhancing amenity, biodiversity and sustainability.

Directions 2031 and Beyond² sets in place a vision for Perth and Peel that embraces continued growth with the preservation of local environments and valued quality of life.

The draft Perth Freight Network Plan¹⁸ identifies an emerging need to facilitate further development of intermodal terminals in Perth's Eastern Region beyond the existing Kewdale Intermodal Terminal facility.

Linking freight, logistics warehousing and distribution centres will be one of the keys to the future prosperity of the region, which is outlined in the region's City Deal proposal.

A focus on freight infrastructure investments in Forrestfield, Hazelmere, Kewdale, South Bullsbrook, Welshpool and surrounding areas and linkages to key freight transport routes, will be integral to ensure the robustness of the overall intermodal transport system as well as supporting some of the state's leading transport, logistics and manufacturing businesses.

It is important to ensure that other industries are supported through infrastructure development to enable diversification of the region's economic base.

The Forrestfield-Airport Link (FAL), which is expected to be completed by 2020, is the first major extension of the rail network in Perth since the opening of the Mandurah Line in 2007. The project consists of constructing a new, mainly tunnelled, 8.5km rail spur from Bayswater, under the Swan River and the airport, to Forrestfield. The rail spur will include a new station at Airport Central and also bus-rail interchanges at the new Belmont/Forrestfield train stations. Infrastructure Australia forecasts that this project will provide a net economic benefit of \$670 million¹⁹. FAL, the Morley to Ellenbrook rail line and the revitalisation of older areas along the Midland rail line will provide opportunities for TODs and urban regeneration that could cater for affordable and diversified housing close to rail connections and employment nodes.

Land use planning that takes into account potential climate change issues is important for ensuring the ongoing resilience of local communities. Competing needs for car parking, supporting economic activity potential and retaining natural areas to minimise stormwater run-off can be achieved if a marginally higher investment is committed in the first instance.

Increasing urban infill has the potential to reduce urban sprawl and the associated infrastructure costs, as well as protecting peri-urban areas. It is important however to consider the retention of vegetation in infill planning to reduce urban heat effects. Delivering Directions 2031 Report Card 2014 estimated that only half of the local government areas were 'ahead' or 'tracking towards' the government's aspiration infill targets likely due to a slower uptake than expected and due to the difficulties in managing competing land-use priorities. The Town of Bassendean and the Cities of Bayswater and Belmont, were considered to be 'tracking towards' their targets.



The Forrestfield-Airport Link will provide a net economic benefit of \$670 million and improve commuter times between the eastern suburbs and the Perth CBD.

Key Issues, Potential Benefits and Opportunities: Integrated Planning

Key Issues	Potential Benefits
<ul style="list-style-type: none"> Lack of public transport Lack of broadband connectivity in the region negatively impacts existing businesses and potential for new business growth Infrastructure requirements to meet future development plans Deteriorating or declining natural resources (ground water, greenspace, biodiversity) Increasing energy costs Urban growth pressure, urban sprawl and infill planning Lack of environmental sustainability in planning processes, particularly for infill targets 	<ul style="list-style-type: none"> Recognition and value of environmental assets within the region Ability to implement planning initiatives that address competing priorities and account for economic and environmental benefits Improved energy efficiency and reduced energy costs Safeguarding cultural and natural heritage development planning and management processes Accessing new technologies Planning that accounts for a range of competing priorities with economic and environmental benefits. Capitalising on new and emerging trends Capitalising on TODs
Regional Opportunities	
<ul style="list-style-type: none"> Advocacy for increased investment in regional infrastructure Advocacy for key transport infrastructure Advocacy for key broadband infrastructure Encourage consistency and coordination of planning controls and consideration of the economic and environmental outcomes Advocacy for protection of key natural resources Advocacy to attract investment in affordable energy efficiency, technology development and uptake of new and emerging trends Encouraging innovation in clean tech industries and sustainable business practices Encouraging the alignment of all transport systems to achieve well connected networks that reduce car dependency and promote active travel 	

Objectives

- 4.1 To maximise enabling infrastructure benefits.
- 4.2 To advocate for increased investment and upgrades in regional infrastructure.
- 4.3 To advocate for, and support, Transit Oriented Development and urban regeneration in the region.
- 4.4 To promote connectivity between affordable housing, transport and employment areas.
- 4.5 To advocate for, and support, infill housing development that preserves green space and emphasises quality of life.

2 Western Australian Planning Commission (2010), *Directions 2031 and Beyond – Metropolitan Planning Beyond the Horizon*

18 Department of Transport (2016), *Perth Freight Transport Network Plan (draft)*

19 Infrastructure Australia (2016), *Project Business Case Evaluation, Forrestfield-Airport Link*

Implementation

The EMRC will implement this strategy in accordance with the principles set out below. Projects, programs and initiatives undertaken as part of this strategy will be consistent with the vision of this strategy, having regard for the priorities of the EMRC and its participating member Councils.

EMRC's 10 Year Strategic Plan 2017 – 2027

All projects and activities undertaken by the EMRC must reflect the objectives within the 'Key Result Areas' of the EMRC's 10 Year Strategic Plan 2017 – 2027.

Key Result Area 1 - Environmental Sustainability

Our aim is to deliver a range of environmental services that enable the region and member Councils to meet their responsibilities and community expectations for sustainable and adaptive environmental initiatives, and to maintain and enhance the natural assets of the region.

- To contribute towards improved regional air, water and land quality and regional biodiversity conservation and address climate change.

Key Result Area 2 - Economic Development

Our aim is to facilitate and advocate for the sustainable economic and social development of the region.

- To facilitate and advocate for increased investment in regional infrastructure.
- To facilitate and advocate for regional economic development activities.
- To facilitate regional cultural and recreational activities.

Key Result Area 3 - Good Governance

Our aim is to ensure that the EMRC is a responsive, progressive and responsible organisation.

- To provide advice and advocacy on issues affecting Perth's Eastern Region.
- To manage partnerships and relationships with stakeholders.
- To provide responsible and accountable governance and management of the EMRC.

EMRC's Service Delivery Model

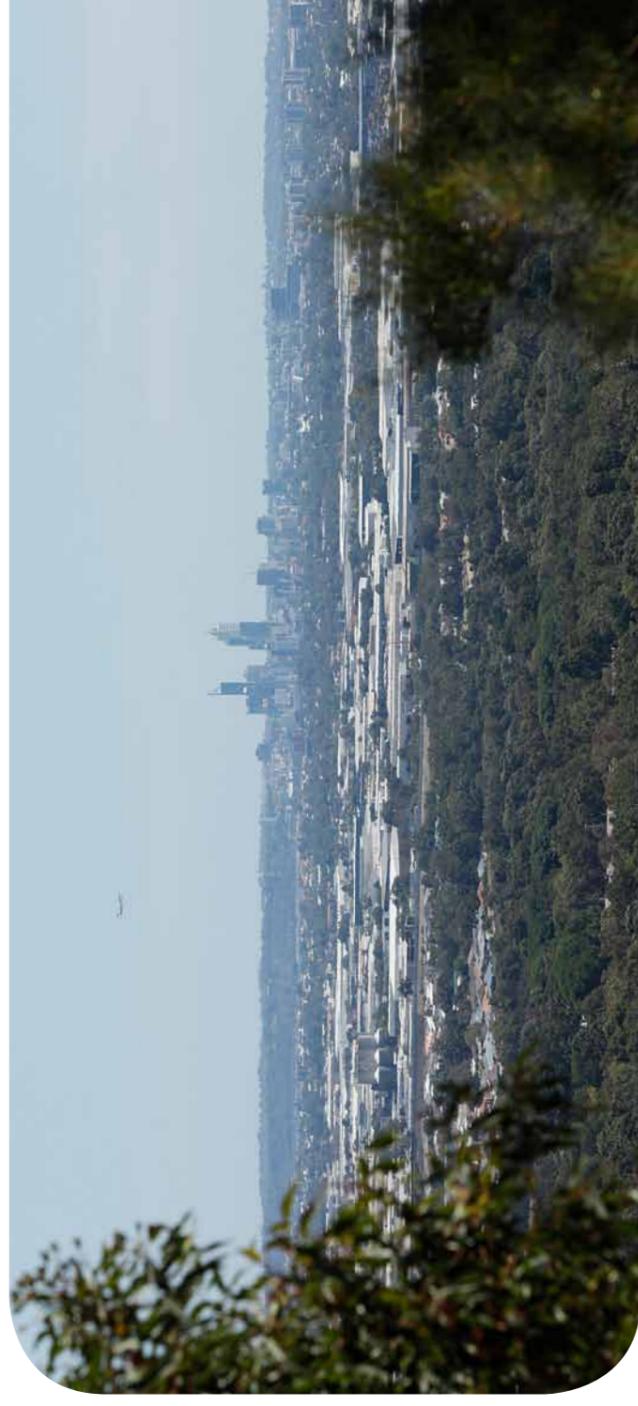
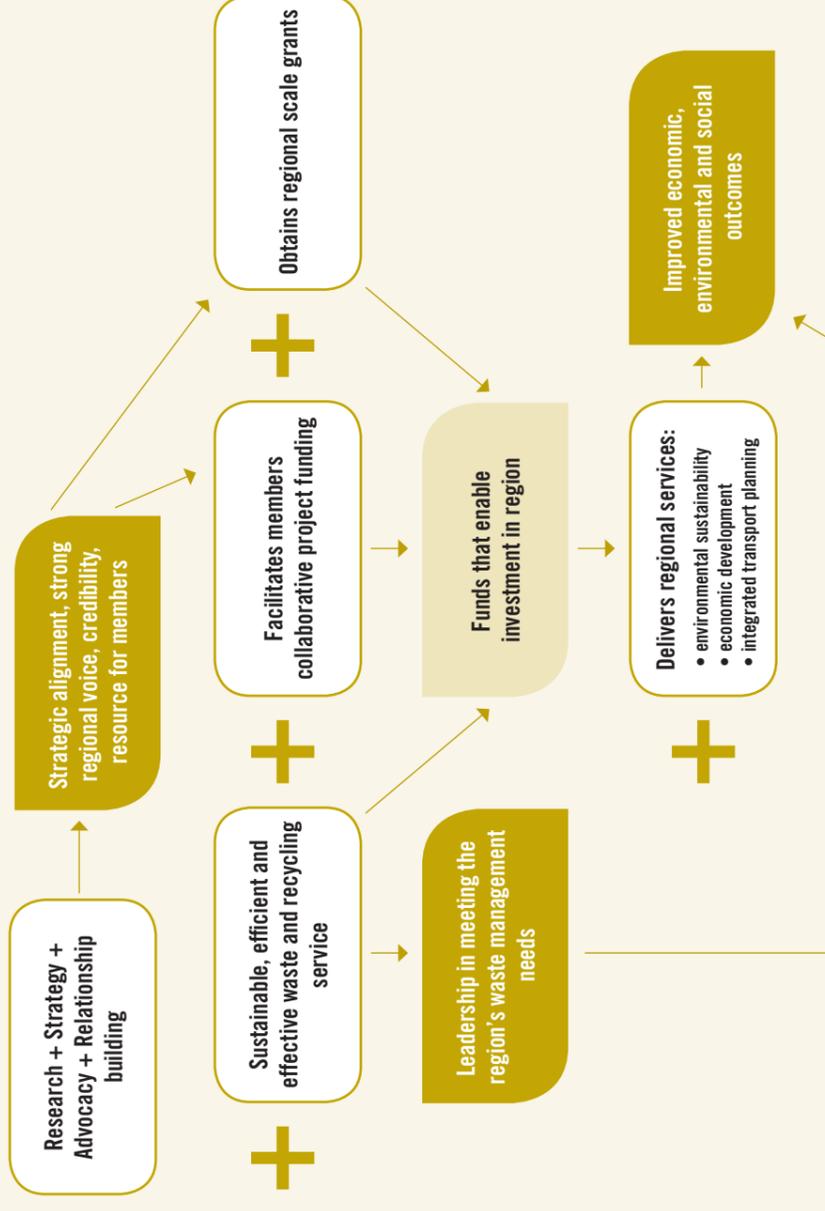
The EMRC's Establishment Agreement enables the EMRC to undertake a range of projects and services and provides a means for member Councils to share resources and facilities. The cooperative, political and executive framework of the EMRC enables the member Councils individually and collectively to promote and advocate on issues for the benefit of local government and to better serve the community.

The EMRC represents a model of successful collaboration, and for over 30 years, has initiated and led projects for its member Councils that deliver real benefits to the region in the areas of waste management and resource recovery, environmental sustainability and regional economic development. These services enable member Councils to enhance outcomes for their communities and for Perth's Eastern Region as a whole.

The EMRC represents a model of successful collaboration and, for over 30 years, has initiated and led projects for its member Councils that deliver real benefits to the region in the areas of waste management and resource recovery, environmental, sustainability and regional economic development.



EMRC SERVICE DELIVERY MODEL



Priority Determinants

The EMRC will undertake a central role for the delivery of this strategy and will coordinate collaboration amongst participating member Councils and key stakeholders to achieve the objectives outlined in this *Regional Economic Development Strategy 2017 – 2021*.

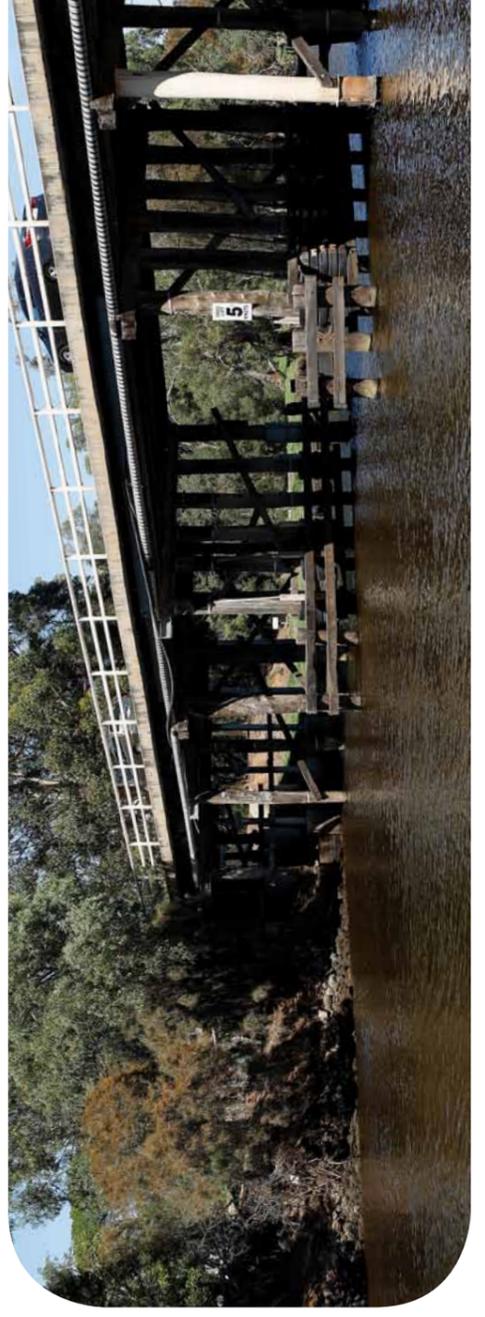
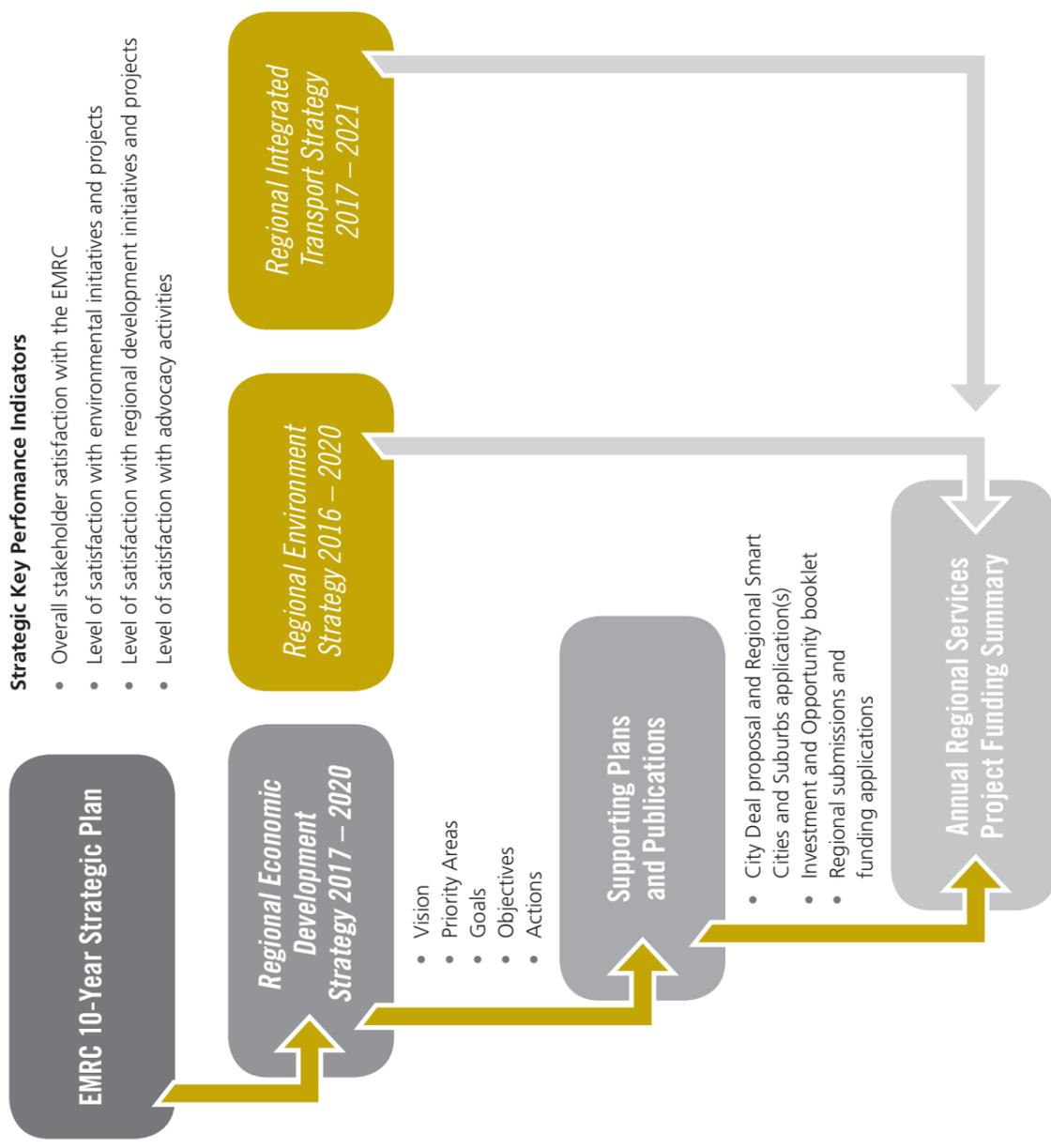
For an initiative to be progressed it is recommended that it should strongly display at least three of the following seven categories and not negatively affect any category.

- **Regional Significance:** Relevance across local government boundaries or to unique cross boundary assets, projects with significant regional influence, or addressing regional, state or federal priorities.
- **Identified Priorities:** Contributes towards an identified priority.
- **Economies of Scale:** Likely to be significantly cheaper or more efficient on a regional scale. Likely to have enhanced collective benefits on a regional scale.
- **Emerging Issue / Opportunity:** New, innovative or pilot activity that could be expanded to other member Councils or take advantage of newly emerged opportunities, such as funding, or address newly emerged threats to mitigate further issues.
- **Investment Ready:** Seed projects or those likely to attract significant income or investment through grants or sponsorship.
- **Profile:** Raising awareness of the region, the EMRC and / or member Councils as leaders and innovators.
- **Collaboration:** Requires collaboration or partnership between member Councils and/or other key stakeholders, such as researchers or industry.

Monitoring and Review

Effective implementation requires regular monitoring and reporting. Participating member Councils and the EMRC Council will be kept up to date with progress of the *Regional Economic Development Strategy 2017 – 2021*. Monitoring and review will also occur through the EDOG and an annual review by the EMRC. The actions outlined within each priority initiative will be reviewed annually and updated to reflect any new advances as well as new and emerging opportunities and trends.

The EMRC also utilises its website, media releases, newsletters and annual reports for reporting purposes where relevant. An annual review of progress will allow the *Regional Economic Development Strategy 2017 – 2021* to act as a living document, evolving over time as matters affecting the region change and new and emerging opportunities and trends emerge.



Regional Economic Development Strategy Framework and Priority Actions 2017 – 2021

The actions outlined below have regard for the priority determinant categories, the EMRC service delivery model and consultation undertaken with the EDOG. The actions may be modified from time to time in order to meet changing priorities as situations arise or are seen to be developing.

Goal	Objectives	Priority Actions	Priority
That the region's businesses and industry are supported to achieve a high value of economic output through a focus on promoting increased resilience, creativity and innovation.	Priority Area – 1. Business and Industry Growth		
	1.1 To promote the region as an attractive investment destination.	Host regional events/forums and/or showcase tours. Update and disseminate the Regional Investment and Opportunities Booklet.	High
	1.2 To promote local purchasing within the region to maximise the economic benefits of business transactions.	Undertake further Business Exemplar Projects.	Medium
	1.3 To advocate for, and support, initiatives that encourage regional visitation.	Market and promote: <ul style="list-style-type: none"> The Avon Descent Family Fun Days Swan River Ramble Hello Spring Perth's Autumn Festival Manage the Perth's Eastern region website.	High
	1.4 To support development of business and industry clusters.	Develop a City Deal Proposal and undertake research to identify competitive strengths and weaknesses.	High
	1.5 To advocate for, and support, a coordinated approach to economic development that aligns infrastructure development with future growth and productivity and liveability.	Host bi-monthly EDOG Meetings. Develop a City Deal proposal and other funding mechanisms as they arise. Provide regional economic profiling tools.	High
	1.6 To encourage a regulatory environment that is business friendly.	Prepare regional submissions as required.	Medium
	1.7 To foster relationships with key stakeholders including government agencies and business groups to grow and develop the region.	Encourage agencies to present at EDOG meetings on topics of relevance. Advocate to state agencies on behalf of member Councils on economic development issues.	Medium
	1.8 To advocate for renewable energy and technology opportunities and adoption of emerging trends.	Host a forum / event on the topic of emerging trends with appropriate guest speakers.	Medium
	That the region develops a skilled and confident workforce aligned with current and future job opportunities.	Priority Area – 2. Education and Employment Opportunities	
2.1 To support the development of vibrant centres of activity and growth in job opportunities through mixed use developments and infill housing.		Coordinate collaborative stakeholder events and opportunities that advance the region. Development of the City Deal proposal.	Medium
2.2 To identify barriers and promote opportunities for greater education and job opportunities for local people.		Host facilitated meetings to discuss regional youth advocacy priorities. Prepare regional submissions and correspondence in response to education and employment as required.	Low

Goal	Objectives	Priority Actions	Priority
That the region develops a skilled and confident workforce aligned with current and future job opportunities.	Priority Area – 2. Education and Employment Opportunities		
	2.3 To facilitate information sharing and collaboration across youth services in the region.	Coordinate, facilitate and support regional forums and briefing sessions that encourage sharing of information.	Low
	2.4 To encourage enhancement of employability skills.	Disseminate relevant information through the EMRC's Advisory Groups. Identify key trends, such as growing automation, that will impact on future skills requirements.	Low
	Priority Area – 3. Community Wellbeing		
That the region's residents have equitable access to quality services, facilities and infrastructure, that support a high quality of life, health and wellbeing.	3.1 To undertake a regional approach to research and advocacy to create a stronger voice, develop social cohesion and reduce social disparity.	Advocate for the region on an ongoing basis across all tiers of government and key stakeholders.	High
	3.2 To promote the benefits of active lifestyles and advocate for greater public and active transport connections to activity centres and recreation.	Promote and advocate for the Your Move program in the region. Undertake Active / Public Transport Campaigns - including Bike Week, and the Swan River Ramble.	High
	3.3 To promote opportunities to facilitate regional, cultural and recreational activities and facilities.	Undertake regional marketing campaigns as required. Advocate for the Your Move program.	High
	3.4 To foster partnerships and gain access to funding for regional initiatives.	Apply for regional grant funding as the opportunities present. Promote the City Deal proposal.	High
	Priority Area – 4. Integrated Planning		
That the region's infrastructure and land use supports the growth of business and industry while also enhancing amenity, biodiversity and sustainability.	4.1 To maximise enabling infrastructure benefits.	Develop a City Deal proposal and other future applications for agreed projects that have been identified and supported by member Councils.	High
	4.2 To advocate for increased investment and upgrades in regional infrastructure.	Prepare submissions supporting economic development initiatives. Update the Regional Advocacy Strategy as required.	Medium
	4.3 To advocate for, and support, TODs and urban regeneration in the region.	Support member Councils in progressing TODs at key station locations in the region through advocacy and lobbying.	High
	4.4 To promote connectivity between affordable housing, transport and employment areas.	Continue to engage with state government agencies such as the WA Housing Authority, Main Roads WA, the Department of Transport and the Public Transport Authority.	Medium
	4.5 To advocate for, and support infill housing development that preserves green space and emphasises quality of life.	Host meetings and forums with a focus on sustainability.	Medium

Priority Timeframes:

High – Years 1 - 2 Medium – Years 2 - 3 Low - Years 4 - 5



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12.4 DRAINAGE MANAGEMENT

REFERENCE: D2017/16825

PURPOSE OF REPORT

The purpose of this report is to advise Council of the outcomes of a facilitated workshop on drainage management in Perth's Eastern Region held in June 2017.

KEY ISSUES AND RECOMMENDATION(S)

- At its December 2016 meeting, Council supported a motion for the CEOAC to work cooperatively with the Department of Water and Water Corporation to review the current drainage management arrangements, with a view to improving the efficiency and transparency of protecting the community from local flooding.
- At the Ordinary Meeting of Council held on 16 February 2017, Council supported the recommendation from CEOAC for the EMRC to host a facilitated workshop on drainage management.
- A facilitated workshop on drainage management in Perth's Eastern Region for member Councils was held in June 2017 in order to understand current and consider future drainage management arrangements to help inform and determine opportunities and the role for member Councils and the EMRC.

Recommendations

That Council notes the outcomes of the Drainage Management Workshop, forming the attachment to this report.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

At the Ordinary Meeting of Council held on 1 December 2016, Council supported a motion put forward by Councillor Sutherland (Ref: D2016/13342):

"THAT THE CEOAC GIVE CONSIDERATION TO INITIATING A PROJECT TO WORK COOPERATIVELY WITH THE DEPARTMENT OF WATER AND WATER CORPORATION TO REVIEW THE CURRENT DRAINAGE MANAGEMENT ARRANGEMENTS, WITH A VIEW TO IMPROVING THE EFFICIENCY AND TRANSPARENCY OF PROTECTING THE COMMUNITY FROM LOCAL FLOODING."

At the Ordinary Meeting of Council held on 16 February 2017, Council resolved as follows:

"THAT THE EMRC HOSTS A FACILITATED WORKSHOP ON DRAINAGE MANAGEMENT IN PERTH'S EASTERN REGION TO HELP INFORM AND DETERMINE OPPORTUNITIES FOR MEMBER COUNCILS INTO THE FUTURE."

REPORT

The EMRC hosted a facilitated workshop on drainage on 21 June 2017 for member Council officers. Representatives from the Town of Bassendean, City of Bayswater, Shire of Mundaring and City of Swan attended the workshop. The results of the workshop form the attachment to this report.



Item 12.4 continued

The workshop provided member Councils with the opportunity to discuss issues and share ideas. The EMRC will continue to support member Councils on the issue of drainage if and when required.

The following key issues and opportunities were highlighted by workshop participants:

- Flood management – most systems performing adequately; would like the Water Corporation to work in closer partnership with local governments when undertaking maintenance;
- Living stream retrofits – highly supportive of Water Corporation's Drainage for Liveability program but concerned about the time and effort required to meet program requirements;
- Storm water harvesting from main drains – suggested that Water Corporation should do a strategic assessment to determine the optimal locations for harvesting and reuse;
- Water Sensitive Urban Design in Hills catchments – solutions designed for flat land do not work on slopes; need support for alternative strategies in these areas and on clay soils;
- Pollution management in industrial areas – need improved Codes of Practice linked to regulatory mechanisms, such as a discharge levy; and
- Planning support for green infrastructure – advocate for enforceable planning instruments for improved outcomes which include permeable driveways and wider road reserves to contain street trees.

It was concluded that there was no direct action required, however the EMRC will continue its engagement with key stakeholders from the Water Corporation, the Department of Water and Environmental Regulation, the Department of Conservation, Biodiversity and Attractions (Parks and Wildlife Service), Department of Planning, Lands and Heritage and the Cooperative Research Centre for Water Sensitive Cities regarding drainage, including the new "*Drainage Partnership Agreement*" and the "*Drainage for Liveability Program*" as well as other opportunities.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation; and address climate change

FINANCIAL IMPLICATIONS

Ongoing advocacy is undertaken under the existing Environmental Services operating budget.

SUSTAINABILITY IMPLICATIONS

Hosting regional environmental workshops assist in improving the natural environment of Perth's Eastern Region.



Item 12.4 continued

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Participating member Councils officers' time may be required under existing Environmental Services programs.
City of Bayswater	
City of Belmont	
City of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

EMRC Drainage Opportunities Workshop Report (Urbaqua) (Ref: D2017/16935)

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council notes the outcomes of the Drainage Management Workshop, forming the attachment to this report.

Discussion ensued

The Director Regional Services provided an update to members and also advised that the EMRC would be hosting a Water Sensitive Urban Design workshop at its premises at 226 Great Eastern Highway, Ascot on 12 December 2017 with attendance expected from the City of Kalamunda, Shire of Mundaring, City of Swan, City of Armadale and Shire of Serpentine Jarrahdale.

CEOAC RESOLUTION

MOVED MR FOLEY

SECONDED MR O'CONNOR

That Council notes the outcomes of the Drainage Management Workshop, forming the attachment to this report.

CARRIED UNANIMOUSLY

EMRC DRAINAGE OPPORTUNITIES WORKSHOP REPORT

Wednesday, 21 June 2017, 10.00am - 1.00pm
EMRC, 226 Great Eastern Highway, Belmont

Attendees

Name	Agency
Jon Dooner	Shire of Mundaring
Andrew Townsend	Shire of Mundaring
Trent Macpherson	Town of Bassendean
Jeremy Walker	Town of Bassendean
Marko Pasalich	City of Swan
George Rimpas	City of Bayswater
Joanne Woodbridge	EMRC
Shelley Shepherd	Urbaqua

The workshop was opened by the EMRC, noting that the aim of the workshop was to consider opportunities to better manage drainage systems to achieve multiple outcomes.

The facilitator then presented a short summary of some of the key learnings from recent research undertaken by the Cooperative Research Centre for Water Sensitive Cities. This included:

- The role of drainage and vegetated assets in the mitigation of urban heat;
- Improvements in stormwater water quality which discharges into sensitive environments thereby delivering ecological restoration;
- Enhanced amenity and use of drainage corridors beyond just drainage;
- Increasing flood capacity through dispersion of small rainfall events throughout the catchment;
- Improved health and safety including reductions in mosquitoes;
- Development of community ownership and education; and
- Economic benefits from proximity to green infrastructure and urban waterways.

The current arrangements for drainage in the region were discussed and it was noted that although there was limited regulation around the achievement of benefits other than flood protection, the additional values were important to recognise. The lack of resources for maintenance of green infrastructure and drainage improvements was also reflected across all agencies present.

Current drainage improvement projects and progress

Each local government outlined their current drainage improvement projects and progress as follows.

Bassendean

- Ashfield Parade foreshore restoration in 2009. Some issues with vegetation but successful, particularly in water quantity management.
- Surrey Street drain - vegetated. Good feedback from community. Low cost.
- Anzac Terrace - drainage outlet is eroding park. Have a design to slow flows via stepped approach into a Gross Pollutant Trap (GPT). Slope was too great for swales. Will revegetate bank.
- Success Hill - drain collapse. Will determine why and design a retrofit solution.
- Nutrient stripping wetland in Bindaring Park.
- Shackleton Street - swales and biofilters in road.
- Cardno did drainage study - identified need for upgrades which will be worked through when possible.
- Drainage for Liveability projects - asked the community which ones they wanted and identified 5 priority areas. Will work with Water Corporation to design and implement solutions.
- Increased density is occurring throughout the area. Need to understand impact on drains and flood control.
- Solutions where engineering works with environmental officers and planning are the most effective.
- Town has many working groups to determine opportunities and priorities.
- Key issues - resources and maintenance.

Bayswater

- Have been implementing stormwater quality improvements and management of flood control.
- Worked with Water Corporation over past 15 years. Trialled vegetation and drain conversions and learnt by doing. Improving designs.
- Now doing Russel Street drain retrofit which includes a pop up park.
- Improve access through reduced bank grade.
- Worked with Department of Parks and Wildlife on Eric Singleton and created a wetland. Monitoring reductions in nutrients to understand performance.
- Have initiated a local Water Sensitive Urban Design (WSUD) program and identified 20 locations to retrofit small raingardens. Will implement over a number of years depending on funding.
- Reducing piped drainage through additional soakage.
- Also working in industrial areas, installing GPTs and hydrocarbon filters.
- Installed permeable pavement in Ninth Avenue car park.
- Working with engineering, planning and landscape to improve support for good design:
 - Combine environment in engineering - lots of opportunities
 - Trial solutions first.
- Key issue – lack of resources.

Mundaring

- Community lack understanding of WSUD and how water flows in hills catchments.
- Bugle Tree Creek drainage study - need strategies to reduce and hold back flows.

- Upgrading crossings to provide flood access.
- Reestablished plantings. Issues with weeds.
- WSUD in hills is hard. Losing lots to basins which become a maintenance nightmare. 15m road reserves too hard to do streetscape. Need to rethink use of basins as a strategy. Possibly need a policy.
- Reduced drainage budget.
- Lack of support from Department of Planning to successfully resolve competing objectives, particularly bushfire.
- Helena Valley - some success. 2 out of 3 developments on sandy soils work well but ones on clay are poor outcomes.

Swan

- Large catchment areas.
- Community seems informed and are active in some areas.
- Undertaking some water quality monitoring in waterways to improve design responses.
- Still see water quality problems in industrial drainage and compensating basins.
- Starting to work in integrated teams to change the culture to support water sensitive city outcomes.
- WSUD designs in parks and for drainage is a requirement of the planning approvals process.

Workshop session – identifying options

The following key issues and opportunities were highlighted by workshop participants.

1. Flood management – most systems performing OK. Would like the Water Corporation to work in closer partnership with local governments when doing maintenance of base channel to minimise impacts to vegetation.
2. Living stream retrofits – highly supportive of Drainage for Liveability program but concerned about the time and effort required to meet Water Corporation requirements (i.e. design drawings in Water Corporation format require outsourcing. Why won't they accept other drawings?). Need additional funds to undertake design, construction and maintenance. Would hope Water Corporation will contribute as well. Bayswater to share standard drawings.
3. Water harvesting - Can rebates for rainwater tanks be provided by the State Government? Rain water tanks could also provide flood attenuation in some instances. What planning provisions or policy would be required?
4. Stormwater harvesting from main drains – Water Corporation should do a strategic assessment to determine the optimal locations for harvesting and reuse.
5. What does Water Sensitive Urban Design look like in hills catchments? Basins may achieve design criteria but don't work in practice. Need support for alternative strategies in these areas and on clay soils. Does this need to be supported by scheme provisions, a policy or guidelines?

6. Industrial areas – can do instream treatment (in the drains) prior to the detention basin as well as through vegetation in the basin and GPTs. Use monitoring information to identify sources of pollution and invoke Unauthorised discharge regulations where possible. Who dictates best practice stormwater management in industrial areas, particularly for existing operations? Enforcement seems to be the most effective way. Need improved Codes of Practice linked to regulatory mechanisms. Consider a discharge levy.
7. Planning support for green infrastructure and trees – although now in policy, need something more enforceable such as a standard condition. Lobby WA Planning Commission and Department of Planning for improved outcomes which include permeable driveways and wider road reserves to contain street trees.

Having member Councils identify what is happening at a local level collectively and identifying the key issues and opportunities in the region will enable the EMRC to move forward with relevant advocacy, lobbying relevant agencies to address some of the issues, as well as to take advantage of the opportunities presented.

The workshop closed at 12.45pm.



12.5 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: D2017/15191

The following items are included in the Information Bulletin, which accompanies the Agenda.

1. REGIONAL SERVICES

- 1.1 REGIONAL SERVICES ACTIVITY REPORT JULY 2017 TO SEPTEMBER 2017
(Ref: D2017/16826)
- 1.2 'HEALTHY WILDLIFE, HEALTHY LIVES' – A ONE HEALTH PROJECT
(Ref: D2017/15191)
- 1.3 BUSH SKILLS 4 YOUTH PROJECT (Ref: D2017/16828)
- 1.4 UNDERSTANDING AND MANAGING FLOOD RISK PROJECT (D2017/15191)

RECOMMENDATION

That the Chief Executive Officers Advisory Committee notes the items contained in the Information Bulletin accompanying the 14 November 2017 Chief Executive Officers Advisory Committee Agenda.

CEOAC RESOLUTION

MOVED MR BRIEN

SECONDED MR JARVIS

THAT THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN ACCOMPANYING THE 14 NOVEMBER 2017 CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE AGENDA.

CARRIED UNANIMOUSLY



13 REPORTS OF DELEGATES

Nil

14 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Nil

15 GENERAL BUSINESS

15.1 EVENTS IN THE REGION

Mr Jarvis noted that the Town of Bassendean would once again be hosting its Australia Day celebrations.

15.2 OTHER GENERAL BUSINESS

The Chairman advised she would be attending the Westport Freight Forum in Kwinana and would report back to members.

The CEO advised the Director Regional Services would be presenting at the forum outlining the regional freight linkages referenced in the City Deals proposal.

16 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

17 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be held on **30 January 2018** at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, Belmont WA 6104 commencing at 12:30pm with lunch at 12noon.

Future Meetings 2018

Tuesday	30	January	at	EMRC Administration Office
Tuesday	6	March (informal)	at	City of Bayswater
Tuesday	3	April	at	EMRC Administration Office
Tuesday	8	May (informal)	at	City of Kalamunda
Tuesday	5	June *	at	EMRC Administration Office
Tuesday	3	July (informal)	at	Shire of Mundaring
Tuesday	7	August	at	EMRC Administration Office
Tuesday	4	September (informal)	at	Town of Bassendean
Tuesday	2	October (if required)	at	EMRC Administration Office
Tuesday	20	November	at	EMRC Administration Office

* Please note the Monday 5 March 2018 and Monday 4 June 2018 are Public Holidays.

18 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 1:03pm.