

# South West

## Regional Planning and Infrastructure Framework

### Part B: Regional Infrastructure Planning

December 2015



Department of  
Planning



Western  
Australian  
Planning  
Commission

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The infrastructure projects identified in the South West Regional Planning and Infrastructure Framework are based on existing unaudited information available from State agencies, utilities and departments. The infrastructure listed is not comprehensive and estimates of infrastructure, timeframes and costs are indicative only. Infrastructure identified is based upon the information available at the time of enquiry, and may be subject to review and change to meet new circumstances. Infrastructure identified in the South West Regional Planning and Infrastructure Framework should not be taken as a commitment by Government to fund these projects. Unless otherwise indicated, public funding of projects is not confirmed.

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internet: [www.planning.wa.gov.au](http://www.planning.wa.gov.au)  
email: [corporate@planning.wa.gov.au](mailto:corporate@planning.wa.gov.au)

tel: 08 655 19000  
fax: 08 655 19001  
National Relay Service: 13 36 77  
info line: 1800 626 477

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# South West

## Regional Planning and Infrastructure Framework



## 1 Selection of infrastructure projects and initiatives

The infrastructure and planning projects and initiatives highlighted in tables 2, 3 and 4 were identified through consultation with State and local government agencies and key service providers.

To determine which projects and initiatives identified by the key stakeholders during consultation were appropriate to include in tables 3 and 4, a number of key filter questions were posed as follows:

1. Will the project benefit the wider sub-regional and regional community taking into consideration the function of the town or locality as outlined in Table 1?
2. Does it propose an infrastructure project as opposed to a study or strategy?
3. Is the project considered part of the core business of the local government?
4. Are there similar projects proposed within the sub-region or region as a whole?
5. Is the project related to a real or perceived need and has it been confirmed by the relevant key agency or provider?

In developing this Framework, the anticipated direction for regional infrastructure has been contemplated. As a result, a range of infrastructure projects has been identified that could achieve the region's vision. However, there are competing funding needs across the State, and the identification of projects in this Framework should not be taken as a commitment for Government funding. Individual projects will still be subject to normal budgetary and Treasury processes.

## 2 Implementation

### 2.1 Responsibilities

The implementation of the Framework requires the establishment of successful partnerships between key agencies and other stakeholders with responsibilities for specific land use planning initiatives and delivering the identified infrastructure priorities. The Framework will be endorsed by the Infrastructure Coordinating Committee (ICC) and WAPC and as such, all infrastructure priorities will be considered the priorities of government as a whole.

The WAPC will have the responsibility for its regular audit and triennial review as outlined in Section 5. A decision regarding a major investment in the region may also require the Framework to be reviewed.

The ICC will have an ongoing role in providing advice to WAPC and the Department of Treasury regarding infrastructure priorities for the region. The Department of Treasury will assess the relative merits of funding the identified regional priorities in a State-wide context, and direct funding through State budgetary processes.

The Planning initiatives outlined in Table 2 will be undertaken by the Department in due course and when project funding becomes available. They will be prioritised internally based on their merits and benefits to the region as a whole and actioned accordingly.

### 2.2 Statutory status

The Framework will be endorsed by the WAPC as a regional strategy under section B2 of the State Planning Framework (State Planning Policy 1). As such, all local governments should give due regard to the objectives, strategic direction and priorities outlined in the Framework when preparing local planning strategies, schemes and policies.

The Framework may also inform the preparation or review of other regional or sub-regional strategies endorsed by the WAPC.



### 2.3 Relationship with other agency documents

The South West Development Commission and Regional Development Australia have jointly prepared a Regional Investment Blueprint for the South-West from a State and Federal perspective. This blueprint identifies transformational opportunities to

further develop the region and provide mechanisms for the implementation of major projects. The information gathered as part of the Framework has been provided to the South West Development Commission to ensure that the documents are complementary in their content, and the proposed planning outcomes can be achieved through infrastructure provision.

The Framework should inform relevant agencies in the preparation of strategic documents, in particular, the infrastructure projects and initiatives identified in Table 3 or 4.



**Table 2: Planning initiatives**

No**	Initiatives	Details	Strategic Directions (Alignment with SPS)	Other stakeholders
P1	Grade separation review	Investigate the impact of duplicating rail line into the Port on local government vested roads and whether there is a need for grade separations.	Economic development Physical infrastructure	Main Roads WA Local governments Department of Transport
P2	Priority agriculture analysis	Identify current and potential viable alternative agricultural uses in priority agricultural land particularly in areas that are no longer fully financially sustainable under existing operational regimes.	Agriculture and food Economic development	Department of Agriculture and Food WA
P3	Urban consolidation in rural towns	Analyse the impact of not having reticulated sewer in rural town sites on residential densities.	Economic development Physical infrastructure Social infrastructure	
P4	East of Eaton Structure Plan	Prepare a district level structure plan over the East of Eaton area identified in the Greater Bunbury Strategy including undertaking the following tasks: <ul style="list-style-type: none"> <li>District Urban Water Management Strategy;</li> <li>Flora and fauna studies; and</li> <li>Wastewater re-use options.</li> </ul>	Land availability Economic development Physical infrastructure Social infrastructure Education, training and knowledge transfer	Department of Water Water Corporation Western Power
P5	District playing fields audit	Review the amount of District level playing fields in the Greater Bunbury Region to determine the amount needed for future growth areas (East of Eaton). Investigate the mechanisms to achieve this.	Social infrastructure	Department of Sport and Recreation
P6	Integrated Land Use and Infrastructure Planning	Integration of strategic infrastructure land interests (power, water, telecommunications) and corridors into the following planning mechanisms: GBRs through reservations and special controls and deemed provisions Local Planning Strategy and Schemes through Local Infrastructure Strategies Structure Plans consistent with the WAPC Guidelines for preparing Structure Plans	Land availability Economic development Physical Infrastructure, social infrastructure, education, training and knowledge transfer.	Local governments Western Power ATCO gas Telecommunications providers
P7	Water supply strategies for town water supplies	Preparation of long-term water supply strategies for town water supplies in the South West	Economic development, physical infrastructure	Aqwest, Busselton Water, Water Corporation, Department of Water
P8	Settlement Hierarchy Review	The existing settlement hierarchy will be reviewed to address the changes in demographics and economic drivers in the South West	Economic Development, Physical and Social Infrastructure.	Local Governments



**Table 3: Committed projects**

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
Regional - whole South West									
Social Infrastructure									
SW33	New automotive centre at South West Institute of Training (SWIT)	A new automotive centre is currently under construction at the Bunbury campus of SWIT.	The Centre will provide light and heavy automotive training delivery for regional students in industry standard training facilities and provide skilled workers for the local automotive industry.	Jointly funded by State and Federal governments		\$10 - 20m	Yes		Dept of Training and Workforce Development
SW36	Relocation of Year 7 students to secondary schools	Additional facilities to be provided at Australind, Bunbury, Cape Naturaliste and Margaret River Senior High schools.	Improved educational opportunities for regional students and consistency of policy across government and non-government schools.	Government		\$20 - 50m	Yes	None	Dept of Education
Bunbury - Wellington Region									
Water and Wastewater									
BW15	Greater Bunbury Drainage and Water Management Plan (DWMP)	Develop a regional ground/ surface water model to provide a broad overview of the water balance across the entire Greater Bunbury Strategy area. Develop district catchment based flood model to provide peak pre and post development discharge figures and flood levels to support district structure planning for east of Eaton.	Facilitates sustainable urban and industrial land development.	Department of Water	Greater Bunbury Strategy (DoP) and Royalties for Regions (RDL)	\$0 – 5m	Yes	Information provided will reduce risk of localised flooding and inundation and support integrated stormwater and groundwater management between existing and Greenfield development areas.	Dept of Water
Road Transport									
BW20	Bunbury-Wellington bridge refurbishment / replacement initiative	Replace or refurbish bridges on the Department of Parks and Wildlife road networks	Maintain strategic access particularly for fire management and other fire management activities	Government		\$10-20m	Yes	Bridges become unsafe and have to be closed or load rated resulting in increased risk to the community	Depat of Parks and Wildlife

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Social Infrastructure</b>									
BW23	New primary school at Treendale		Improved education opportunities.	Government		\$10 – 20m	Yes		Dept of Education
BW24	Stage 2 – Dalyellup College		Improved education opportunities.	Government		\$20 – 50m	Yes		Dept of Education
BW25	Affordable housing in Glen Iris	Provide an expected lot yield of 220 in Glen Iris over the next 10 years.	Provision of affordable land and dwellings for low to moderate income families.	Government		\$10 – 20m	Yes. Anticipated under 10 year plan for land development.	Drainage and environmental issues, including buffer to adjoining abattoir, and possum and cockatoo habitat. Rationalisation of zoning.	Dept of Housing
BW26	Affordable housing in Dalyellup	Provide a further lot yield of 752 over the next 10 years.	Provision of affordable land and dwellings for low to moderate income families.	Government (construction) and private (land development)		\$20 – 50m	Yes. Anticipated under 10 year plan for land development.	N/A – subdivision has been approved.	Dept of Housing
BW27	Affordable housing in Tuart Brook (Usher)	Provide an expected lot yield of 800 over the next 10 years.	Provision of affordable land and dwellings for low to moderate income families.	Government		\$20 - 50m	Yes. Anticipated under 10 year plan for land development.	Subject to flooding. Requires extensive drainage, in addition to the construction of two major roundabouts, noise wall and buffer strip adjacent top Bussell Highway. Finalisation of Local Structure Plan.	Dept of Housing

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
Warren-Blackwood Region									
Road Transport									
WB1	Warren– Blackwood bridge refurbishment/ replacement initiative	Replace or refurbish bridges on the Department of Parks and Wildlife road network.	Maintains strategic access particularly for fire management and other forest management activities.	Government		\$20 – 50m	Yes	Bridges become unsafe and have to be closed, resulting in increased risk to the community.	Dept of Parks and Wildlife
Social Infrastructure									
WB6	Affordable housing in Manjimup.	Provide an expected lot yield of 45 over the next 10 years.	Provision of affordable land and dwellings for low to moderate income families.	Government		\$0 – 5m	Yes. Anticipated under 10 year plan for land development.	Rezoning of land.	Dept of Housing
Leeuwin-Naturaliste Region									
Port Transport									
LN2	Regional boating facilities – Augusta Boat Harbour – Stage one	Provision of sheltered water needed to enable safe boating access to the ocean waters of the region, a regional boat ramp for smaller recreational boats and a service facility to allow larger commercial vessels to safely and efficiently transfer passengers and products.  Stage 1 includes breakwaters and revetments, four-lane boat launching ramp with boat holding jetties, a fixed service wharf, floating jetty for limited moorings, toilets, car/ trailer parking, earthworks, roads and utility services.	Promotion of recreational and tourism boating opportunities, and increased public safety on the water.  Business opportunities through leasehold sites.	Government – Royalties for Regions	Ocean grown abalone aquaculture development.  Investigating opportunities for a whale interpretive centre.		Yes		Dept of Transport



**Table 4 - Infrastructure projects**

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
Regional – Whole South West									
Road Transport									
SW1 (1)	Roads to Export' and additional grade separation at Brunswick, Burekup, Picton and Bunbury.	a. Construct Bunbury Outer Ring Road (BORR – \$440m – Stage 2 \$120m, Stage 3 \$320m). b. Complete Port Access Road (fully funded). c. Upgrade Coalfields Highway (\$30m unfunded). d. Grade separation as a result of the duplication of the rail line into the Port.	Efficient transport linkages to Bunbury Port.  Improves access to Bunbury Port and takes heavy vehicle traffic out of Bunbury suburban road system.  Improved public road safety by separating heavy freight vehicles and domestic traffic.	Government	Coal, grain, alumina and possibly urea exports. Port expansion.	a. \$100m + b. Funded c. \$20–50m	Partially  Yes  No		Main Roads
SW2	Brockman Highway Scott River Road to Karridale	Upgrading improved alignment.	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW3	South Western Highway Donnybrook to Manjimup	Upgrading and realignment.	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW4	South Western Highway Waroona through to Harvey	Upgrading highway and overtaking lanes.	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW5	South Western Highway Harvey through to Bunbury	Upgrading including the Waterloo Road intersection.	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW6	Dual Ludlow Deviation Bussell Highway	Second carriageway for Bussell Highway through Ludlow to Busselton.	Increased road capacity, transport efficiency and safety.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW7	Dual Bussell Highway Capel to Ludlow	Second carriageway for Bussell Highway Capel to Ludlow.	Increased road capacity, transport efficiency and safety.	Combination or Main Roads		\$10 - 20m	No		Main Roads

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
SW8	Vasse to Dunsborough Route	New alignment to Bussell Highway through from Vasse to Dunsborough.	Reduced travel time increased traffic speed, safety and amenity.	Combination or Main Roads		\$50 - 100m	No		Main Roads
SW9	South Western Highway Manjimup through to Walpole	Upgrading and overtaking.	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$100m +	No		Main Roads
SW10	Muir Highway Manjimup through to Nyamup	Upgrading.	Improve traffic safety and transport efficiency.	Combination or Main Roads		\$20 – 50m	No		Main Roads
SW11	Margaret River Perimeter Road	New alignment for Bussell Highway around Margaret River.	Improved amenity for main street for tourist / pedestrian uses.	Combination or Main Roads		\$50 – 100 m	\$10m only		Main Roads
SW12	Bussell Highway Vasse through to Margaret River	Upgrading highway and overtaking lanes.	Improved road safety and transport efficiency.	Combination or Main Roads		\$20 - 50m	No		Main Roads
SW13	Busselton Outer Bypass	Construct Busselton Outer Bypass linking Bussell Highway (Ludlow) with Dunsborough.	Increased road capacity, transport efficiency and safety.	Combination or Main Roads		TBC	No		Main Roads
<b>Air Transport</b>									
SW14	Busselton Airport Expansion	Upgrade to international standard.	Increased tourism and FIFO.	State and local government and private	Encourage population shift to South West Alternative emergency landing for Perth and FIFO option	TBC	No	Under-utilised facility. Missed tourism opportunities.	City of Busselton
SW15	Manjimup Airport Upgrade	Upgrade existing facility to cater for larger aircraft.	Allow for existing FIFO workers to fly to Busselton from the site. Allow for expansion of Busselton to international standard. Provide opportunities for training etc.	Government	SuperTown Program	\$0 - 5m	No	Subject to business case.	Shire of Manjimup

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
SW16	Bunbury Airport	Increase the number of hangers by 27. Improving the power supply, tarmac, lighting and construction of a new terminal.	Increase the capacity of the airport to cater for pilot and flight training as a result of the upgrades to Busselton Airport.	Government (State and Local)		TBC	No		City of Bunbury
<b>Port Transport</b>									
SW17	Bunbury Port Expansion, consisting of: 1. Berth 14 Development 2. Preston River Relocation 3. Urea storage/ loading facility 4. Berth 3 a. Landbacking b. New mobile ship loader c. Berth 5 Waste water management system d. Grain storage silos	1. Berth 14 Development: Construction of a new berth in Inner Harbour for export of coal and other compatible products. 2. Preston River Relocation: Relocation of Preston River identified in the Bunbury Port Inner Harbour Structure Plan Sept 2009, final engineering design works allow the BPA to source funding for relocation project. 3. Urea storage/ loading facility: Construction of a new urea storage facility behind Berth 5 and new ship loading facilities on Berth 5 for the export of urea by Perdaman Chemicals & Fertilisers (PCF). 4. Berth 3: Currently dolphin berth with a fixed ship loader servicing a single user. The project would involve landbacking the berth, purchase and installation of a mobile ship loader and construction of a waste water management system on the berth. Grain storage silos: Construction of new grain storage silos in Inner Harbour for grain export.	1. Additional export/import berth for Bunbury Port, resulting in increase in trade for Bunbury Port and local industry. 2. Overall project allows for better utilisation of port reserve land, entry statement to Bunbury and defines Bunbury Port land boundary. 3. New export for Bunbury Port, increasing trade figures. Infrastructure component to be imported through Bunbury Port. Increased construction job opportunities and long-term jobs. 4. The trigger for the project would be Perdaman Chemicals & Fertilisers achieving financial close for their urea project, which would give PCF priority berthing a Berth 5 therefore the landbacking of Berth 3 and the new mobile ship loader would allow an alternate berth for displaced cargoes and potential new port users. The Berth 5 waste water management system allows water run-off from the berth to be captured before entering the marine environment. New export for Bunbury Port, increasing trade figures, additional export facility for grain industry.	1. Private and Government 2. Private and Government 3. Private and Government 4. Private and Government	Identified in BPA Inner Harbour Structure Plan, September 2009 Roads to Export Perdaman Chemicals and Fertilisers Urea project	1. Berth 14: TBC (User pays) 2. \$0- 5m (design) TBC (relocation of river) 3. Urea - TBC 4a. \$100m + b. \$20-50m c. \$0-5m d. TBC	Pending Lanco funding for project Partial Pending PCF achieving financial close No No Pending proponent funding for project	- Privately funded. - User applying for EPA approvals. - Lease & Port Services Agreement not approved by Government. - BPA currently working with EPA on SPER for Inner Harbour Structure Plan. Approval for relocation of the Preston River would form part of SPER process. - Financial close for the Urea project in Collie not achieved by port user, project will not proceed, - Will also result in landbacking of Berth 3 and new ship loader and the Berth 5 waste water management system project not continuing. - Private funding. - Lease & Port Services Agreement not approved by Government.	Bunbury Port Authority



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Rail Transport</b>									
SW1 (2)	'Roads to Export'	Duplicate railway line from Brunswick Junction to the Port. (Lanco supply chain study underway to identify costs for second railway line.)  Provision of grade separation where rail line crosses local roads.	Improve freight access and efficiencies into the Port from Collie	Private and Government		TBC	No		Dept of Transport (funding submission to the Nation Building Program [NB2])
SW18	Fast Passenger Railway to Bunbury	Fast passenger rail service to Bunbury (alternative route to the Australind).  Corridor needs to be secured in the short-medium term in conjunction with future road planning.	Potential to cater for 3,500 people on return trips each day on a 70 minute journey.  Could assist with the doubling of Perth's population over coming decades.  Improved tourism opportunities.	Combination		TBC	No	Securing land/ environmental impacts.  Cost benefit analysis and patronage.	Public Transport Authority
SW 19	Fast Passenger Corridor to Busselton	Corridor needs to be secured in the short-medium term in conjunction with future road planning.	Provide greater accessibility to the region from a tourism perspective.	Combination		TBC	No	Securing land/ environmental impacts.  Cost benefit analysis and patronage demand.	Public Transport Authority
SW20	Brunswick Junction to Pinjarra – crossing loop extension program		Better linkage for industry to bulk ports at Bunbury and Kwinana.	Combination	Port Upgrade Roads to Export	TBC	No		Dept of Transport
SW21	Bunbury to Kwinana line improvements	Upgrades to increase axle load capacity from 21 tonnes to 23-25 tonnes.	Better linkage and capacity for industry to bulk ports at Bunbury and Kwinana.	Combination	Port Upgrade Roads to Export	TBC	No		Dept of Transport
SW22	Brunswick Junction to Ewington Junction duplicate	Duplicate Collie line to allow for increased capacity and access to the Port.	Better linkage and capacity for industry to bulk ports at Bunbury and Kwinana.	Combination	Port Upgrade Roads to Export	TBC	No		Dept of Transport

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Passenger/ Other Transport</b>									
SW23	Regional dual use path network	The provision of dual-use paths, suitable for commuting, linking major settlements along key transport routes (including Busselton, Dunsborough, Margaret River and Bunbury).	Allow those living between major settlements to make work or education trips by bike that would otherwise not be possible.  Provides recreational benefits.	State and local government	All other road projects, plus passenger rail projects and other linear infrastructure projects (e.g. power, gas	TBC	No	Any clearing required.	Main Roads
<b>Energy</b>									
SW24	Bunbury to Albany Gas Pipeline Corridor	The Corridor commences at the terminus of the existing Dampier to Bunbury Natural Gas Pipeline (DBNGP) corridor at Clifton Road Bunbury and will terminate near the outskirts of Albany. The Corridor will secure the land that will allow for the future construction of a gas pipeline. This should include a take-off valve in Manjimup to allow for access to reticulated gas.	The purpose of a natural gas pipeline from Bunbury to Albany is to develop a secure, reliable and safe energy supply for the future economic and social growth of the region and address the gap in the provision of gas supplies in the South West and Great Southern regions.	Regional Development and Lands  Department of State Development  South West Development Commission	Support SuperTowns initiatives at Manjimup, Katanning, Collie and possibly Margaret River	TBC	No	Land assembly phase of corridor.  The demand for gas at the price required to justify investment.	Department of Regional Development
SW25	Network Upgrade: 132kV line from Picton to Busselton	To cater for predicted future electricity demand.	Economic benefit by helping to overcome power capacity constraints on the transmission network.	Western Power		\$20 – 50m	No	Electricity demand is lower than predicted.  Not passing the NFIT and ERA process.	Western Power

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Water and Wastewater</b>									
SW26	Extension of groundwater regional monitoring bore network	Steadily increasing groundwater extraction in the region requires progressive expansion of the groundwater regional monitoring bore network to ensure the level of resource monitoring matches the intensity of groundwater utilisation.	Enable increased economic activity from additional public and private water use while maintaining groundwater dependent environmental and social values.	Department of Water		TBC	Partial. Through current Royalties for Regions and future groundwater investigation programs	More intensive monitoring is required to detect and respond to any groundwater level adverse trends.	Dept of Water
SW27	Seawater intrusion coastal groundwater monitoring bore network.	A network of 10 to 12 near coastal groundwater bores from Myalup to Dunsborough to monitor any movement of the saltwater interface.	Prevent adverse economic, environmental and social impacts due to seawater intrusion to the freshwater near coastal groundwater aquifer systems.	Department of Water		\$0 -5m	No. Current Royalties for Regions	Groundwater systems in the region are sensitive to seawater intrusion near coastal areas and groundwater utilisation is approaching limits in many areas.	Dept of Water
SW28	Urban stormwater infrastructure retrofit	Retrofit existing stormwater management systems commensurate with water sensitive urban design principles.	Improve urban and industrial stormwater discharges to the environment to improve waterway asset water quality.	Department of Water Local government areas	Better Urban Water Management (DoP), SuperTowns program (RDL) and Water Quality Improvement Planning (DoW)	TBC	No		Dept of Water Local government areas
SW29	Infill sewer program	Re-introduce an infill sewer program to provide reticulated sewer to existing urban areas particularly smaller country towns.	Allows for the sustainable growth of towns through increasing residential densities around the town centres. Health and environmental benefits through a reduction in the number of onsite effluent disposal systems.	Government		TBC	No	Cost of overall program. Return on investment.	Water Corporation



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
SW30	Managed Aquifer Recharge (MAR) at Bunbury and Busselton and other forms of wastewater recharge	Increase options for disposal of wastewater from Bunbury and Busselton through MAR; possibly include industrial waste water disposal.	Reduce nutrients into Geographe Bay.  Potential to use recharged aquifer for irrigated agriculture.	Water Corporation  Department of Water  Department of Agriculture and Food WA	Feasibility including technical studies on hydrology required  Maybe linked to development of water supplies for Myalup horticulture area	TBC	No	Impact on surface and groundwater quality needed – MAR being trialed in Perth.	Water Corporation
<b>Science and Communications</b>									
SW31	High capacity Broadband network	Guaranteed high speed access to the internet for all.  Fill in the gap areas not covered through the Federal NBN program.	Cutting edge technology closes the gap between the countries, states, cities and regional communities.  Business.  eHealth.  Education.  Teleworking.	Combination	Broadband is linked to mobile telephone communications but wireless delivery is significantly different to 3G technology and requires more towers		Main network is funded  Network additions will not be paid by NBN	Satellite technologies are substandard and will not support eHealth opportunities such as sending x-rays to city-based medical consultants.	Federal Govt  South West Development Commission
SW32	Mobile Coverage	Identify and fill key gaps in mobile coverage in the South West. Priorities include Ferguson Valley, Wellington Mills and Gracetown.	Community safety.  Economic and social development.	Combination	National Broadband Network	\$0 – 5m (per site)	No		South West Development Commission  Department of Commerce Carriers

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<b>Social Infrastructure</b>									
SW33	New automotive centre at South West Institute of Training (SWIT)	Refer to Table 3 – Committed Projects							
SW34	South West Health Academy	A proposed new South West Health Academy training facility to be constructed on the Bunbury campus of South West Institute of Training.	Regional students to be trained in industry standard and contemporary training facilities in skills shortage areas of health and community services and improve employment outcomes.	No funding application lodged at this stage		\$20 – 50m	No		Dept of Training and Workforce Development
SW35	SWIT refurbishment and Upgrade of Bunbury campus buildings	A proposed program of refurbishment and upgrade to the 40-year old training facilities at Bunbury campus.	Provide contemporary and industry standard south west regional campus with upgraded technology to attract and enhance the learning experience of students and to prepare them for employment.	Government		\$5 – 10m	No		Dept of Training and Workforce Development
SW36	Relocation of Year 7 students to secondary schools	Refer to Table 3 – Committed Projects							
SW37	New Busselton training campus	A proposed new training campus to replace the existing campus in transportable buildings on the Busselton Senior High School site.	To provide contemporary training facilities, expand training courses and improve participation.	No funding application lodged at this stage		\$20 – 50m	No	A new site has to be identified and purchased to establish the new training campus.	Dept of Training and Workforce Development
SW38	South West Refuge	Development of a Flexible Crisis Accommodation Support Model – development of six strata units to increase the capacity to meet the demand for refuge accommodation.	Provision of a post-crisis, pre-transitional housing option for women and children who require high case management support.  Improved capacity to manage current demand for a place at the refuge.	Non-government organisations Lotterywest Department of Child Protection Department of Housing	Development of Busselton Women's Refuge.	TBC	No		South West Women's Refuge  State and Federal Government

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
SW39	Aged care accommodation	Plan for and develop aged care facilities across the South West.	Allows for ageing in place. Takes burden off major centres such as Bunbury and Busselton. Allows additional business opportunities.	Government and private		TBC	No		Dept of Health Relevant local government
SW40	Upgrade Racecourse and Facilities at Bunbury Turf Club (Thoroughbred Code)	Provision of synthetic training track, lighting, course proper improvements and renovate existing public facilities.	Bunbury is the South West hub for racing industry. Sustainability of this industry generates \$35m annually.	Government, industry and club contribution		\$20 – 50m	No	Loss of employment, amenity, local revenue generation and public entertainment.	Racing and Wagering WA Bunbury Turf Club
SW41	Upgrade Patron and Equine Facilities at Bunbury Trotting Club (Harness Racing Code)	Provision of equine facilities, stall, training pool, public on course facilities and industry integrity areas.	Bunbury is the South West hub for racing industry. Sustainability of this industry generates \$35m annually.	Government, industry and club contribution		\$0 – 5m	No	Loss of employment, amenity, local revenue generation and public entertainment.	Racing and Wagering WA Bunbury Turf Club
<b>Bunbury – Wellington Region</b>									
<b>Road Transport</b>									
BW1	Dodson Road intersections	Maintain efficiency and safety of regional road network.	Improved safety and efficient movement of heavy vehicles from industrial area.	State and local government	TBC	TBC	Partial, to be part funded by developer contributions		Main Roads City or Bunbury
BW2	Raymond Road Australind through to Roelands	Upgrading	Improved traffic safety and transport efficiency.	Combination or Main Roads		\$5 – 10m	No		Main Roads

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW3	Millbridge/ Treendale Bridge	Bridge connecting residential areas of Millbridge and Treendale.	<p>The bridge will ensure that approved development in Eaton, South Treendale, Treendale and Kingston can be undertaken.</p> <p>The link greatly improves the provision of all emergency services for the greater Bunbury Region (fire and ambulance are on opposite sides of the river).</p> <p>Reduce the dependence on the Australind Bypass.</p>	State and local government	Residential development and activity centre development	\$20 – 50m	No	Potential loss of economic opportunity and infill.	<p>Dept of Transport</p> <p>Main Roads</p> <p>Shire of Harvey</p> <p>Shire of Dardanup</p>
BW4	Duplication of Koombana Drive from Austral Parade to Blair Street		<p>Economic development and road safety, transport efficiencies with port upgrades (excludes Bridge duplication).</p> <p>This road achieves criteria of being a State Road due to its strategic importance and function linking Primary and Other Regional Roads and the volume of usage.</p>	State Government		\$5 – 10m	No		Main Roads
BW5	Duplication of Old Coast Road – Hamilton Road to Australind Bypass		Maintain efficiency of regional road network.	State Government		\$5 – 10m	No		Main Roads
BW6	Boyanup Bypass	Construction of a bypass road around the Boyanup townsite.	Reduce the number of large trucks travelling through the main street of the town.	State Government		TBC	No	Potential public safety issues in residential area if current truck movements continue to increase.	Main Roads
BW7	Eelup roundabout upgrade	Construction of an overpass system.	Improved access into Bunbury and for traffic travelling to and from the Leeuwin-Naturaliste or Warren-Blackwood regions.	State Government	Roads to Export	\$50 – 100m	No	Large amount of money has already been invested to cope with the traffic volumes in the interim.	Main Roads
BW8	Wellington National Park scenic drive roads and major access road upgrades	<p>Upgrade and seal Falcon Road.</p> <p>Upgrade and seal River Road.</p> <p>Upgrade or replace bridges along Lennard Drive.</p>	Safe access for tourists to the park's main attractions.	Government	<p>Strategic roads upgrade</p> <p>Potters Gorge camping grounds</p>	\$0 – 5m	No		Dept of Parks and Wildlife



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Port Transport</b>									
BW9	Cruise Ship Infrastructure	Upgrade cruise ship facilities at the Bunbury Port to accommodate mega cruise ships.	<p>Cruise ship sector is Australia's fastest growing tourism sector.</p> <p>With appropriate port infrastructure improvements the South West is well positioned to attract increased cruise ship visits with passenger visitation providing significant economic benefits to the region.</p>	Government	Government's WA Cruise Shipping Strategy – due for release in September 2013	TBC	No	Demand for Bunbury as a destination.	<p>Dept of Transport</p> <p>South West Development Commission</p> <p>Bunbury Port Authority</p>
<b>Passenger / Other Transport</b>									
BW10	Greater Bunbury Bike Plan	The Greater Bunbury Bicycle Master Plan (GBBMP) was completed in June 2012. The plan aims to create a safe and direct integrated cycle network that will connect activity centres and urban areas within Greater Bunbury. The GBBMP is an over-arching document that complements the local bicycle plans, identifying key routes, priority projects and gaps in the existing network.	<p>Encouraging safer commuter and recreational cycling between local governments in the Greater Bunbury region.</p> <p>Greater safety for local primary school students.</p> <p>Reduction in the number of cars on the road.</p> <p>Health benefits from cycling.</p> <p>Improved quality-of-life for residents.</p>	Federal, State and local government	Sport, recreation, health and wellness projects.	\$0 – 5m	No		<p>South West Development Commission</p> <p>Local government</p> <p>Main Roads</p>
BW11	Casuarina Boat Harbour	Various upgrades to the existing area including a potential breakwater upgrade/extension; additional boating pens; improved boat launching facility and the formalising of a commercial/industrial precinct.	<p>Promotion of recreational and tourism boating opportunities, and increased public safety on the water.</p> <p>Business opportunities.</p>	Government		TBC	No	Approvals processes.	Dept of Transport

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Energy</b>									
BW12	Network upgrade: Construct a double-circuit 132kV line from Kemerton to Picton (may have portions constructed at 330kV)	To cater for predicted future electricity demand.	Economic benefit by helping to overcome power capacity constraints on the transmission network.	Western Power		TBC	No	Electricity demand lower than predicted. Not passing the NFIT and ERA process.	Western Power
BW13	Gas supply to Collie townsite	Reticulated gas supply from Worsley to Collie (industrial and residential).	Provide Collie with access to a natural gas supply which will take pressure off the Collie air shed (currently impacted by wood fire heating).	Government		TBC	No	Cost of conversion for landowners/ incentives.	Alinta
<b>Water and Wastewater</b>									
BW14	Collie Irrigation District irrigation piping project	Pipe existing open drain supply channels of Harvey Water's Collie Irrigation District.	Improved water efficiencies within the supply system and subsequently on farm to support expanded agricultural production.	Department of Water Harvey Water		TBD	No	Agricultural expansion is subject to improved water quality and this may not be viable until the Wellington Dam source is improved.	Harvey Water
BW15	Greater Bunbury Drainage and Water Management Plan (DWMP) groundwater monitoring bore network	Refer to Table 3 – Committed Projects							
BW16	Collie-Kemerton Integrated Water Management Plan	To reduce salinity in Wellington Dam by diverting the first five gigalitres of high salinity seasonal flow into a dedicated holding dam for disposal through an ocean outfall pipeline. Business planning and engineering design work underway.	Water security for the Collie irrigation district. Improved water quality in Wellington Dam. Industry opportunities to access saline water from the outfall pipeline and dispose of surplus saline water back into the pipeline. Water security for power generation.	Government and private	State Water Strategy	\$50 – 100m	No	Will require industry commitment to underpin project development.	South West Development Commission (leading business case development)

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW17	Waste water recycling	Reuse wastewater from Water Corporations Dalyellup treatment plant for use of playing fields etc.	Reuse of resource otherwise discharged into the ocean. Improved recreation facilities. Reduction independence on groundwater. Re-use of old sewer pipes – minimal excavation required.	State and local government		\$5 – 10m	No		Water Corporation City of Bunbury
BW18	Upgrade of the Five Mile Brook	Improve the water carrying capacity including upgrading of culverts under roads etc.	Improved capacity and handling during high intensity storm events. Potential reduction in insurance premiums and costs associated with building in flood prone areas.	State and local government		\$5 – 10m	No		City of Bunbury
BW19	Collie Water Supply to Perdamon	Enables the establishment of a fertilizer industry.	Provides for creation of new industry in Collie and increasing job opportunities within the sub-region and region.	2015 by Water Corporation		\$50 – 100m	No		Water Corporation
BW20	Upgrade water capacity in Bunbury-Wellington region	The construction of additional storage tanks in Collie, Australind, Myalup, Capel and Donnybrook. Upgrade treatment plant in Donnybrook, Dalyellup and Picton (for Australind). New bores Peppermint Grove, Donnybrook and Australind. Stirling Dam pump back for Collie.	Cater for population and economic growth within the region.	From 2016–24 by Water Corporation		\$100m +	No		Water Corporation
BW21	Upgrade wastewater capacity in the Bunbury-Wellington region	Upgrading waste water treatment plants at Binningup, Donnybrook, Capel and Kemerton including redirecting waste to these facilities. Upgrading pipe and pumping network in Bunbury, Australind and Glen Iris.	Cater for population and economic growth within the region.	From 2013–25 by Water Corporation		\$100m +	Partial (\$21m)		Water Corporation

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW22	Irrigation options for Myalup horticultural area in the Shire of Harvey	Following on from investigation phase, development of water supply options to meet current and future demand.		Department of Agriculture and Food WA Department of Water Harvey Water South West Development Commission Private irrigators	Require hydrological investigations	TBC	No	Pending investigation phase.	Dept of Agriculture and Food WA
<b>Social Infrastructure</b>									
BW23	New primary school at Treendale	Refer to Table 3 – Committed Projects							
BW24	Stage 2 – Dalyellup College	Refer to Table 3 – Committed Projects							
BW25	Affordable housing in Glen Iris	Refer to Table 3 – Committed Projects							
BW26	Affordable housing in Dalyellup	Refer to Table 3 – Committed Projects							
BW27	Affordable housing in Tuart Brook (Usher)	Refer to Table 3 – Committed Projects							
BW28	Regional kennel and cattery facility	Purpose-built facility to be utilised by the Bunbury Wellington group of councils to share costs and management of issues of dealing with cats and dogs including rehoming.	Enhanced level of service with reduced costs achieved through the greater efficiency of a share facility.	State and local government		\$0 – 5m	Partial		Bunbury Wellington Group of Councils



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW29	Collie Velodrome refurbishment	Upgrade to provide appropriate facilities for competitions.	One of only two velodromes in State being the only one outside of Perth metropolitan area and State's only outdoor velodrome.  Potential to host regional, state and national track cycling events.	Combination		\$0 – 5m (part funded, \$100k)	No		Shire of Collie  Regional Development Council
BW30	New club facilities for Netball / Athletics at Hay Park District Playing Fields	Construction of multi-sport complex.	Club facilities for netball and athletics as well as other potential users including cricket.  The athletics facility is of regional significance.	Government		TBC	TBC		Dept of Sport and Recreation
BW31	Upgrade of State league sporting facilities at Eaton Recreation Centre	Possible extension of indoor stadium to five courts.	Currently houses State league teams for both basketball and netball.	Government		TBC	TBC		Dept of Sport and Recreation
BW32	Fire Station – Leschenault area	To provide treatment to increasing risk to north east of Bunbury,  Enhance Department of Fire and Emergency Services(Fire) capacity to respond to local risk profile changes:  Hi speed rail hub + increased freight to port, + 70K pax to NE sector + traffic on arterial routes + increased rural/urban interface dwellings.	Enhanced public safety to meet increased risks	Department of Fire and Emergency Services Capital Works	Partly reflected in BW 37	\$5 – 10m	In forward estimates	Increased losses due to insufficient resources, response not adequate to meet community expectations/norms.	Dept of Fire and Emergency Services

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW33	Enhanced fire response zones (Premier's statement in response to Keelty 2)	To provide enhanced fire response between Augusta and Mandurah through Gazetted fire districts; enhanced structurally capable brigades; and physical resourcing.  Project to include upgrading: <ul style="list-style-type: none"> <li>• Capel BFB to DFES Unit (FRS + SES + BFB)</li> <li>• Gelorup BFB to VFERS</li> <li>• Leschenault BFB to VFERS + BFB (career FRS by 2019)</li> <li>• Binningup BFB to VFERS</li> <li>• Lake Clifton to VFERS.</li> </ul>	More sophisticated fire response, commensurate with risk, in coastal/high population areas of the South West Region.	Department of Fire and Emergency Services  Local government	Completed in AMR and Busselton	TBC	No	Increased losses due to insufficient resources, response not adequate to meet community expectations/norms.  Political fallout from meeting commitment from Premier's commitment.	Dept of Fire and Emergency Services  Local government (Capel, Harvey, Dardanup, Bunbury, Waroona)  Department of Parks and Wildlife
BW34	Emergency services hub - Bunbury	Replace ageing infrastructure – Bunbury Fire Station and Bunbury State Emergency Service Unit.	Enhanced public safety, to meet increased risks.  Modern, contemporary facilities to support emergency services provision, including Incident Control Centre.	Department of Fire and Emergency Services	Partly reflected in BW 34	\$10 – 20m	Yes		Dept of Fire and Emergency Services
BW35	Air support to emergency services	Provision of air asset support and infrastructure for emergency services.	Enhanced capacity for high speed response to emergencies (medical, fire support, rescue etc).	Unscoped	Fire – partly reflected in BW 34	TBC	No		Dept of Fire and Emergency Services  St John Ambulance Australia  Department of Parks and Wildlife  WA Government
BW36	Bunbury Regional Art Gallery Expansion	To provide more capacity for additional events/ exhibitions.	Provides the community with greater capacity to attract new events/exhibitions and make the facility more contemporary.	Government		\$20 – 50m	No		City of Bunbury

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Tourism</b>									
BW37	Collie Motorplex	Upgrade the Collie racetrack and water infrastructure.	Motorsport tourism is very valuable. Would underpin the Lake Kepwari proposal. Motorplex used for police training.	Combination	Lake Kepwari camping and watersports development	\$0 – 5m (stage 1)	Partial		Dept of Regional Development Dept of Sport and Recreation
BW38	Upgrade of Pile/ Mungalup Road	Upgrade to a suitable standard for all vehicle types.	Key tourism link from the Ferguson Valley to Wellington Dam and National Park.	State and local government		\$0 – 5m	No	Minimal risk to implement project	Shire of Donnybrook/ Balingup
BW39	Donnybrook Apple Interpretive Centre, Museum and Community Resource Centre	Construct a multi-purpose civic building to accommodate Donnybrook CRC, Cultural Museum, Interpretive Centre and community radio station. Objective: To provide Donnybrook with a central focal point where the community and tourists alike can meet and, overall, will benefit the Donnybrook Town Centre. The project will see the implementation of the third and final stage of the Donnybrook Railway Heritage Precinct Development Plan.	Improved/increased tourism stop-over in Donnybrook, enhance/ improve/increase business activity in Donnybrook CBD.	State and local government	Apple Fun Park	\$0 – 5m	No		Shire of Donnybrook/ Balingup
BW40	Lake Kepwari Development	Completion of the Lake Kepwari development to allow for recreational use of the area.	Development of former coal mining void to create an inland recreational lake. Meets demand for facility catering for broad range of water sports in South West region. Potential for regional and State events.	Combination	Close proximity to Motorplex	\$5 – 10m	No	Water quality	Dept of Parks and Wildlife Shire of Collie South West Development Commission

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
BW41	Wellington National Park trails network development	Develop trail networks linking to Collie and upgrade four wheel drive trails in park.	Increased recreational trail opportunities for a growing Collie community and attraction of more tourists to the region.  Sustainable trails will allow recreational use to continue while protecting the environmental and heritage values.	Government		\$0 – 5m	No		Department of Parks and Wildlife
BW42	Recreational boating at Stockton and Glen Mervyn dams	Redevelop Stockton Dam to include new boating facilities, picnic area and campground.  Redevelop Glen Mervyn Dam to include new boating facilities, picnic area and campground.	Provides opportunities for recreational boating and water skiing.  Benefits for the Harvey, Donnybrook and Collie economies through increased tourism.	Government		\$5 – 10m	Partial – Stockton	Reopening of dam for recreational use.	Department of Parks and Wildlife
BW43	Leschenault Peninsula Conservation Park	Visitor facilities improvements	Infrastructure in park is required to be of a standard to ensure high levels of use whilst protecting the environment and enhancing visitor experiences	Government		\$100,000	Yes	Existing facilities require upgrading and expansion to meet demand.	Department of Parks and Wildlife
<b>Other</b>									
BW44	Regional waste management site	To establish a new Regional Waste Facility while the existing facility can implement the required post closure requirements.	Long-term waste management facilities servicing the region providing best practice waste management with reduction in carbon footprint.	State and local government	Links to the State Waste Minimisation Strategy	TBC	No	Buy-in from partner groups.  Risk if it did not go ahead includes significant increases in waste disposal fees.	Dept of Parks and Wildlife  Regional Development and Lands
BW45	Regional saleyards	New covered cattle yards to replace existing at Boyanup.	Modern regional cattle saleyards. Support beef industry.	State Government	Part of statewide saleyards strategy	\$10 – 20m	No	Operation of saleyards in residential area is unacceptable.  Saleyards become uneconomical due to age.	Dept of Agriculture and Food WA



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
Warren-Blackwood Region									
Road Transport									
WB1	Warren– Blackwood bridge refurbishment/ replacement initiative	Refer to Table 3 – Committed Projects							
WB2	Upgrade key tourist routes in the region	Upgrade of Graphite, North Walpole, Old Vasse and Winy Harbour Roads.	Facilitates increased tourist numbers to the region.	Government		TBC	No		Shire of Manjimup
WB3	Aggregation/ disaggregation area for heavy vehicles.	Construction of aggregation/ disaggregation area for heavy vehicles along South Western Highway.	Removes large vehicles from local roads and close proximity to the town centre.  Road safety.	Government		\$0 – 5m	No	Identifying a suitable location.	Main Roads
Water and Wastewater									
WB4	Upgrade water capacity in Warren– Blackwood region	The construction of additional storage tanks in Nannup, Bridgetown and Pemberton.  Upgrade treatment plant in Nannup.  New water piping linking towns including Manjimup, Bridgetown, Greenbushes and Boyup Brook.	Cater for population and economic growth within the region.	From 2013–23 by Water Corporation		\$100m +	Partial (\$37m)		Water Corporation
WB5	Upgrade wastewater capacity in the Warren– Blackwood region	Upgrading waste water treatment plants at Manjimup, Bridgetown and Pemberton.  Upgrading pipe and pumping network in Pemberton and Manjimup.	Cater for population and economic growth within the region.	From 2015–22 by Water Corporation		\$20 – 50m	No		Water Corporation

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Social Infrastructure</b>									
WB6	Affordable housing in Manjimup	Refer to Table 3 – Committed Projects							
WB7	Sub-regional recreation and sporting facilities	Develop sub-regional recreational and sporting facilities in Manjimup to support its regional function.	Attract more events and competitions to the sub-region.  Attract more visitors to the sub- region.  Support growth in existing sporting codes and competitions within the sub-region.	Government	SuperTown Program	TBC	No	Region population growths below expected rates.	Shire of Manjimup
WB8	Fire and emergency management facility upgrade at the Nannup Recreation Centre	Extension of Nannup Recreation Centre to cater for community needs including evacuation point during emergencies in the region.	Benefits immediate community members but offers a venue for emergency evacuations for the wider region.	Shire of Nannup  Department of Sport and Recreation		\$0 – 5m	No		Dept of Sport and Recreation
WB9	Student Accommodation	The provision of student accommodation in the Manjimup townsite to support the regional high school and out-of-town students.	Helps to retain youth in the region.  Provides a more stable environment for travelling students and parents.  Reduces the demand on bus services etc.	Combination		TBC	No	Attracting a management body to run the facility.  Securing land.	Dept of Education
WB10	Crisis care facility in Manjimup	Continuation of crisis care support services.	Improve the region's response to women experiencing family violence.  Provide safety to women who are currently being turned away from the only refuge in the region which is always at capacity.	Government		\$0- 5m (per dwelling and recurrent funding)	No		Dept of Child Protection

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<b>Tourism</b>									
WB11	D'Entrecasteaux National Park camping expansion	Expand and upgrade existing campground at Black Point. Expand and upgrade existing campground at Lake Jasper. Expand and upgrade existing campground at Coodamurrup	Provides for safer and environmentally sustainable recreation access to the northern end of the D'Entrecasteaux National Park. This northern precinct of the park is valued and promoted by the community of Nannup for its tourism value.  Coodamurrup provides for four-wheel drive camping and day use in the central precinct of the park and complements the tourism opportunities for the Northcliffe community.	Government		\$0 – 5m	No		Dept of Parks and Wildlife
WB12	Performing arts centre in Manjimup	Construction of a performing arts centre to attract events/ productions to the region.	Increased job opportunities. Increased visitors to the region.	Government	SuperTown program	\$10 – 20m	No		Shire of Manjimup
WB13	Manjimup trails network	Develop trails network linking Manjimup to DPAW's parks.	Enhance opportunities for the local community and visitor's enjoyment of the adjacent forest reserves and parks. Health and recreation benefits to the sub-region.	Government		\$0 – 5m	No		Dept of Parks and Wildlife
WB14	Pemberton trails network hub development	Develop walk and cycle trails networks linking Pemberton and Department of Environment and Conservation parks.	Enhances and diversifies tourism opportunities within the region.	Government		\$0 – 5m	No		Dept of Parks and Wildlife
WB15	One Tree Bridge precinct	Redevelop day use and camping sites within the One Tree Bridge precinct.	Enhances tourism opportunities for visitors to the town of Manjimup. It is adjacent to forest based private accommodation and the Mudda Biddi Trail and Bibbulmun Track.	Government		\$0 – 5m	No		Dept of Parks and Wildlife

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WB16	Walpole townsite and Coalmine/ Knolls precincts and Walpole and Nornalup Inlets Marine Park access	Continue to upgrade and replace small boating marine infrastructure and associated facilities on the land.	Walpole town and surrounds is a premier tourism destination with a marine and forest based tourism industry. It provides infrastructure and services that support sea and rescue and tourism operators that are a significant part of the economic base of the town.	Government		\$0 – 5m	No		Dept of Parks and Wildlife
Other									
WB17	Pemberton LIA	Power, water and sewer infrastructure upgrades.	Economic development for the sub-region.	Government		TBC	No		LandCorp Western Power Water Provider
WB18	Walpole LIA	Power, water and sewer infrastructure upgrades.	Economic development for the sub-region.	Government		TBC	No		LandCorp Western Power Water Provider
WB19	Waste Destruction Plant in Boyup Brook	Establish an ultra-high temperature waste destruction facility (100 tonnes per day capacity) in the Boyup Brook area. Source waste from Greater Bunbury local governments.	Relieve pressure on landfill. Potential to provide a source of electricity from the Syngas by-product. New industry/employment opportunity for Boyup Brook.	Principally private with some government support	Waste management, Clean Energy	\$20 - 50m	No	Waiting for decision by Boyup Brook Shire Council to proceed.	South West Development Commission (facilitating – stakeholder coordination)
WB20	Regional Waste Management	Investigate and develop regional waste site.	Economic, social and environmental benefits.	Government	Townsite infrastructure plans	TBC	No		Warren– Blackwood local govts



No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
WB21	Manjimup Agricultural Expansion Initiative	Depending on scoping detail and development of agricultural strategy, likely to be an agri-food industry processing hub and potential integration of water systems.	Increased economic value and regional employment opportunities.	Combination: Shire of Manjimup, Dept of Agriculture and Food WA, South West Development Commission and growers – Southern Forests Food Council	Link to other SuperTowns, Regional brand development	\$5 – 10m (Initial)	Yes, funded through the SuperTown program.	Grower support and investment in new business technologies.	Regional Development Dept of Agriculture and Food WA
WB22	Bridgetown LIA	Power and water infrastructure upgrades.	Economic development for the sub-region.	Government		TBC	No	Minimal.	Water Provider Western Power
Leeuwin-Naturaliste Region									
Road Transport									
LN1	Leeuwin-Naturaliste National Park scenic drive trails development	Upgrade Contos Road. Upgrade Boranup Drive. Develop Leeuwin scenic drive. Upgrade other park roads.	The scenic value of the area has made driving these roads a popular tourist attraction in itself. The roads also provide access to beaches, caves and forests in the park. They are essential to current and future tourism in the region.	Government		\$5 – 10m	No	Ongoing complaints regarding road conditions. Roads will continue to deteriorate, becoming hazardous to both Department of Environment and Conservation and public use. Access to and through the Park may become limited as roads are closed for safety reasons leading to diminished tourism values.	Dept of Parks and Wildlife

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Port Transport</b>									
LN2	Regional boating facilities - Augusta Boat Harbour – Stage one	Refer to Table 3 – Committed Projects							
LN3	Regional boating facilities - Augusta Boat Harbour – Stage two	Stage 2 is planned to include an additional 50 (approx.) boat pens, ablutions, car parks, boardwalk, landscaping, entry statement, lay down area, pathways, viewing areas, disabled fishing platform, universal access pontoon and supporting infrastructure such as internal roads, retaining walls and services for land development.	Additional serviced development sites.	Government		TBC	No	Subject to detailed business case.	Department of Transport
LN4	Artificial reefs – fishing and surfing	Artificial reefs to support recreational fishing and surfing.	Additional capacity for locals and visitors to fish and surf.	Government			Partial	Further approvals.	Dept of Fisheries
<b>Energy</b>									
LN5	Network upgrade: Install second transmission line from Busselton to Margaret River substation from 66kV to 132kV.	To cater for predicted future electricity demand.	Economic benefit by helping to overcome power capacity constraints on the transmission network.	Western Power		TBC	No	Electricity demand is lower than predicted. Not passing the NFIT and ERA process.	Western Power
<b>Water and Wastewater</b>									
LN6	Expansion of Margaret River treated wastewater network	Extension of treated wastewater system in Margaret River growth areas.	Reduces reliance on potable water sources and capacity constraints in disposal of wastewater.	Government/ developers	N/A	\$0 – 5m	No	Long-term costs of operation and maintenance, increasing cost of housing.	Shire of Augusta-Margaret River

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LN7	Upgrade water capacity in Leeuwin-Naturaliste region	Construction of additional storage tanks in Dunsborough and Margaret River. Upgrade treatment plant in Margaret River, Dunsborough and Augusta. New bores and supply lines for Dunsborough and Augusta.	Cater for population and economic growth within the region.	From 2018–27 by Water Corporation		\$50 – 100m	No		Water Corporation and Busselton Water
LN8	Upgrade wastewater capacity in the Leeuwin-Naturaliste region	Upgrading waste water treatment plants at Dunsborough, Augusta and Margaret River. Upgrading pipe and pumping network in Busselton, Dunsborough, Cowaramup and Margaret River.	Cater for population and economic growth within the region.	From 2013–28 by Water Corporation		\$100m +	Partial (\$1.9m)		Water Corporation
LN9	Waste Water Recycling	Reuse wastewater from Busselton and Dunsborough treatment plants for use on playing fields, public open space etc.	Reuse of a resource otherwise discharged into the ocean. Improved recreation facilities, Reduction independence on groundwater. Improved recreation facilities, Reduction independence on groundwater.	From 2013-28 by Water Corporation		\$100m+	Partial (\$1.9m)		Water Corporation
<b>Social Infrastructure</b>									
LN10	Women's refuge in Busselton	There is only one other refuge in the region catering to an area of 24,000sqkm. Increased growth and an increase in domestic violence cases have led to the need for this project. Department of Housing provided housing; however, recurrent funding is required.	Improve the region's response to women experiencing family violence. Provide safety for women who are currently being turned away from the only refuge in the region, which is always at capacity.	Government Non-government organisations	Federally funded projects.	\$0 – 5m recurrent funding	Partial	High risk: Requires recurrent funding.	Busselton Women's Refuge Group
LN11	Fire station and career fire-fighters in Busselton	Career fire service to cater for the Leeuwin-Naturaliste region.	Maximises community safety.	Government		TBC	No	Funding.	Dept of Fire and Emergency Services

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
<b>Tourism</b>									
LN12	Busselton Foreshore	Enhancement of Busselton Foreshore consistent with adopted Busselton Foreshore Master Plan.	Greater overall value out of Busselton Foreshore and Jetty – the most visited tourism sites in the region.	Combination	Busselton Regional Airport	\$50 – 100m	Partial		City of Busselton
LN13	Wadandi Track (Rails to Trails) Project	Extension of the Wadandi Track (Rails to Trails) walk/cycle route from Busselton to Augusta.	Tourism growth potential.	Government/ developer contributions		\$10 – 20m	No	Land tenure issues being resolved through current feasibility work.	National Trust Local government
LN14	Cultural and Events Centre in Margaret River	Redevelopment of the Margaret River Cultural Centre to provide a multi-purpose facility for cultural events, gallery display, community support and large conferences.	Existing cultural centre is ageing and there is a lack of sufficiently sized and serviced conference facilities.  A well-located facility of this nature in proximity to significant accommodation has the potential to increase visitor numbers and provide corresponding benefits, particular to address the seasonal effects of tourism.	Government.		\$10 - 20m	No	Utilisation of facility.  Risk has been addressed through pre-feasibility study.	Shire of Augusta-Margaret River
LN15	Performing Arts Centre in Busselton	Performing arts/entertainment centre in Busselton.	Provides additional venue for arts and entertainment, filling gap between larger venues in Bunbury and smaller ones elsewhere. Can be used flexibly with other existing and planned venues in and around Busselton city centre to allow Busselton and the region to attract major conference events, noting low occupancy of accommodation outside weekends and peak periods.	State and local government	Busselton Foreshore, Busselton Regional Airport, Busselton Convention Centre	TBC	No	Demand for facility.	City of Busselton

No	Project	Description/ objective	Benefits to region/ sub-region	Provider – (government/ private/ combination)	Relationship to other projects	Cost estimate range	Funded y/n	Key considerations	Key agency
LN16	Convention Centre in Busselton	Convention centre in Busselton to cater for the business/ corporate sector.	Provides additional venue for arts, entertainment and conferences. Can be used flexibly with other existing and planned venues in and around Busselton city centre to allow Busselton and the region to attract major conference events, noting low occupancy of accommodation outside weekends and peak periods.	State and local government	Busselton Foreshore, Busselton Performing Arts Centre, Busselton Regional Airport	TBC	No	Demand for facility.	City of Busselton
LN17	Leeuwin-Naturaliste National Park Boranup Forest picnic and trails development	Develop new picnic site in Boranup Forest area. Upgrade picnic areas in the southern part of the Leeuwin-Naturaliste National Park. Develop walk/cycle trails.	Increased tourism capacity for the region.	Government		\$0 – 5m	No		Dept of Parks and Wildlife
LN18	Margaret River trails network development	Develop and upgrade trails networks in Bramley National Park that links with Margaret River town and trails.	Increased recreational trail opportunities for a growing Margaret River community and ongoing attraction of tourist to the region. Sustainable trails will allow recreational use to continue whilst protecting environmental and heritage values of the area.	Government		\$0 – 5m	Partial	Increased Margaret River population and the lack of opportunities for sustainable recreation in the Bramley National Park.	Dept of Parks and Wildlife
LN19	Cruiseline and super yacht facilities in Busselton and Augusta	Providing a new landing platform for berthing cruise ship tender vessels and whale-watching vessels and yachts on the Busselton Jetty. Development of infrastructure that will allow these tourism opportunities to occur.	Supports a growth industry that has regional economic benefit across the Capes Region through increased visitor numbers and associated expenditure.	Government and Private		Approx \$1.2m	Partial	Significant investment required with intermittent benefit to the community.	Dept of Parks and Wildlife
<b>Other</b>									
LN19	Capes Region waste management	Review of waste management options and provision of long-term waste management solutions for the Capes Region.	Provides essential infrastructure to service Capes Region.	Government	N/A	TBC	No	Significant capacity and compliance issues with current landfill facilities. Longer term solution required.	Shire of Augusta-Margaret River City of Busselton



