

SUBMISSION FROM THE SOUTH WEST GROUP

The South West Group has a concern that the approach being taken to enhance Australia's optic fibre network may not take into account prospective development activity and planned service enhancement. Much of the past provision of communications infrastructure has been reactive to the market rather than strategic.

There have been a few examples of where advantage has been taken through road or rail construction to establish conduits for optic fibre. The provision of optic fibre conduits along the recently completed Southern Suburbs Rail alignment (shown in red in Figure 2) was a good example of a forward looking approach. But even in this case the optic fibre alignment only went down one side of the new rail formation. Had a dual alignment been considered it would have dramatically reduced future costs and allowed for traffic telematics to be installed on both sides of the Kwinana Freeway without disrupting this key transport infrastructure.

There are billions of dollars of investment to be made in the South West Corridor of Metropolitan Perth in infrastructure and land development flowing from:

- 1) The housing and servicing requirements of an additional 150,000 residents by 2035. Around thirty per cent of Perth's subdivision activity is within the region
- 2) The development of 2,000 hectares of industrial land and the growth in manufacturing in the region
- 3) The expansion of the Australian Marine Complex from the demands from defence and the resources sector
- 4) Implementation of New MetroRail and the development of transit orientated development zones at Canning Bridge, Murdoch, Cockburn Central, Kwinana (Wellard) and Rockingham
- 5) Development of the \$1.3 billion Kwinana Quay Port
- 6) A new \$1.8 billion 643 bed tertiary care teaching hospital at Murdoch
- 7) Development of Cockburn Coast and Port Coogee
- 8) Growth inland between Gosnells and Serpentine – Jarrahdale and to the south between Keralup and Furnissdale placing higher demand on services within the South West Corridor
- 9) Expansion of Murdoch and Notre Dame Universities
- 10) The multi billion dollar opportunities flowing from development of Western Australia's mineral and oil and gas projects
- 11) The multi billion dollar opportunities arising from defence procurement and maintenance
- 12) The development of the Latitude 32 precinct incorporating the City of Cockburn and the Town of Kwinana, expected to produce 10,000 new job opportunities when complete.

The South West Corridor is a major industrial precinct with nine industrial locations containing and an aggregate area of 6400 hectares of which 2450 hectares is currently vacant (see Figure 3).

Two major activity centres/nodes are planned at Murdoch and Cockburn Central containing over 300 hectares which will produce significant employment in the retail, education, health and services sectors. The redevelopment of Canning Bridge and Rockingham as Transit Orientated Development Zones is expected to produce significant investment activity. Kwinana Town Centre is undergoing an expansion of retail space and facilities with an estimated \$340 million investment.

Table 1
RESIDENTIAL LAND FINAL APPROVALS TO THE END OF EACH FINANCIAL YEAR

LGA	2003/04	2004/05	2005/06	2006/07
Cockburn	1 177	1 262	1 539	1 339
East Fremantle	52	42	41	20
Fremantle	194	130	136	180
Kwinana	301	533	518	625
Melville	364	492	323	309
Rockingham	2 117	1 938	1 703	1 325
Total Region	4 205	4 397	4 260	3 798
Total Perth Metropolitan Area	13 049	13 726	14 605	13 463
Percentage Region to Perth	32.2%	32.0%	29.2%	28.2%

Source: Western Australian Planning Commission State Lot Activity to June 30 2007

Table 2
SOUTH METROPOLITAN POPULATION AND PROJECTIONS

LGA	2005 revised	2006 provisional	2011	2016	2021
Cockburn	76 502	78 768	90 700	102 600	113 900
East Fremantle	6 822	6 932	7 200	7 300	7 200
Fremantle	26 273	26 320	26 900	27 700	28 400
Kwinana	23 406	24 427	28 900	33 800	39 900
Melville	97 436	97 597	99 200	102 400	102 000
Rockingham	85 013	89 629	103 900	116 500	130 100
Region	315 452	323 673	356 800	390 300	421 500

Source: Western Australian Planning Commission Western Australia Tomorrow 2005 and ABS 3218.0 2007

Table 3
COUNTS OF AUSTRALIAN BUSINESSES SOUTH WEST CORRIDOR

LGA	Number of Businesses by Employment Size					
	Nil	1 - 4	5 - 19	20 - 49	50 plus	Total
Cockburn	3 720	1 284	546	168	87	5 805
East Fremantle	480	192	63	18	3	756
Fremantle	2 313	1 074	663	141	78	4 269
Kwinana	876	246	123	51	9	1 305
Melville	5 784	2 358	927	222	93	9 384
Rockingham	3 030	1 083	474	90	39	4 716
Total South West Corridor	16 203	6 237	2 796	690	309	26 235

Source: ABS 8165.0 Released December 21, 2007

Figure 1
South West Corridor



The region has key transport linkages including the Kwinana Freeway, Canning Highway, Leach Highway, South Street, Jandakot Airport and the Southern Suburbs Railway (see Figure 2).

Figure 2
South West Corridor Transport Network



Heavy industry activity is concentrated in the Kwinana – East Rockingham area with light industry at locations such as O’Connor and Bibra Lake (see Figure 3). The region also includes the Australian Marine Complex located at Henderson.

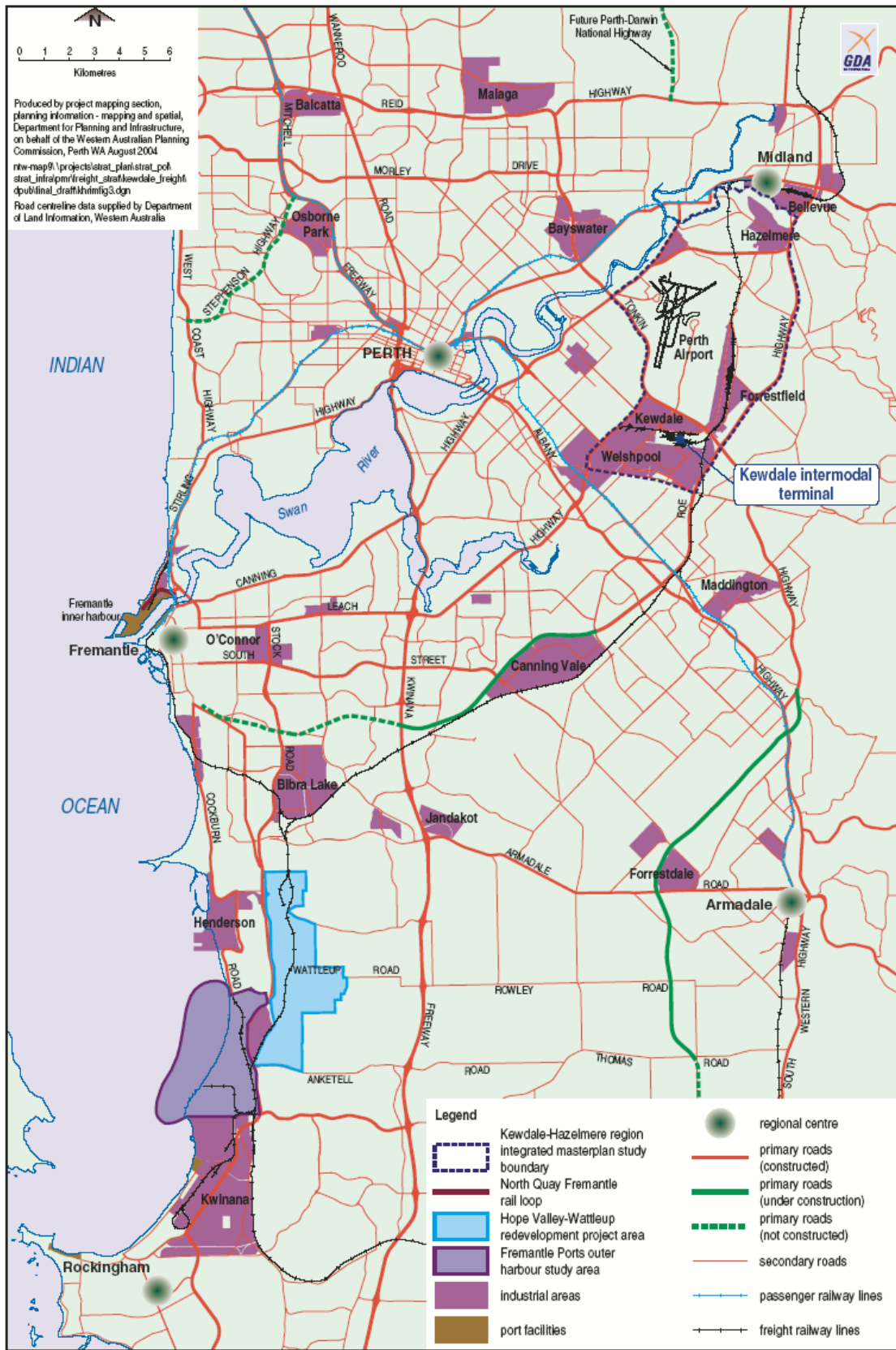


Figure 3 - Key elements of the metropolitan freight network system

The Kwinana Eastern Residential Intensification Concept will see \$5.8 billion worth of construction over the next 15 years.

The South West Corridor is one of Australia's most productive regions with a Gross Regional Product of \$20 billion. Industry in the region is of national significance and includes some of the world's largest multinational companies.

The most productive areas of the region currently have the worst access to optic fibre and it seems that there is no forum to discuss optic fibre planning.

There needs to be a mechanism to provide for an interface between industry, the three spheres of government and communications providers to establish an effective broadband network which is capable of driving strong productivity growth.