



Shire of Dardanup

Executive
Directorate

APPENDICES

Item 12.1.1 – 12.1.1

ORDINARY COUNCIL MEETING

To Be Held

Wednesday, 27th March 2024

Commencing at 5.00pm

At

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive - EATON

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Shire of Dardanup

Government Advocacy Strategy

November 2023

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DOCUMENT INFO:

ReGen Strategic - Shire of Dardanup Government Advocacy Strategy FINAL.docx

15/03/2024 11:58:00 AM



BACKGROUND

The Shire of Dardanup engaged with its community and stakeholders to develop a set of key advocacy priorities through both the published *Advocacy Strategy 2022-2027* and *Strategic Projects 2021-2026*.

Through a process of extensive consultation, these strategies have identified the areas of importance to the community, the benefits the projects will bring, and what is required to deliver on these projects. There is now a requirement to agree on the appropriate strategy for the best way to secure government funding, excite the community and their political representatives, and mobilise industry and business to realise these crucial initiatives.

The Shire of Dardanup has sought a strategy from ReGen Strategic to make its advocacy more effective, across three spheres:

1. Topics of importance to the community – e.g. waste management practices;
2. Immediate priorities – e.g. new buildings or facilities seeking grants; and
3. Regional and economic development – broader concepts and seeking commitment and potentially significant grants – e.g. hydrogen feasibility, intermodal terminal etc.

The Shire of Dardanup has sought advice to implement advocacy efforts to secure funding for the priority projects across each of the three spheres above.

Each of the projects require an understanding of a diverse group of stakeholders, including Ministers, MPs and agencies. Each project requires a bespoke engagement approach to ensure the progress of priority projects is underwritten by community, political and financial support.

SITUATIONAL ANALYSIS

Local governments across Western Australia, particularly in regional areas, play a critical role as the interface between significant industrial development and the expectations of both amenity and service delivery from local communities. This balancing of diverse responsibilities and stakeholder expectations is essential to ensure communities and regional centres attract investment, in turn providing significant contributions to rate revenues and broader economic multiplier benefits.

An expansive understanding of a local government's alignment with emerging new industries, particularly associated with decarbonisation efforts, is becoming a mandatory 'ticket-to-play' for executives and elected representatives.

In an increasingly competitive space for attracting investment and grant funding, proactive advocacy and clear communication is essential to ensure the specific prospects and benefits of investing are clear, both to project proponents and decision-makers in State and Federal governments.

With intense competition for limited government funding, the most successful WA councils are aligning their projects with specific policy focus areas that have confirmed budget funding. For example, projects that help to deliver affordable housing, transit-oriented development, environmental sustainability, indigenous capacity, local jobs, regional development and industry diversification are more likely to find funding sources through the State.

There is also scope to work with neighbouring and aligned councils to secure funding through a cooperative advocacy approach, or by working to achieve Infrastructure WA status for major infrastructure investments.

The Federal Government has reduced direct funding for novel projects significantly. Again, consideration should be given to identifying existing funding sources before a more direct advocacy approach is taken, which is more suited to more ambitious and longer-term projects.

METHODOLOGY

In collaboration with the Shire of Dardanup, ReGen Strategic has developed an advocacy strategy that assesses a broad array of political stakeholders, in alignment with the following five-element framework based on Simon Sinek’s golden circle model.

A facilitated workshop assisted the prioritisation of projects and likely stakeholders, as well as inviting feedback and discussion relevant to each of the five elements of this framework.

Why

The purpose and objectives of the advocacy strategy. Being clear on why the Shire of Dardanup is investing time and resources will drive the rest of the strategy and provide a benchmark for success.

Refer to APPROACH and PRIORITY PROJECTS

Who

With a focus on political stakeholders, categorised into logical cohorts, mapping of stakeholders, along with key interests and budgeted initiatives.

Refer to PRIORITY PROJECTS and CONSOLIDATED ADVOCACY PLAN

How

The approach recommended for achieving our objectives, providing the rationale for why we have recommended the activities in the strategy and how they will contribute to achieving the objectives.

Refer to PRIORITY PROJECTS and CONSOLIDATED ADVOCACY PLAN

What

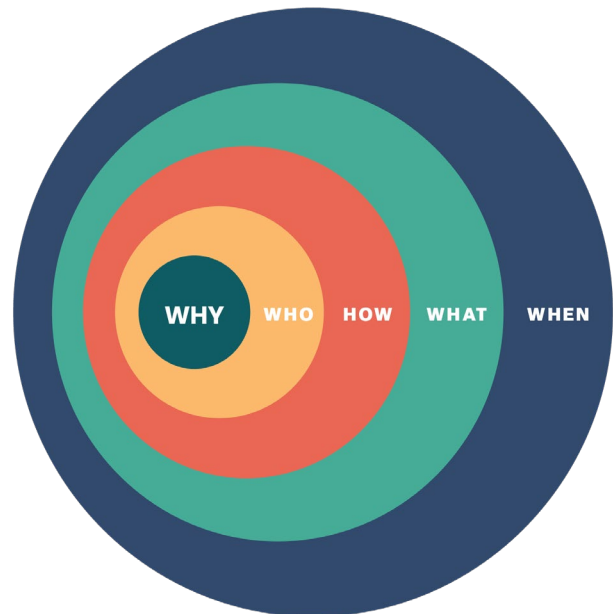
The specific activities to be undertaken, including how the activities will be targeted to different stakeholder groups. Also includes key messages, communication tools, engagement techniques and collateral requirements.

Refer to PRIORITY PROJECTS and CONSOLIDATED ADVOCACY PLAN

When

An action plan of engagement, that aligns with the level of resourcing available for the Shire of Dardanup.

Refer to CONSOLIDATED ADVOCACY PLAN



APPROACH

The Shire of Dardanup provided ReGen Strategic with initial feedback and background documentation in relation to its strategic priorities, as well as projects that required alternative sources of funding, external to its existing reserves. An initial listing of 18 projects was identified, as follows:

1. Wanju Health Campus
2. Implementation of Public Health Plan
3. Fast Rail from Perth to Wanju
4. Dardanup Heritage Strategy
5. Renewable Energy Infrastructure
6. Intermodal Terminal
7. Advanced Manufacturing Hub
8. Dardanup Water and Waste Water
9. Black Spot Mobile Funding
10. High Speed Broadband
11. Burekup Oval and Community Facilities
12. Wells Park Upgrades
13. Water Quality (Pratt Road Oval)
14. Gnomesville
15. Eaton Recreation Centre
16. Lightweight Construction-Structure Plans
17. Make It Space
18. Disaster Monitoring Network

A workshop was facilitated with elected members and senior staff with an aim to identify a consensus view of priority projects for the Shire of Dardanup, within the initial tranche of 18 projects.

Mentimeter was used as a supporting online tool to gather responses and prompt discussion, with participants asked to rank each project according to the following parameters.

- **URGENCY** – the required immediacy of advocacy for a project, relative to other projects.
- **IMPORTANCE** – the strategic significance of each project, relative to other projects.

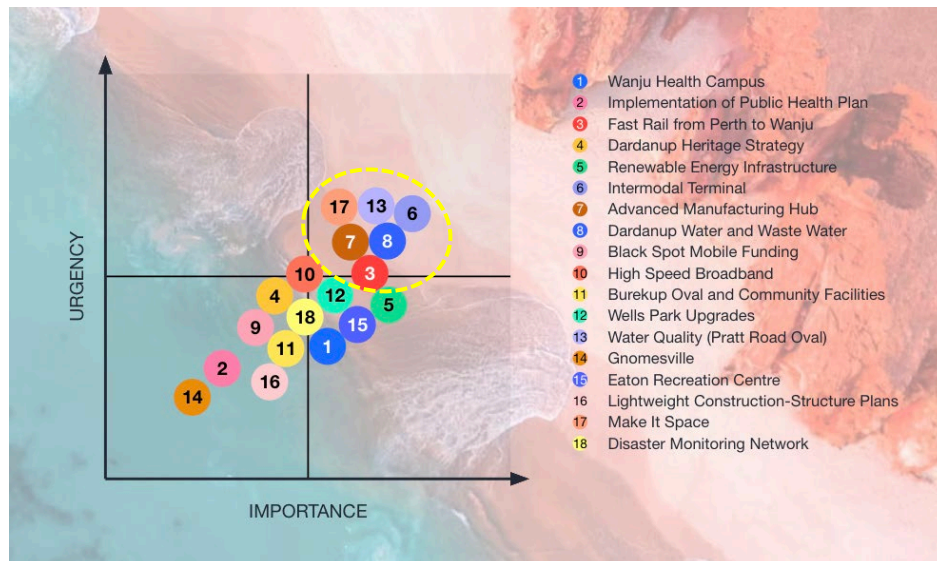


Figure 1 – Workshop prioritisation output

The resulting output was available immediately and prompted productive discussion amongst participants, with the listing of 18 projects reflecting a strong positive correlation between urgency and importance. This suggests that participants have acknowledged that projects with a greater level of importance (e.g. due to scale, complexity etc) will generally require more immediate advocacy efforts on behalf of the Shire of Dardanup.

Priority projects

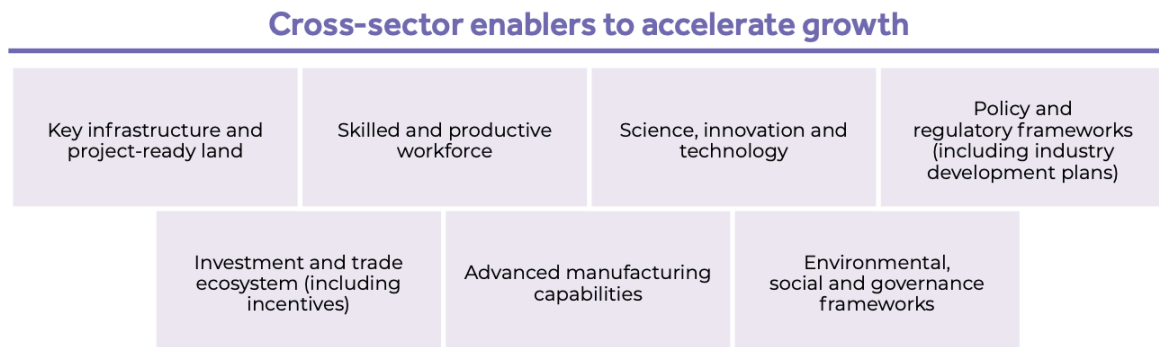
Six projects were considered to be notably more urgent and important for the Shire of Dardanup:

- **3. Fast Rail from Perth to Wanju**
- **6. Intermodal Terminal**
- **7. Advanced Manufacturing Hub**
- **8. Dardanup Water and Waste Water**
- **13. Water Quality (Pratt Road Oval)**
- **17. Make It Space**

It should be noted that the initial listing of projects was developed in absence of a clear framework or defined outcomes, therefore the Shire of Dardanup should seek to periodically review and refine this listing, in order to cater for renewed priorities, community requirements or the delivery of any of the initial tranche of priority projects.

Alongside the review and refinement of priority projects, a clear ‘ask’ (i.e. specific funding sources, support for strategic priorities etc.) should be identified to ensure advocacy efforts are appropriately targeted.

A consideration of cross-sector enablers for each project has been undertaken with reference to the economic diversification opportunities identified in the WA Government’s [Diversify WA economic framework](#), in order to identify the areas of strategic alignment with stakeholders:



Each of these projects has been considered in the next section and an advocacy plan has been developed, to assist with increasing the visibility of these projects, as well as the benefits for the Shire of Dardanup and the community, with relevant stakeholders.

Stakeholders have been identified and prioritised within each category using Mendelow’s Power-Interest Matrix, which categorises stakeholders according to the following two variables:

- *The subject-matter interest of a stakeholder in our issues, or the impact that what we do has on them.*
- *The power the stakeholder has to make decisions that affect us, or the influence the stakeholder has over decision makers.*

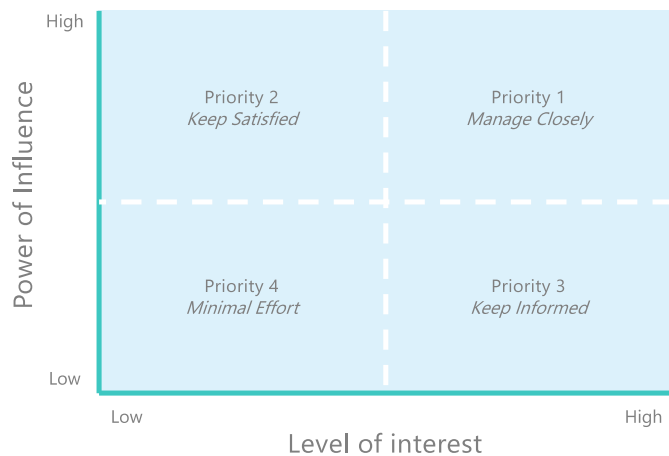


Figure 2 - Stakeholder Prioritisation Matrix

This was designed to enable the prioritisation of stakeholders, where possible for each project, so that resources can be allocated efficiently to advocacy efforts undertaken by the Shire of Dardanup.

Additional advocacy program

An additional 'package' of projects was considered as a consolidated program that could be advocated for concurrently, consisting of the following four projects:

- 4. *Dardanup Heritage Strategy*
 - *Redevelopment of community hall and auxiliary building based on most recent concepts presented to Council.*
- 11. *Burekup Oval and Community Facilities*
 - *Redevelopment and upgrades based on concept plans to be determined by Council.*
- 12. *Wells Park Upgrades*
 - *Upgrades to the hardcourts and clubrooms (including carpark)*
- 15. *Eaton Recreation Centre*
 - *Expansion and upgraded lighting to cater for greater demand for recreation facilities and a greater diversity of users. Playing court upgrade will allow for State-level basketball and netball to be hosted.*

For the purposes of the strategy, this additional program has not been included in the more detailed considerations for advocacy, however it is recommended that a set of stakeholders are engaged directly, as the relevant Ministers and local representatives.

Priority 1 – Manage Closely

- Hon Don Punch MLA (Minister for Regional Development; Disability Services; Fisheries; Seniors and Ageing; Volunteering; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon David Michael MLA (Minister for Local Government, Ports, Road Safety; Assistant Minister for Transport)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)

In order to identify additional sources of funding to support this package of works, the Shire of Dardanup should approach Lotterywest and initiate applications through existing budgeted programs such as the WA Government Community Sporting and Recreation Facilities Fund (CSRFF) and the Commonwealth Government Growing Regions Program.

PRIORITY PROJECTS

PRIORITY PROJECT A - Fast Rail from Perth to Wanju

Background: A fast rail proposal for the South West has been long mooted and several concept studies have attempted to progress the commercial feasibility of a major infrastructure development. The progression of METRONET throughout Perth indicates that there is a level of political willingness to build infrastructure with a long-term value proposition.

Project Outline: A business case is initially required to investigate options that allow for access to rail services in the Perth metropolitan area, which has been a common priority for multiple South West LGAs. The long-term planning and significant capital costs create a risk that initiating the early stages (i.e. business case design) may be deferred for successive terms of government, which potentially could delay the project by several decades. KPMG have been appointed to develop a set of strategic business cases, jointly funded by the Commonwealth and State Governments, which are set to be delivered in mid-2024.

Benefits: Commuter access between the South West and the Perth and Peel Metropolitan Area; public transport access for South West residents to healthcare and social services; regional tourism connection with the Perth and Peel Metropolitan Area.

Cross-sector enablers: A skilled and productive workforce; Environmental, social and governance frameworks (reduction in commuter traffic); Science, innovation and technology; Advanced manufacturing capabilities; Key infrastructure and project-ready land; Policy and regulatory frameworks; Investment and trade ecosystem.

Primary Messages:

- The Shire of Dardanup needs to be a priority location to be serviced by any route configuration.
- Long-term transport linkage to support commuters, regional tourism and extended service delivery for South West residents.
- A coalition of LGAs are aligned on the need for a fast rail connection with the South West, with the South West Development Commission recognising this as a strategic and priority initiative.

Relevant Public Announcements:

- Intent by Federal MPs to attract major infrastructure funding; [New high-speed railway linking Perth and Bunbury 'would get WA back on track', says Labor MP Patrick Gorman](#); *The West Australian*; 2 March 2020.
- Joint Commonwealth and WA Government funding has supported a feasibility study; [WA Government commits to feasibility study looking at a Perth-to-Bunbury fast rail](#); ABC; 4 December 2020.
- "Key priority initiatives... Investigate options to improve the speed and reliability of the Australind Perth-Bunbury train service and review previous work and studies into the proposal for a fast rail service between Perth and Bunbury"; [South West Development Commission Strategic Plan 2021-2023](#).
- Strategic business cases will be prepared for completion in mid-2024; [KPMG awarded rail study contract](#); *Business News*; 15 June 2022.
- "Recommendation 61. Plan and invest in the future development of new heavy rail infrastructure by...investigating the feasibility of these long-term major projects:

East Wanneroo Rail Link, Bunbury Faster Rail and Perth metropolitan orbital rail route.”; [Infrastructure WA State Infrastructure Strategy](#); July 2022.

- Likelihood that Commonwealth funding and support will be a prerequisite for any preparatory studies; [NSW slams brakes on high-speed rail plans after spending \\$100m on studies](#); *The Guardian*; 3 March 2023.

Stakeholders

Priority 1 – Manage Closely

- Hon Rita Saffioti MLA (Deputy Premier; Treasurer; Minister for Transport*; Tourism)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon Catherine King MP (Minister for Infrastructure, Transport, Regional Development and Local Government)
- Patrick Gorman MP (Assistant Minister to the Prime Minister, Assistant Minister for the Public Service; Member for Perth)
- Hon David Michael MLA (Minister for Local Government, Ports, Road Safety; Assistant Minister for Transport)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)
- Mellisa Teede (CEO - South West Development Commission)

** The project team undertaking the strategic business cases should also be engaged discretely (via the Public Transport Authority and awarded advisers KPMG, Arup and MER Consult), in order to ensure related costings and assumptions reflect route configurations that take into account the connection with the Shire of Dardanup.*

PRIORITY PROJECT B - Intermodal Terminal

Background: The Department of Transport has identified 66 hectares within the Waterloo Industrial Park for rail-related industries, as the optimal location for an Intermodal Terminal.

Project Outline: A combination of public and private funding is required, to gift suitable land and invest in the development of an intermodal terminal respectively. An alternative location has been identified within the Port of Bunbury, however this is seen to be a suboptimal option due to existing site constraints.

Benefits: Operational efficiency and reduced supply chain costs for freight operators; improved access for primary producers to customers and export markets; reduced road congestion through removal of heavy vehicle traffic; development of co-located advanced manufacturing facilities.

Cross-sector enablers: A skilled and productive workforce; Environmental, social and governance frameworks; Science, innovation and technology; Advanced manufacturing capabilities; Key infrastructure and project-ready land; Policy and regulatory frameworks; Investment and trade ecosystem.

Primary Messages:

- A complete intermodal solution can be delivered through the Shire of Dardanup, rather than a part solution proposed at the Port of Bunbury.
- Feedback from private proponents and potential users indicate that the Shire of Dardanup is an optimal location.
- The Commonwealth Government, through Regional Development Australia, has recognised the potential of the Waterloo location, with an aim to complete “site planning ... accounting for existing transport networks, industrial land availability and future need” within five years.

Related Public Announcements

- “A freight rail precinct developed within the future Waterloo Industrial Precinct is considered to be an optimal location for an intermodal terminal”; [Draft South West Supply Chain Strategy](#); Department of Transport; 4 August 2020.
- “Setting aside land in the Waterloo area will provide for additional warehousing and freight logistics infrastructure for distribution of freight beyond the South West.”; [South West Development Commission Strategic Plan 2021-2023](#).
- “The construction of an Intermodal Terminal (IMT) will be critical economic infrastructure serving Bunbury Port, manufacturing and the efficient transfer of freight. The subject of an Infrastructure WA submission, the location of the IMT has been identified as Waterloo (DoT 2019), a strategic optimal location linking Bunbury Port, Picton, Preston and Kemerton.”; [Regional Development Australia; South West Futures](#); 2023.

Stakeholders

Priority 1 – Manage Closely

- Hon Rita Saffioti MLA (Deputy Premier; Treasurer; Minister for Transport)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon Catherine King MP (Minister for Infrastructure, Transport, Regional Development and Local Government)
- Hon John Carey MLA (Minister for Planning; Lands)
- Hon David Michael MLA (Minister for Local Government, Ports, Road Safety; Assistant Minister for Transport)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)
- Mellisa Teede (CEO - South West Development Commission)

PRIORITY PROJECT C - Advanced Manufacturing Hub

Background: The South West Development Commission has conceptualised this project, AMTECH (South West Advanced Manufacturing and Technology Hub), which would encompass a range of manufacturing capabilities including railcar manufacturing, hydrogen refuelling, renewable energy and agricultural processing. A range of locations have been analysed as part of a preliminary assessment report, including the Waterloo Industrial Park Precinct.

Project Outline: AMTECH is proposed to be a central facility attracting advanced manufacturing investment and development in the Bunbury Geographe region. It would be a multi-purpose facility connecting science, technology, engineering and manufacturing (STEM) research and training with industry (SWDC; 2022).

Benefits: Critical Minerals downstream production and value-chain gaps; Rail car component manufacture to support grain and minerals sectors; Manufacturing and procurement opportunities associated with lifetime support of wind farm turbine componentry for renewable wind energy sector.

Cross-sector enablers: A skilled and productive workforce; Environmental, social and governance frameworks; Science, innovation and technology; Advanced manufacturing capabilities; Key infrastructure and project-ready land; Policy and regulatory frameworks; Investment and trade ecosystem.

Primary Messages

- The major advantage of locating the advanced manufacturing hub at Waterloo would be close proximity to Bunbury Port and the new Bunbury Outer Ring Road, as well as a potential co-location with the proposed Intermodal Terminal.

Relevant Public Announcements

- “Supporting advanced manufacturing technology, innovation and investment attraction with a feasibility study to establish an Advanced Manufacturing Hub, supporting largescale fabrication and industry support along with training in the Bunbury-Geographe region”; [South West Development Commission Strategic Plan 2021-2023](#).
- “Recommendation 31. Facilitate and coordinate investment in industrial and technological precincts by:... planning for the long-term land needs throughout the state, with a priority focus on additional heavy industrial land in the Perth metropolitan area, and completing investigations into the South West Advanced Manufacturing and Technology Hub.”; [Infrastructure WA State Infrastructure Strategy](#); July 2022.
- “An Advanced Manufacturing and Technology Hub (AMTECH) in the South West region enables the adoption of new technologies, processes and practices to attract increased private sector investment and encourage high-skilled, high-value job creation for the long-term growth and prosperity of the regional economy.”; [Regional Development Australia: South West Futures](#); 2023.

Stakeholders

Priority 1 – Manage Closely

- Hon Rita Saffioti MLA (Deputy Premier; Treasurer; Minister for Transport)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon Ed Husic MP (Minister for Industry and Science)
- Senator Hon Tim Ayres (Assistant Minister for Manufacturing and Assistant Minister)
- Hon Brendan O'Connor MP (Minister for Skills and Training)
- Hon David Michael MLA (Minister for Local Government)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)
- Mellisa Teede (CEO - South West Development Commission)

PRIORITY PROJECT D - Dardanup Water and Waste Water

Background: Presently, water pressure in Dardanup is not sufficient for planned expansion of the townsite and nearby residential subdivisions. This expansion is predicated on the recognition that Dardanup is a location that can provide affordable housing options, due to its proximity to both Bunbury and Perth.

Project Outline: Capital expenditure of \$16.2 million will allow for Water Corporation to complete works that will increase water pressure for business and residents. Although the water pressure is not below the threshold for more immediate rectification, this project requires more urgent attention to ensure it is prioritised by Water Corporation and funding is allocated to complete these works.

Water Corporation has recommended the construction of a new in-ground service tank and booster station at Garvey Water Treatment Plant, along with the construction of two new Waste Water Pump Stations and associated pressure mains.

Benefits: Acceleration of affordable housing development; sustainable regional population growth.

Cross-sector enablers: A skilled and productive workforce; Environmental, social and governance frameworks; Key infrastructure and project-ready land; Policy and regulatory frameworks.

Stakeholders

Priority 1 – Manage Closely

- Hon Simone McGurk MLA (Minister for Water)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon David Michael MLA (Minister for Local Government)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)
- Mellisa Teede (CEO - South West Development Commission)

PRIORITY PROJECT E - Water Quality (Pratt Road Oval)

Background: Additional funding is required for water quality upgrades to Pratt Road Oval. Stages of this project could potentially be self-funded by the Shire of Dardanup.

Project Outline: The installed reticulation system at needs to be refitted and improvements are to be made to the bore, to remove iron and other impurities. Alongside these works, an additional upgrade should be made to reticulation along the Eaton foreshore, so that community events can continue to be hosted.

Benefits: Regional community development; growth of community sport and recreation participation; attraction of community-based tourism and events.

Cross-sector enablers: Environmental, social and governance frameworks; Policy and regulatory frameworks.

Stakeholders

Priority 1 – Manage Closely

- Hon Simone McGurk MLA (Minister for Water)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon David Michael MLA (Minister for Local Government)

PRIORITY PROJECT F – Make It Space

Background: The Shire of Dardanup’s soon to be commissioned Make-it Space requires the identification of funding to allow for phased upgrades for the fitout to address additional and more advanced uses (e.g. 3D printing).

Project Outline: A technology hub has been designed to address current and future training and education requirements, as a common user facility. The Shire of Dardanup have developed a business case with several phased investment options, to be considered by both WA and Commonwealth governments.

Benefits: Facilitation of local skills and training opportunities; collaboration between industry, education and training providers; co-location of advanced technology.

Cross-sector enablers: A skilled and productive workforce; Environmental, social and governance frameworks; Science, innovation and technology; Advanced manufacturing capabilities; Key infrastructure and project-ready land; Policy and regulatory frameworks; Investment and trade ecosystem.

Primary Messages:

- The potential co-location, or close proximity, of the Make It Space with the Intermodal Terminal and Advanced Manufacturing Hub offers a unique opportunity for skills training and industry collaboration with education providers.

Relevant Public Announcements

- “Supporting advanced manufacturing technology, innovation and investment attraction with a feasibility study to establish an Advanced Manufacturing Hub, supporting largescale fabrication and industry support along with training in the Bunbury-Geographe region”; [South West Development Commission Strategic Plan 2021-2023](#).
- Actions within 5 years include the introduction of “cutting edge immersive training technologies in higher education, setting new benchmarks in regional Australia”; [Regional Development Australia](#); [South West Futures](#); 2023.

Stakeholders

Priority 1 – Manage Closely

- Hon Simone McGurk MLA (Minister for Training)
- Hon Don Punch MLA (Minister for Regional Development; Member for Bunbury)
- Jodie Hanns MLA (Member for Collie-Preston)

Priority 2 – Keep Satisfied

- Hon Ed Husic MP (Minister for Industry and Science)
- Hon Brendan O’Connor MP (Minister for Skills and Training)
- Hon David Michael MLA (Minister for Local Government)

Priority 3 – Keep Informed

- Hon Nola Marino MP (Member for Forrest)
- Mellisa Teede (CEO - South West Development Commission)

CONSOLIDATED ADVOCACY PLAN

Standardised Materials

The following materials are recommended to support advocacy efforts with prioritised stakeholders:

- **Briefing note(s)** for each project to provide succinct, pertinent information to stakeholders (including advisers) ahead of any meeting.
- **Short presentation(s)** for each project to guide discussions, provide visual overlays and highlight key messages to support funding requests.
- **Stakeholder register**, utilising the Shire of Dardanup's preferred applications, to track feedback and opportunities for additional engagement via follow-up conversations.
- **e-Newsletter / Community brochure**, based on existing marketing material that provides residents and ratepayers with an understanding on news, events and community activities facilitated by the Shire of Dardanup.

Ongoing Content Development

Through the development of briefing notes and presentations for projects, the Shire of Dardanup should seek to generate content that can evolve over time and align with other public communications produced by the Shire of Dardanup, including but not limited to the project scope, community benefits, cost estimates, community feedback and media coverage.

Priority Project Stakeholders

Stakeholder	A - Fast Rail from Perth to Wanju	B - Intermodal Terminal	C - Advanced Manufacturing Hub	D - Dardanup Water and Waste Water	E - Water Quality (Pratt Road Oval)	F – Make It Space
<i>Priority 1: Manage closely</i>						
Hon Rita Saffioti MLA	✓	✓	✓			
Hon Don Punch MLA	✓	✓	✓	✓	✓	✓
Jodie Hanns MLA	✓	✓	✓	✓	✓	✓
Hon Simone McGurk MLA				✓	✓	✓
<i>Priority 2: Keep satisfied</i>						
Hon Catherine King MP	✓	✓				
Patrick Gorman MP	✓					
Hon David Michael MLA	✓	✓	✓	✓	✓	✓
Hon John Carey MLA		✓				
Hon Ed Husic MP			✓			✓
Senator Hon Tim Ayres			✓			
Hon Brendan O'Connor MP			✓			✓
<i>Priority 3: Keep informed</i>						
Hon Nola Marino MP	✓	✓	✓	✓	✓	✓
Mellisa Teede	✓	✓	✓	✓	✓	✓

Schedule

Stakeholder Activity	Activity Coordinator	Frequency	Engagement Type
<i>Priority 1: Manage closely</i>			
Site visits, aligned to priority project(s)	CEO	Bi-annual (Ministers) Monthly (Local Member)	Proactive
Face-to-face briefings, reporting on progress of priority projects and funding requests through budget cycles	CEO	Bi-annual (Ministers) Monthly (Local Member)	Proactive
Invitations to community events, opening of facilities etc	Communications Manager	Quarterly	Proactive
Personalised communications (emails, phonecalls etc)	CEO	Ad-hoc	Reactive
e-Newsletter / Community brochure	Communications Manager	Quarterly	Proactive
Information requests	Communications Manager	Ad-hoc	Reactive
<i>Priority 2: Keep satisfied</i>			
Briefings, aligned to priority project(s), reporting on progress of priority projects and funding requests through budget cycles	CEO	Bi-annual	Proactive
Information requests	Communications Manager	Ad-hoc	Reactive
<i>Priority 3: Keep informed</i>			
Face-to-face briefing	CEO	Quarterly	Proactive
e-Newsletter / Community brochure	Communications Manager	Quarterly	Proactive
Information requests	Communications Manager	Ad-hoc	Reactive
Invitations to community events, opening of facilities etc	Communications Manager	Quarterly	Proactive



ADVOCACY PLAN
2024

LAYING THE FOUNDATIONS

The Greater Bunbury region is poised for significant population and job growth by 2031. The Shire of Dardanup's planned new city of Wanju and the Waterloo Industrial Park Precinct, will account for 50% of this growth.

In 2022, the Western Australia Planning Commission adopted the Bunbury Geographe Sub Regional Strategy. This sets out detailed land use and planning for the region.

By 2031, the strategy expects the region's population to grow to 130,000 – 140,000 people, based on medium-to-high growth.

Identified in the strategy is approximately 41,340 additional dwellings that could be built within a sub-region and within current planning frameworks. With an average household size of 2.6 persons, the region could support an additional 107,480 residents.

The Shire of Dardanup, and particularly the new city of Wanju, will play a key role in providing for this future growth.



110,000

Bunbury Geographe region population (2021 Census)



130,000 – 140,000

Population 2031



200,000

Target population



41,340

Additional dwellings identified





The Wanju District Structure Plan provides for 1,200 hectares of residential development, which could accommodate between 15,000 – 20,000 new homes and 40,000 – 50,000 new people.

Additionally, the Waterloo Industrial Park Precinct identifies 1,350 hectares of land for industrial and intermodal purposes.

Both of these areas have endorsed district structure plans and the Greater Bunbury Regional Scheme has been amended to include these areas into residential and industrial deferred zones.

It is expected that half of the region's population growth will go into Wanju (4,000 jobs) and the Waterloo Industrial Park Precinct (4,500 jobs) – together creating 8,500 jobs.

Now is the time to prepare for this exciting growth and lay the foundations for generations to come!



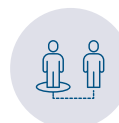
1,200 hectares

For residential development



1,350 hectares

For Industrial and intermodal purposes



8,500

New jobs



ADVOCACY PLAN 2024

Identifying transformational projects that will have the greatest impact on residents, businesses, the wider community and the Bunbury Geographe region.

The Advocacy Plan is informed by five guiding Aspirations developed through outcomes from community consultation. This was the largest forward thinking exercise embarked upon by the Dardanup Shire Council and resulted in its 2050 Vision document.

The five Aspirations drive the Shire of Dardanup's fundamental projects and actions. They guide our future planning and investment to ensure these lifestyle values are preserved and fortified over the next 30 years.

The Advocacy Plan highlights transformational projects aimed at achieving our aspirations, which will be delivered in two primary precincts:

1. Waterloo – Focusing on the Internodal Terminal (IMT), the Advanced Manufacturing and Technology (AMTECH) Hub, and Energy cluster.
2. Wanju – Centered around Health, Education, and Sporting facilities.

The Advocacy Plan aligns with Council's:

- 2050 Vision
- Strategic Community Plan (SCP)
- Corporate Business Plan (CBP)

Five Aspirations



HEALTHY

Build a Regional Health Campus at Wanju



SELF-SUFFICIENT

Build an Intermodal Terminal at Waterloo Industrial Park Precinct



SUSTAINABLE

Renewable Energy Infrastructure – Hydrogen Plant and Refueling Facility



CONNECTED

Secure a fast passenger rail from Perth to Bunbury with a station at Wanju



INNOVATIVE

Build an Advanced Manufacturing and Technology (AMTECH) Hub



HEALTHY:

Build a Regional Health Campus at Wanju



Equip the region with a second hospital and health campus

“ Health is a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity. The enjoyment of the highest attainable standard of health is one of the fundamental rights of every human being without distinction of race, religion, political belief or economic and social condition. (World Health Organisation, 1994)

Key Issues

Critical to the growth and development of the Bunbury Geopraphe region is both a healthy community and a healthy provision of facilities and services.

Provision of a new regional hospital and health campus is paramount to successfully managing population growth in the region. It operates as a driver for development of associated health industries and services in the area.

What is required?

A large and modern regional facility that would cater for:

- Ambulatory care models,
- Care in home,
- Leading-edge technologies in provision of health services,
- Integrated health care models,
- Emergency and minor surgical facilities.

According to the Australian Institute of Health and Welfare, in 2021-22 we reached an average of 2.5 hospital beds per 1000 people across Australia. This new facility will support the Bunbury Hospital redevelopment project, delivering more beds for the growing population.

The Opportunity

The Shire of Dardanup has been identified in State Government planning as a premier catchment for WA's future urban and industrial expansion.

The next 30 years will be a transformative time in the history of this traditionally rural and picture-perfect landscape.

A District Structure Plan for the new city of Wanju has been prepared collaboratively by the Department of Planning and the Shire of Dardanup.

Wanju is located within 1,200 ha in the north-west corner of the Dardanup Shire and will accommodate 60,000 people and almost 20,000 homes.

Project Outcomes

A new regional hospital and health campus at Wanju will provide a competitive advantage to the region, attracting and retaining a skilled workforce base to support expansions in value added export industries.

Enhanced local training opportunities and career pathways for the health sector also attract and retain skilled professionals, further contributing to the healthy lifestyle advantage of the Dardanup Shire and surrounding Bunbury Geographe region.

Key priorities

- State Government planning for a regional Health Campus at Wanju
- Federal Government funding



SELF-SUFFICIENT:

Build an Intermodal Terminal at Waterloo Industrial Park Precinct



Identified by the Department of Transport as the optimal location for an Intermodal Terminal*

Key Issues

The South West Supply Chain Strategy identifies regional deficiencies and opportunities over the next 10-15 years. Ensuring freight supply chains are keeping up with increasing demand in the South West is vital to the future growth of our economy.

A key challenge highlighted in the Strategy is the South West freight rail network approaching operational capacity at strategic locations.

There is no container rail service currently available for the movement of general and containerised freight between the South West and Perth. All container movements are made on trucks, placing additional pressure on local roads.

What is required?

The Department of Transport has identified three lots (66 hectares) within the Waterloo Industrial Park Precinct for rail-related industries. This is the optimal location for an Intermodal Terminal (IMT).

The location benefits from its enormous potential for future growth combined with its proximity to rail and major road networks. These include the South West Rail, Bunbury Outer Ring Road, South West Highway and Forrest Highway.

A combination of public and private funding is required for the development of a complete intermodal solution.

The Opportunity

Situated at the centre of the region's freight supply chains supporting state, national and global markets, Waterloo Industrial Park Precinct offers a distinct opportunity for public and private sector development.

A new IMT allows further supply chain opportunities, for example, attracting prospects for containerised mineral sands exports onto rail, or transport of other commodities on rail such as forest products or fresh produce thus reducing road freight traffic on South West Highway.

(Appendix ORD: 12.1.1B)

The IMT would serve as a catchment for container volumes bound for the Perth Metropolitan area. IMT's are the catalyst for new supporting enterprises such as logistics, warehousing and secondary processing.

An IMT would also support the State Government's proposed Advanced Manufacturing and Technology Hub (AMTECH) in Bunbury Geographe.

There is also an opportunity for the reinstatement of the Picton to Greenbushes rail line. This would improve connectivity at Bunbury Port and may attract timber onto rail, reducing trucks on the South Western Highway.

The construction of additional crossing loop(s), passing lane or full duplication of the Picton East-Brunswick Junction section, could improve capacity, reliability and service efficiency for all current and future rail traffics to and from the South West

Project Outcomes

Waterloo Industrial Park Precinct is an important catalyst for employment growth to support the planned and adjacently located new city of Wanju.

An IMT at Waterloo could aggregate freight volumes destined for the Perth domestic market, interstate and for export.

It may trigger interest from businesses likely to benefit from having access to the rail line to co-locate, including providers of logistics and warehousing services.

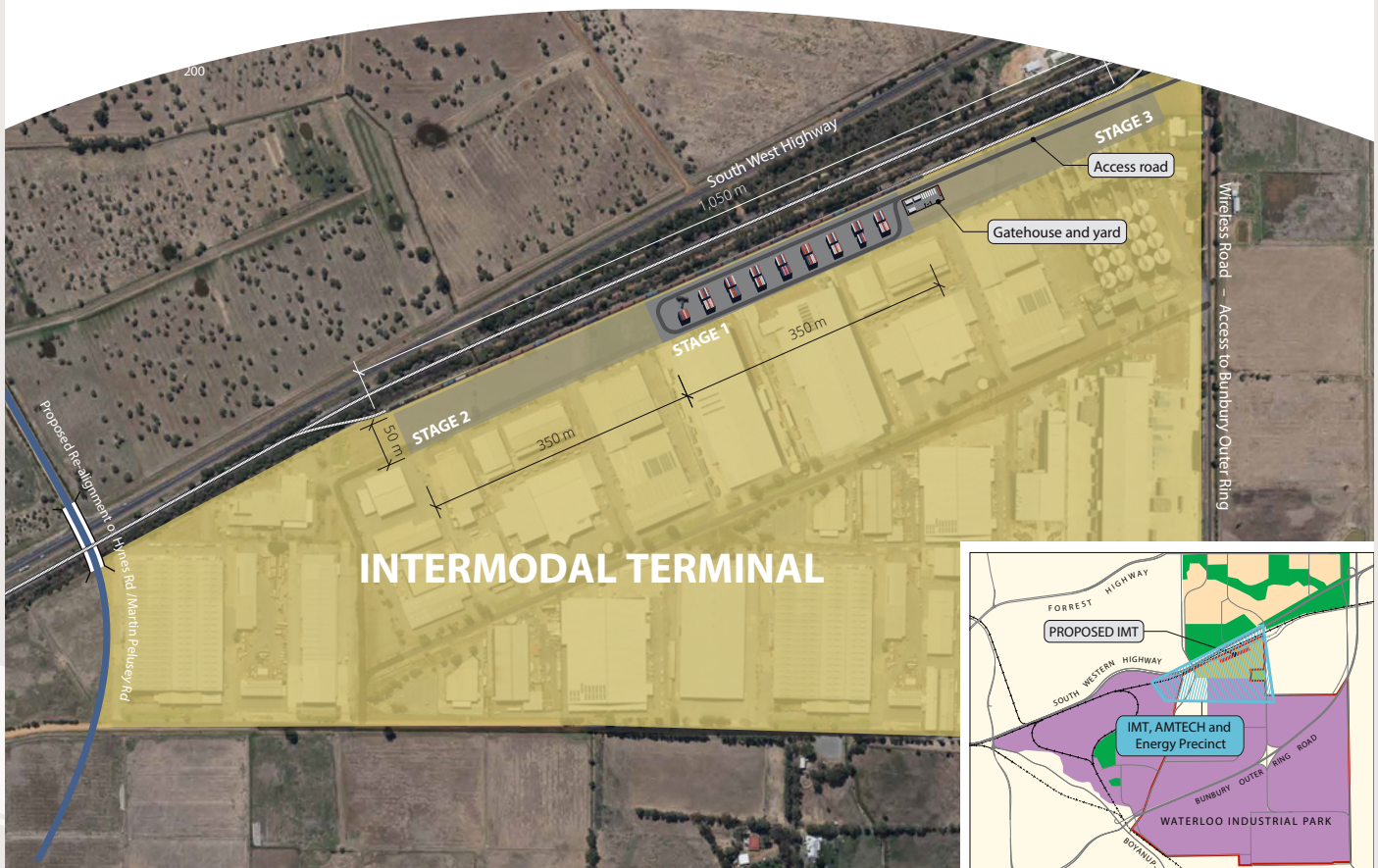
This Precinct would bring new freight volumes to the system and could improve the reliability of the network for all users by also providing a passing loop or rail siding.

Benefits include:

- Operational efficiency and reduced supply chain costs for freight operators;
- Improved access for primary producers to customers and export markets;
- Reduced road congestion through removal of heavy vehicle traffic;
- Development of co-located advanced manufacturing facilities.

Key priorities

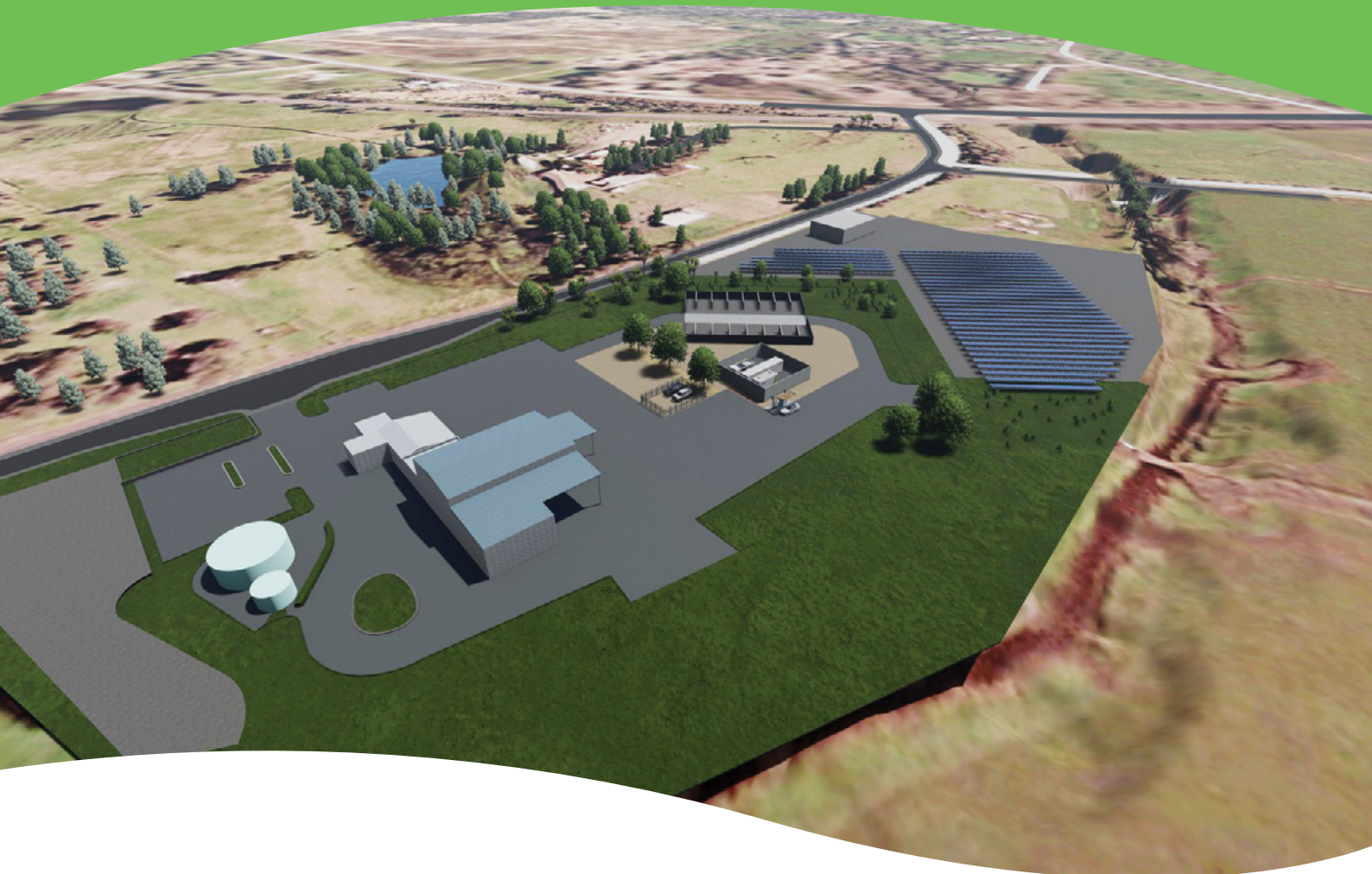
- State and Federal Government commitment to purchase private land ensuring government ownership of the IMT
- State and Federal Government commitment to building an IMT at Waterloo Industrial Park Precinct





SUSTAINABLE:

Renewable energy infrastructure – Hydrogen Plant and Refueling Facility



Harness the power of local energy production

Key Issues

The Shire of Dardanup's 2050 Vision sets big goals in sustainability seeking to lead the way in Western Australia for its commitment to sustainable living practices.

This will be most evident in development of the new city of Wanju. Planning from the ground up will respect and enhance the natural environment with a consistent theme of energy efficiency and sustainability.

With Australia's target to reduce its greenhouse gas emissions by 43% by 2030 and a zero net by 2050, hydrogen is one of the renewable energy sources being adopted by governments for reducing emissions.

What is required?

The Shire initiated a comprehensive preliminary feasibility study with support from the South West Development Commission. The study highlighted economic benefits of a hydrogen facility within the region.

The study also identified that by transitioning to a renewable hydrogen model, the Shire will be able to reduce its greenhouse gas emissions and cut costs for the proposed transport of hydrogen.

Expansion at Waterloo Industrial Park Precinct is geared to enable adoption of emerging technologies in both production and storage of resources such as energy and water. This will create further opportunities in development of an Energy Industry Cluster.

The Opportunity

Waterloo Industrial Park Precinct is an important catalyst for employment growth to support the planned and adjacently located new city of Wanju.

It is strategically located in the heart of the Shire of Dardanup with excellent access to the proposed Bunbury Outer Ring Road and only 11 kilometres to the Bunbury Port via direct transport links.

Associated opportunities include waste to energy projects, coordination of downstream processing of lithium for battery manufacture with links to the high-tech recycling facility, the Advanced Manufacturing and Technology Hub (AMTECH) and the Intermodal Terminal (IMT).

Hydrogen provides an alternative fuel and energy for the future. The challenge will be the availability of infrastructure to support the transition to hydrogen. The plant and refueling facility is the first step in bridging this gap.

Project Outcomes

The development of renewable energy infrastructure complements growth in the Dardanup Shire's more traditional industries of timber construction and manufacturing. This will drive employment and contribute significantly to the local economy.

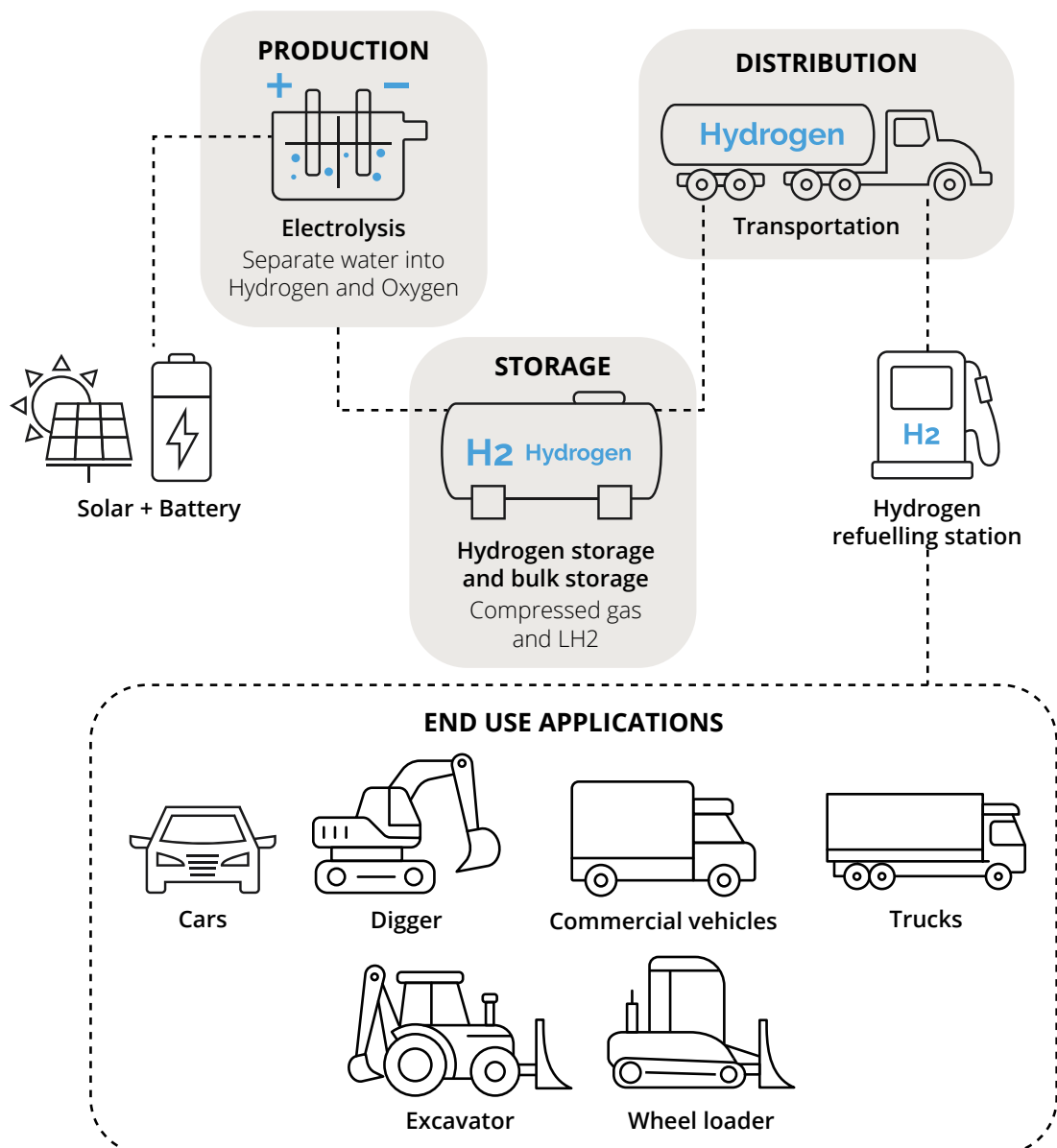
Delivery of alternative methods of utility services, such as micro grids linked to solar, hydrogen and battery storage provide great opportunities for the new city of Wanju and surrounding communities.

Key priorities

- State and Federal Government funding for renewable energy infrastructure at the Waterloo Industrial Park Precinct.



Conceptual ecosystem for 100kg per day design



CONNECTED:

Secure a fast passenger rail from Perth to Bunbury with a station at Wanju



Photo credit to Transwa

Connect the regions to the metropolitan area for economic and lifestyle benefits

Key Issues

Combined funding from the WA State Government and the Federal Government has provided \$8 million aimed at creating a business case for a Fast Rail Link between Perth and Bunbury.

This link would provide a reduced journey time of approximately 90 minutes between the two cities.

Not only will this new rail service enhance the lifestyle on offer in the region, but it is also key to the growth of local tourism with easy connection to Perth airports in the north, and Busselton airport to the south.

What is required?

Construction of the Perth to Bunbury Fast Rail Link with a station stop at the Shire's planned city of Wanju will connect residents of the Bunbury Geographe region to services, facilities, friends and family from geographically diverse areas.

An improved freight rail service also delivers economic and trade benefits ensuring efficient transport of local products to regional, domestic and international markets. Increased capacity for rail transport also reduces vehicle numbers on roads, reducing congestion and creating positive economic, environmental, health and lifestyle outcomes.

The Opportunity

Strategically connected to everything in the South West, the planned new city of Wanju in the Shire of Dardanup will comprise a train station on the 'Australind' line. It's ideally and centrally located for a new rail station on a Perth to Bunbury Fast Rail Line.

By building the new line, the Australind service can be replaced and the current South West railway line refocused on freight to support Perth, Bunbury and the Intermodal Transport Service.

This will see commuter access between the South West and the Perth and Peel Metropolitan Area; public transport access for South West residents to healthcare and social services and regional tourism connection with the Perth and Peel Metropolitan Area.

The new rail service will open up the region and provide long-term transport linkage to support commuters, regional tourism and extended service delivery for South West residents.

Project Outcomes

Regular day trips without a car between the regions and metropolitan area will become a reality, while also linking social, business, education and health networks in both Perth and Bunbury.

Geographically diverse areas become physically connected through a modern transport network that has enhanced public transport options.

The Bunbury Geographe Growth Plan Strategy records a significant economic boost to the region's Gross Regional Product from a Fast Rail Link between Perth and Bunbury.

Key priorities

- State and Federal Government funding for a fast passenger rail from Perth to Bunbury with a station at Wanju.





INNOVATIVE:

Build an Advanced Manufacturing and Technology Hub



Enhance the region's ability to adopt new technologies, processes and practices for long-term growth and prosperity

Key Issues

Manufacturing is undergoing a dynamic transformation globally and plays a vital role in Australia's economy.

Federal and State governments recognise the importance of advanced manufacturing to improve competitiveness in the global manufacturing sector and therefore grow the sector in Australia.

The South West of WA has long been hailed as an industry hub and export gateway.

Bunbury Geographe is well positioned to expand through advanced manufacturing. It already has substantial manufacturing and engineering capability, a skilled workforce, and a number of emerging opportunities through critical minerals, rail cars and renewable energy.

What is required?

The South West Development Commission has conceptualised an Advanced Manufacturing and Technology Hub (AMTECH) in the region.

AMTECH would encompass a range of manufacturing capabilities including railcar manufacturing, hydrogen refuelling, renewable energy and agricultural processing.

A range of locations have been analysed as part of a preliminary assessment report, including the Waterloo Industrial Park Precinct.

The major advantage of locating the advanced manufacturing hub at Waterloo would be close proximity to Bunbury Port and the new Bunbury Outer Ring Road, as well as a potential co-location with the proposed Intermodal Terminal (IMT).

The Opportunity

An AMTECH in the South West enables the adoption of new technologies, processes and practices to attract increased private sector investment and encourage high-skilled, high-value job creation for long-term growth and prosperity of the regional economy.

Through the Shire of Dardanup's planned city of Wanju, a Regional University campus, located at either Eaton or Wanju, will create opportunities for further education and upskilling in the advanced manufacturing industry.

The Shire's new Library, Administration and Community Building in Eaton features a state-of-the-art Make-It Space, which will foster STEAM education, innovation and community involvement, to support AMTECH's vision.

AMTECH benefits will include:

- Critical Minerals downstream production and value-chain gaps;
- Rail car component manufacture to support grain and minerals sectors;
- Manufacturing and procurement opportunities associated with lifetime support of wind farm turbine componentry for renewable wind energy sector.

Project Outcomes

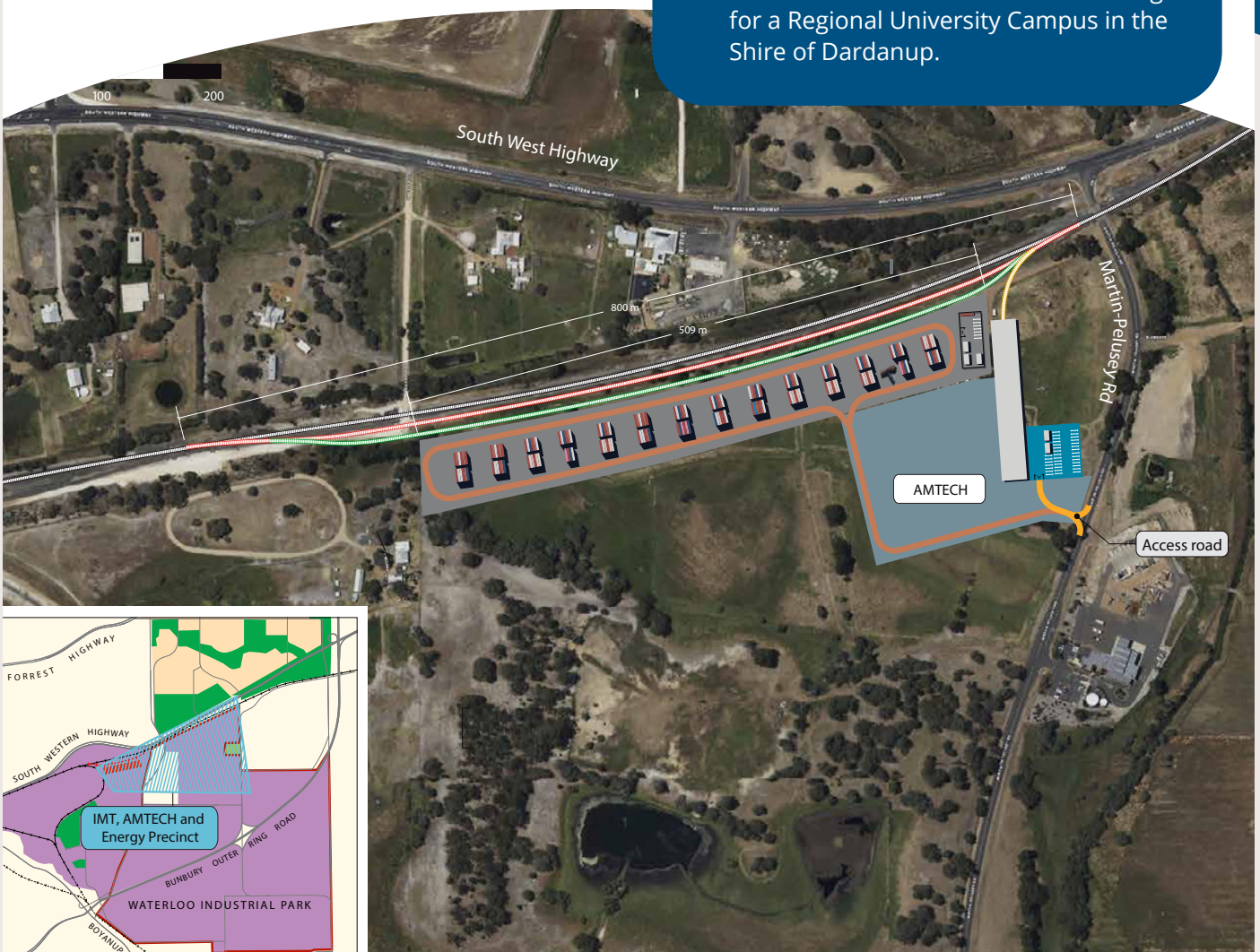
AMTECH is proposed to be a central facility attracting advanced manufacturing investment and development in the Bunbury Geographe region. It would be a multi-purpose facility connecting science, technology, engineering and manufacturing (STEM) research and training, with industry.

Key cross-sector enablers are:

- A skilled and productive workforce;
- Environmental, social and governance frameworks;
- Science, innovation and technology;
- Advanced manufacturing capabilities;
- Key infrastructure and project-ready land;
- Policy and regulatory frameworks;
- Investment and trade ecosystem.

Key priorities

- State and Federal Government funding for an Advanced Manufacturing and Technology Hub at the Waterloo Industrial Park Precinct.
- State and Federal Government funding for a Regional University Campus in the Shire of Dardanup.



LAND USE

- 1 Urban Areas
- 2 Urban Expansion - Wanju
- 3 Industrial Areas
- 4 Industrial Expansion - Waterloo
- 5 Rural Small Holdings
- 6 Food and Tourism
- 7 Nature Based Activities
- 8 Ferguson Valley Tourism Area

INDIAN OCEAN

✈️
Busselton
Margaret
River
Airport
25km

RAILWAY

ROAD

HILLOS

BOYANUP - PICTON
ROAD

WESTERN
HWY

BUSSELL
HWY

HWY

HWY

RAYMOND

RO

Bunbury
Port

Leschenault
Estuary

Eaton





















Picton

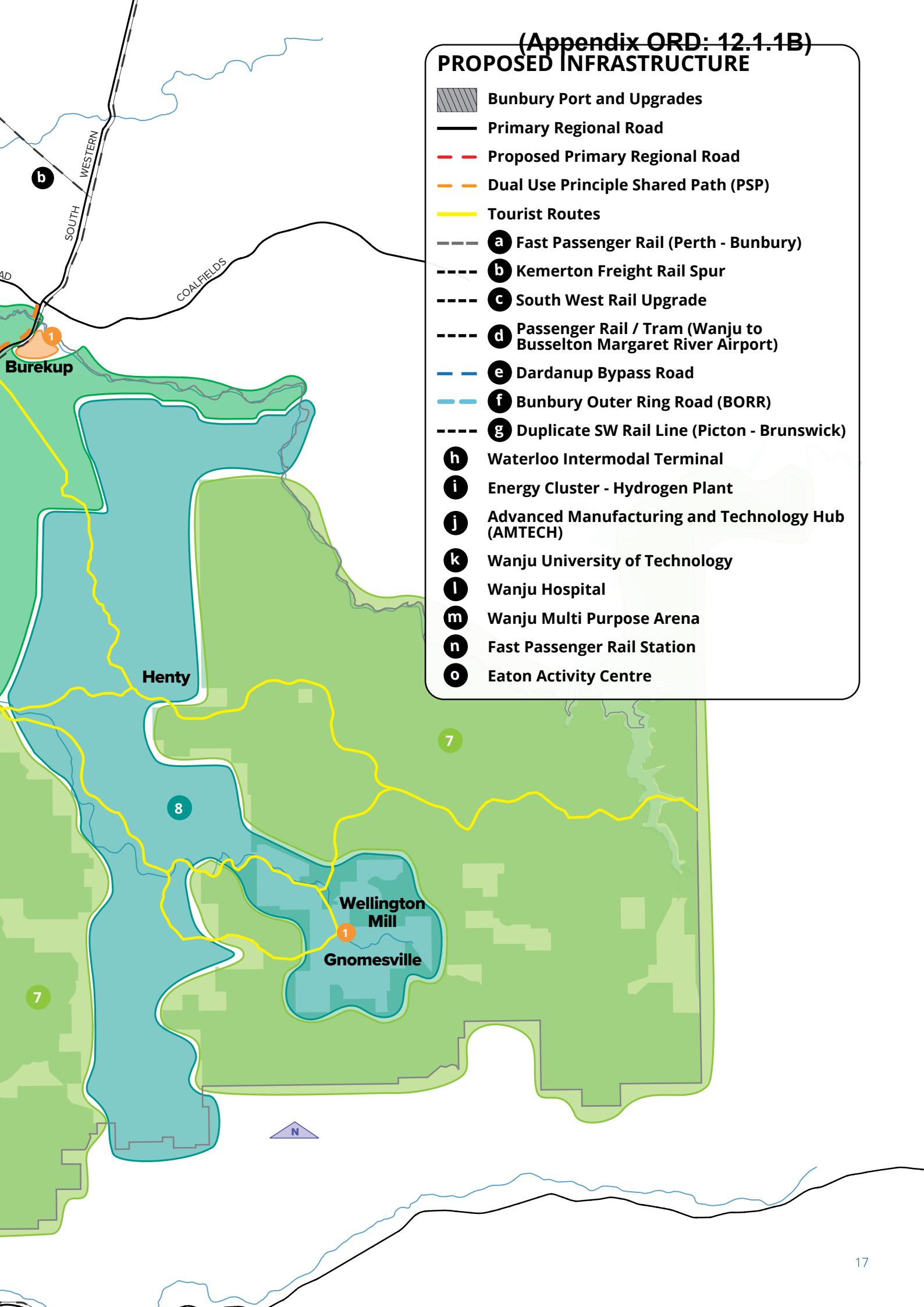
Waterloo

Dardanup
West

Dardanup

PROPOSED INFRASTRUCTURE

-  Bunbury Port and Upgrades
-  Primary Regional Road
-  Proposed Primary Regional Road
-  Dual Use Principle Shared Path (PSP)
-  Tourist Routes
-  **a** Fast Passenger Rail (Perth - Bunbury)
-  **b** Kemerton Freight Rail Spur
-  **c** South West Rail Upgrade
-  **d** Passenger Rail / Tram (Wanju to Busselton Margaret River Airport)
-  **e** Dardanup Bypass Road
-  **f** Bunbury Outer Ring Road (BORR)
-  **g** Duplicate SW Rail Line (Picton - Brunswick)
-  **h** Waterloo Intermodal Terminal
-  **i** Energy Cluster - Hydrogen Plant
-  **j** Advanced Manufacturing and Technology Hub (AMTECH)
-  **k** Wanju University of Technology
-  **l** Wanju Hospital
-  **m** Wanju Multi Purpose Arena
-  **n** Fast Passenger Rail Station
-  **o** Eaton Activity Centre





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STRATEGIC PROJECTS 2024



WELCOME

TO THE SHIRE OF DARDANUP

The Shire of Dardanup is a vibrant, active and engaged community of approximately 15,000 people.

Dynamic urban areas, thriving and commercial developments, evolving rural towns and substantial farming and tourism operations span the regions 252 square kilometres.

The region supports over 4,000 jobs and has a strong vision for future growth. The commercial and community heart of Eaton is skirted by the significant agricultural and tourism areas of Dardanup, Ferguson Valley and Burekup, the future City of Wanju and its industrial hub at Waterloo.

In addition to valuable wetlands and rivers, a large proportion of the Shire is national park and state forest. As a biodiversity hot spot, the Shire of Dardanup also supports a unique range of flora and fauna.

The Shire of Dardanup's 2050 Vision document sets the scene for a robust future. This is underpinned by ambitious plans for the Shire as a progressive, think ahead community, built on the five aspiration of delivering healthy, self-sufficient, sustainable, connected and innovative communities.

The following key projects present diverse opportunities for State and Federal Government co-investment.





VISION

FOR THE SHIRE

In 2050 the Shire of Dardanup will be a healthy, self-sufficient and sustainable community that is connected and inclusive, and where our culture and innovation are celebrated.

COMPLETED PROJECTS

2019-2024

The Shire of Dardanup has a proven track record with progressing major projects over the last five years, which includes:

Project	Total Cost
Eaton Library, Administration and Community Building - 2024	\$16.5M
Dardanup Centrals Volunteer Fire Brigade and Wells Change rooms Building - 2022	\$1.5M
Wells Recreation Park Redevelopment - 2021	\$3.88M
Eaton Bowling Club and Senior Citizens Centre 2022	\$4.6M
Eaton Skate Park and Pump Track - 2022	\$1.2M
Eaton - R&J Fishwick Pavilion (Junior Football Club and Cricket Club) - 2023	\$2.1M



MAJOR PROJECTS

2024-2029

After extensive community consultation over the last five years, the Shire of Dardanup has created operational, infrastructure and service plans to help guide the Shire to be a healthy, self-sufficient, sustainable, connected and innovative community that is prepared for future growth.

This vision is captured in our 2050 Vision and through the following strategic plans:

- Public Health Plan 2021-2025
- Local Emergency Management Arrangements
- Sport and Recreation Plan 2020 to 2030
- Dardanup Place Plan
- Eaton Place Plan
- Community Facilities Plans:
 - Burekup Community Facilities Plan (2020)
 - Dardanup Community Facilities Plan (2021)
 - Ferguson Valley and Surrounds Community Facilities Plan (2020)
 - Eaton Millbridge Community Facilities Plan

As part of our 2050 Vision, the Shire has a focus on providing community recreation facilities which create opportunities for people to move, and encourage people of all ages to maintain an active lifestyle.

The Greater Bunbury region is poised for significant population growth by 2021. The Shire's new planned city of Wanju and the Waterloo Industrial Park Precinct, will account for 50% of this growth, so now is the time to prepare for this exciting growth and lay the foundations for generations to come.

The Wanju District Structure Plan provides for 1,200 hectares of residential development, which could accommodate between 15,000-20,000 new homes and 40,000-50,000 new people.

It is expected that half of the region's population growth will go into Wanju (4,000 jobs) and the Waterloo Industrial Park Precinct (4,500 jobs) – together creating 8,500 jobs.

The Shire will continue to prepare for future growth and opportunities with the following four major projects for 2024-2029:

Project	Total Cost	Funding Sought
Community Cultural and Heritage Precinct Upgrade	\$11M	\$9M
Burekup Community and Sporting Precinct Upgrade	\$7M	\$6M
Wells Recreation Precinct Upgrade	\$5M	\$4M
Eaton Recreation Centre Expansion	\$18M	\$18M
Total	\$41M	\$37M

In 2050 the Shire of Dardanup will be a Healthy, Self-Sufficient and Sustainable community that is Connected and inclusive, and where our culture and Innovation are celebrated:



DARDANUP COMMUNITY CULTURAL AND HERITAGE PRECINCT UPGRADE

Revitalising the Dardanup Community Precinct will deliver a safe evacuation centre for the town and provide a welcoming environment for young families and youth in the region.

The Dardanup Administration Building was officially opened in 1950; the hall followed in 1956. While the red brick and cream hall fascia remains iconic, the amenities are in dire need of modernisation.

This project will establish the necessary standards for the hall as an emergency evacuation centre, increase the recreational, cultural and historic values of the town and enhance community connection through the revitalisation of the former depot site at the heart of the precinct.

Historically considerate renovations of the current hall building, including a new kitchen and toilets will be undertaken.

These upgrades will integrate with the refurbished administration and library building, which sits adjacent to the hall.

The new skate park, co-located within an upgraded and expanded playground at Carramar Park, will provide essential facilities for isolated regional youth.

The revitalised park will also provide much-needed facilities for the growing population of young families, while drainage improvements will allow for year-round use.

The Community Precinct and the Wells Park Sporting Reserve will connect the main street, town and hall to Carramar Park by creating a new link through the former volunteer fire brigade and depot sit.

Providing modern, social and recreational facilities will connect the town and activate the entire precinct as Dardanup's flagship, multipurpose community zone.

Stage	Timing	Cost
Hall Renovations — to the standard for an evacuation centre	2024	\$3M seeking \$1.5M
Administration Building — Upgrade for incident support	2024	\$3M seeking \$1.5M
Skate park and pump track	2024	\$3M seeking \$2M
New playground and drainage solutions	2024	\$2M seeking \$2M

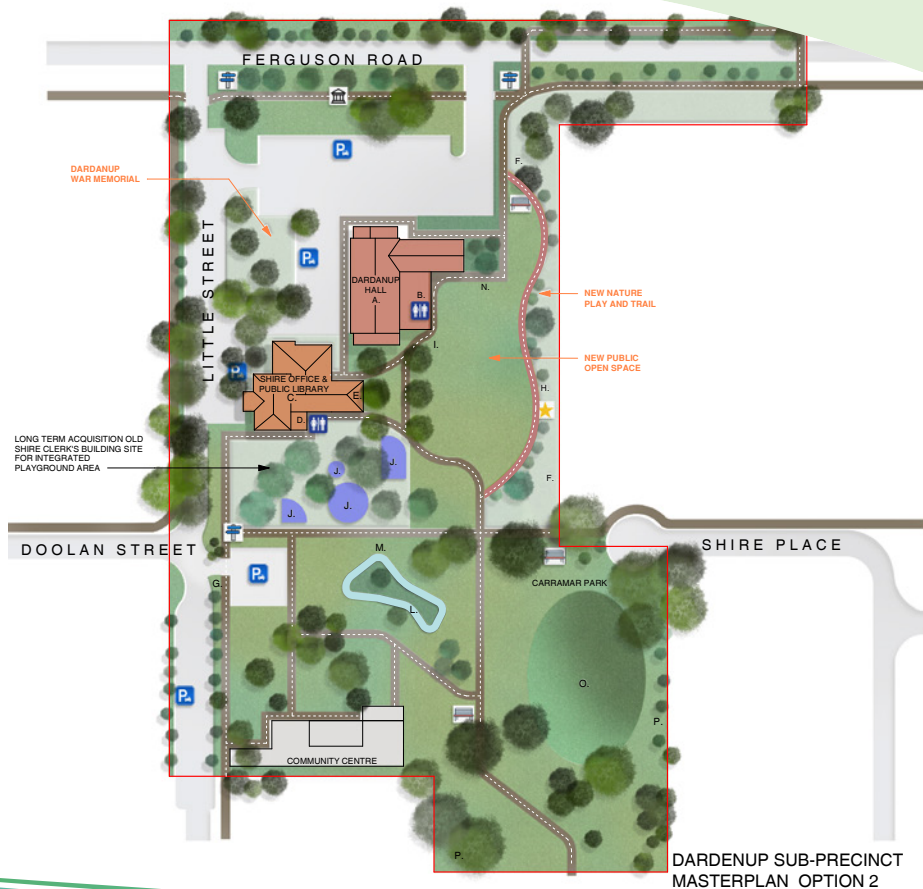


“The town enjoys a wonderful sense of heritage and history, deeply important to its community identity.”

2050 Vision

Benefits

- Provide a welcoming environment, capable of hosting diverse groups of people during emergency response
- Link destinations, enrich and support opportunities for community connection
- Ensure contemporary recreational facilities are available for regional youth
- Showcase Dardanup’s tourism appeal as the gateway to the Ferguson Valley



DARDENUP SUB-PRECINCT MASTERPLAN OPTION 2



\$9M
FUNDING SOUGHT



\$11M
TOTAL ESTIMATED PROJECT COST

BUREKUP COMMUNITY AND SPORTING PRECINCT UPGRADE

As a growing rural township, improvements to Burekup’s sport and recreation facilities will support regional youth, sport and social groups, encourage participation and foster strong community connection.

While Burekup is one of the smaller centres in the shire, the proportion of children aged 0-14 is the equal highest at 28% (ABS Population Data 2016).

This demographic profile underscores the planning of projects aimed at providing quality sport and recreational facilities for youth.

Existing sport and recreation facilities include the Burekup Oval and cricket pitch, three tennis courts, one basketball/netball court and a concrete slab which serves as a skate park.

The project includes a multi-sport clubroom, skate park and tennis court upgrade. While the plan for the upgrades may seem modest in comparison to other projects in the shire, the positive impact of these improvements on the community will be significant.

The new club room and court upgrades at Burekup Oval will cater for junior football, basketball, tennis and cricket. The upgrades also include a new skate park which will result in the delivery of an integrated youth, sport and community area within the existing Burekup Hall and Oval Precinct.

The creation of clubrooms and upgrade of playing courts will support local sporting clubs and attract new players to the local competition.

The contemporary facilities will also support all users via the provision of universal access amenities.

The Burekup Oval currently draws district cricket players from across the Wellington Catchment. The club itself is strongly supported by the community, with two senior teams and three junior teams represented. The complete lack of any changing facilities at the oval has an adverse impact on the club’s ability to cater for the needs of their mixed gender membership base. They also have a women’s team which has seen significant growth and junior womens team.

Providing the local Burekup community with modern sporting infrastructure will foster talent at a grass roots level and enable club revenue to be focused on players and community outcomes.

Stage	Timing	Cost
Renovations of the Country Club and Hall	2025-2026	\$1.5M
New change rooms for sporting clubs	2025-2026	\$1.0M
Skate park and pump track	2026	\$1.5M
New playground and landscaping	2027	\$1M
Upgrade Hard courts including fencing	2028	\$1M
Sports Lighting including Hardcourts and Oval	2029	\$1M



“Burekup has seen significant growth in recent years, requiring improvements to its infrastructure to support the needs of residents and the surrounding community. The proposed upgrade to the community and sporting precinct would enhance inclusivity and strengthen community connections.”

Burekup Sporting and Community Clubs

Benefits

- Supporting regional youth, women in sport and social groups by providing facilities that assist them in nurturing strong community connections
- Fostering regional sporting talent at a grass roots level
- Supporting local sporting clubs to encourage participation and attract new players to the competition



\$6M
FUNDING
SOUGHT



\$7M
TOTAL ESTIMATED
PROJECT COST

WELLS RECREATION PRECINCT UPGRADE

Multi-purpose and highly utilised, these hard-working facilities, they also support eight different sporting codes including cricket, basketball, tennis, football, soccer, mountain biking and numerous other special interest groups.

The redevelopment includes a new pavilion, plus two tennis and two basketball courts.

Replacement of the existing temporary and outdated facilities will ensure that safe and appropriate. It also aims to increase participation rates of female players across a number of sporting clubs.

The construction of new change rooms in 2023, saw the much-needed option of male and female change rooms at Wells Recreation Park. It is one of the Shire's recent all-timber builds.

The Eaton Dardanup Football Club currently has six senior teams, including two women's and one veteran's team, plus 15 junior teams.

The Dardanup Tennis Club play social tennis and provide junior coaching to a membership base across Dardanup, Ferguson, Bunbury, Eaton, Burekup and Donnybrook. The Dardanup Cricket Club use the grounds for mixed junior and senior teams.

Other hirers of the clubroom include the 160-member strong South West Rose Society, the Dardanup Senior Citizens and the South West Veteran Car Club.

The Bull and Barrel Festival, which draws visitation of over 20,000 people, use the facilities, along with a host of other local groups and associations.

The final stage of the infrastructure upgrade to Wells Recreation Park is the provision of sports night lights. Upgrading the lighting increases the capacity of the grounds and encourages greater sporting participation.

Catering for all users of Wells Recreation Park will inspire healthy, active lifestyles and build community through sporting, recreational and social engagement.

Stage	Timing	Cost
Sporting Hard Courts	2025-2026	\$1.5M
Oval and Court Lighting	2028	\$1.0M
Multi-use Pavilion	2029	\$2.5M



“ We are thrilled to use the wonderful amenities provided by the new changerooms at Wells Recreation Park. We now have changerooms for both male and female players and the high standard of amenities has encouraged others to play sport locally.”

Dardanup Community and Sporting Clubs

Benefits

- Building regional opportunity for sporting involvement, developing youth talent and increasing participation for all age groups
- Supporting Dardanup's strong culture of activity, health and community involvement
- Cultivating resilient community connections and empowering belonging via sporting, special interest and social group membership



\$4M
FUNDING
SOUGHT



\$5M
TOTAL ESTIMATED
PROJECT COST

EATON RECREATION CENTRE EXPANSION

As part of the 2050 Vision, the Shire has a focus on providing community recreation facilities which create opportunities for people to move, and encourage people of all ages maintain an active lifestyle.

The expansion of Eaton Recreation Centre is urgently needed to meet the region's evolving sport and recreation needs now and into the future.

The Eaton Recreation Centre (ERC) is the most significant sporting resource which services the Shire's sport and recreational needs.

At present there is high competing demands for court space from sporting association hire, social sports and recreation programming opportunities, and Eaton Community College growth.

This project will increase ERC's capacity with the addition of three new basketball/netball courts, add additional seating and expand the male and female change facilities.

As the only FIBA accredited facility in the South West, the additional courts will permit more major basketball and netball competitions to be hosted, realising the South West Infrastructure Plan's vision to create the South West Regional Basketball and Netball Hub at the Eaton Recreation Centre.

The Centre is the chosen facility for the South West Slammers and South West Jets. These State league level basketball and netball organisations have identified a desire for a "home venue" where they can play home games and conduct all training and programs from.

Recent sports lighting upgrades to the precinct's softball diamond has increased functionality and allowed for greater and more diverse community, sport and recreational usage.

These works will expand the current program offerings attracting new members and participation. They will ensure that the Eaton Recreation Centre continues to be a hub for health, fitness, sporting, childcare and recreational opportunities.

Stage	Timing	Cost
Eaton Recreation Centre Expansion	2029	\$18M



“ As one of the major users of the Eaton Recreation Centre, we are very aware of how important an upgrade would be to ensure the centre remains at the professional standard needed for our competition as well as the day-to-day use of so many consumers in the South West.”

Southwest Jets Netball Club

Benefits

- Creation of South West Regional Basketball and Netball Hub
- Recreation facility improvements encourage active, healthy lifestyles
- Increased capacity for the South West's only tee-ball and softball association
- Greater playing and participation opportunities for court, oval and diamond pitch sports
- An improved facility for the South West Slammers and South West Jets



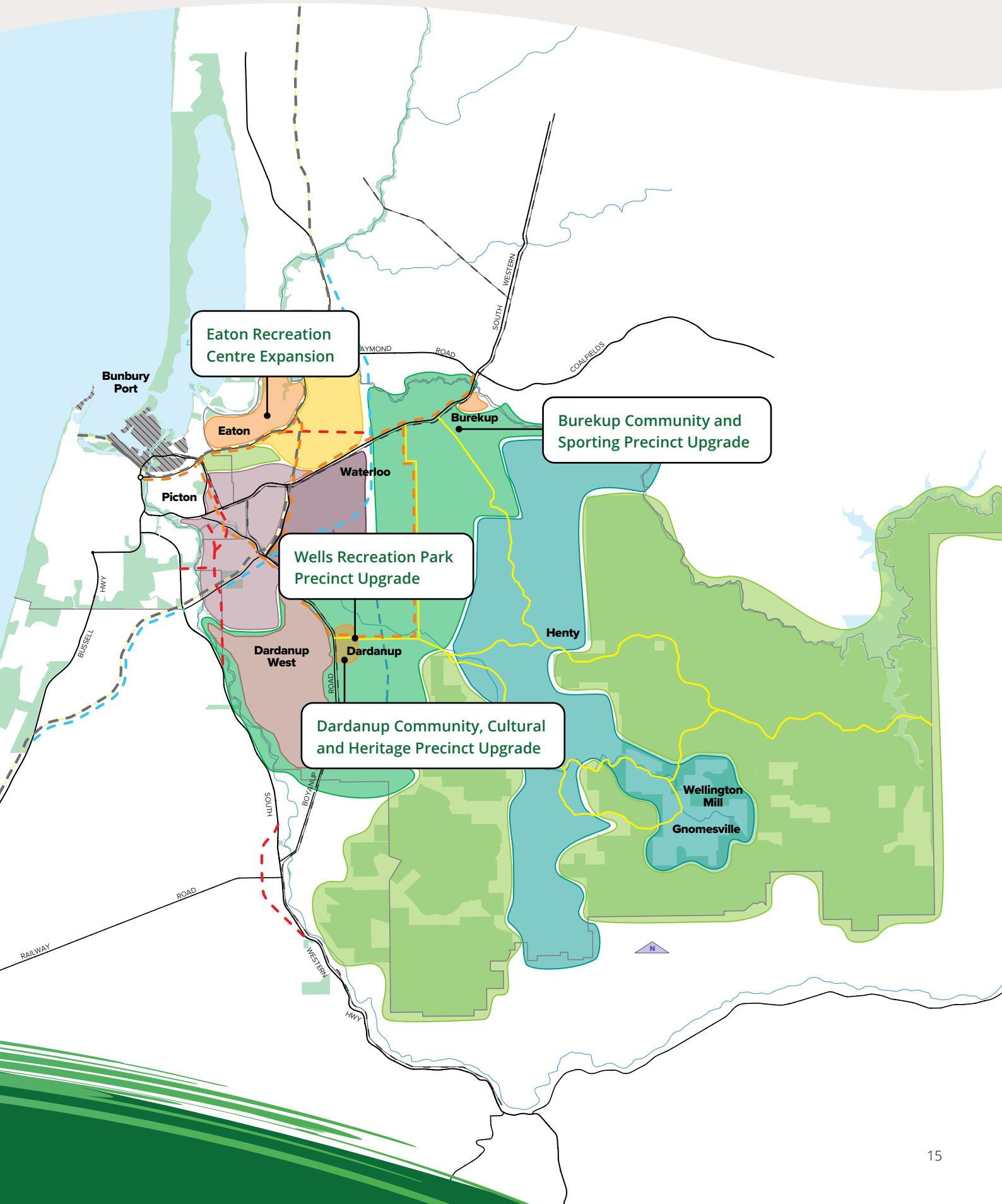
\$18M
FUNDING
SOUGHT



\$18M
TOTAL ESTIMATED
PROJECT COST



MAP OF THE SHIRE OF DARDANUP





1 Council Drive
PO Box 7016
Eaton WA 6232

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Photo Courtesy of RCR



**BUNBURY
GEOGRAPHE**
Economic Alliance

INVESTMENT PROSPECTUS

MAJOR INVESTMENT VISION





INTRODUCTION

Bunbury Geographe Economic Alliance, in conjunction with its Local Government partners, the City of Bunbury and Shires of Capel, Dardanup and Harvey, are pleased to present the Greater Bunbury Investment Prospectus.

The Prospectus revisits several of the key opportunities identified in the Bunbury Geographe Regional Growth Plan which was published in 2016. The Growth Plan outlines a comprehensive economic development planning process in which government, industry, and the community worked together to design a roadmap for creating wealth, employment, and prosperity in the Region. The Plan explored in great detail the Region’s competitive advantages, emerging global trends, and key growth drivers to define a range of priority initiatives. The Growth Plan, for the most part, remains current and relevant today.

In the years since the Growth Plan was published, we have also seen a greater focus on regional areas, with governments becoming increasingly aware of the value of strong, diversified, and sustainable regional communities. The impact of the COVID-19 pandemic also brought renewed interest in regional cities and towns for liveability and lifestyle benefits.

The CSIRO’s Australian National Outlook 2019 identifies the significant opportunities afforded by regional satellite cities such as Greater Bunbury:

“A move of population and services to satellite cities that are tightly connected to the capital cities would improve the quality of life for both”. (CSIRO, 2019)

This opportunity was also identified by the Department of Planning, Lands and Heritage (DPLH) and the WA Planning Commission (WAPC) in their report titled Bunbury Geographe Sub-regional Strategy, 2022:

“If visionary decisions are made today, it is possible that the ongoing growth of the capital cities will result in the rise of satellite cities that are able to offer a coastal suburban lifestyle within two hours’ travel from a capital city.

Satellite cities such as Wollongong, Newcastle, Geelong and Bunbury are expected to thrive into the future if connecting infrastructure is developed, such as high-speed rail, that enables access to capital city opportunity. With tight connectivity, the satellite city is expected to provide lifestyle and housing options that contrast to what is available in their respective capital cities”.

The decentralisation agenda has certainly gained unprecedented focus as a result of the COVID-19 pandemic as people seek out better lifestyle options outside of the major capital cities. Despite this trend, Perth is still home to over 80% of WA’s population, as per the 2021 census. For Bunbury Geographe to solidify its position as the States Major Regional Centre, it will need to continue to expand its economic base. This can be accomplished through the strategic implementation of associated employment opportunities, improved transportation links, and the creation and expansion of essential infrastructure. The ability to house and service a growing population is essential to the success of these goals. Future growth will also need to minimise environmental impact and preserve or enhance the “clean and green” reputation so often valued by those relocating from major cities.

The Investment Prospectus identifies a small number of key projects which have been determined to bring the next phase of significant private and Government investment and job creation to the region. These projects leverage the Region’s competitive strengths as identified in the Bunbury Geographe Growth Plan and are consistent with State and Federal Government key economic drivers.

The Local Governments of the Greater Bunbury Region are committed to collaborating with the State and Federal Governments on a strategic investment plan for the Region to enable this future growth.

BGEA and Local Government Partners acknowledges the Noongar people as the First Nations people. We pay our respect to their Elders past, present and emerging, and welcomes opportunities for Noongar economic development.

VISION

By 2050 Bunbury Geographe will be a diversified, creative, vibrant, and connected region, internationally recognised for its quality of life and environmental sustainability; “a good place to do business”.

VALUES

INCLUSIVE GROWTH

Supporting balanced, sustainable economic growth that delivers prosperity and rewarding jobs for everyone.

SUSTAINABLE

Valuing the unique environmental wealth that defines our region and pursuing a sustainable future that builds on this wealth.

CREATIVE

Embracing a culture that nurtures and rewards creativity, innovation, and continuous learning.

CONNECTED

Pursuing a globally engaged future, outwardly focused, and digitally connected.

COLLABORATIVE

Working together across the community where all citizens are respected and the pursuit of reconciliation with the Noongar people is ongoing.

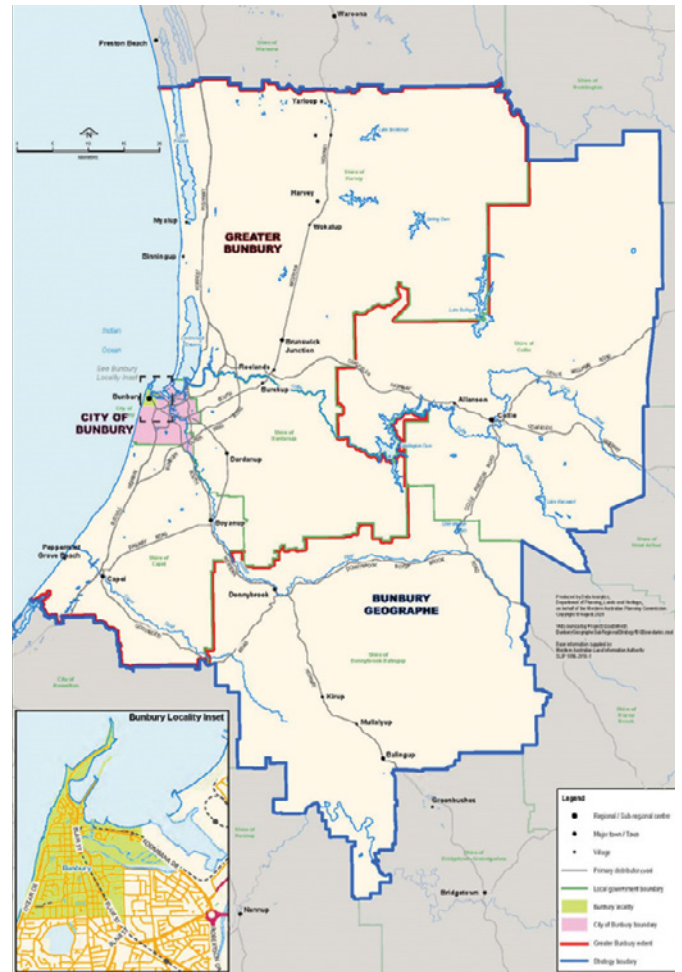
REGIONAL OVERVIEW

The Bunbury-Geographe sub-region is located between 120 to 240 kilometres south of Perth CBD within the South West Region of Western Australia.

Greater Bunbury is home to the majority of the population within the Bunbury Geographe Region with 94,415 residents (ABS, 2021). It incorporates the Local Government areas of Bunbury, Harvey, Capel, and Dardanup.

Bunbury Geographe is a connected region;

- Centred around a deep-water port and a freight network that connects globally, particularly with Asia.
- Rail network that connects the Port to Perth and Collie and facilitates the movement of several bulk commodities such as alumina, coal, caustic soda, and grain plus a twice daily passenger service.
- The Busselton-Margaret River airport is 40 mins from Bunbury and now offers direct flights to Melbourne and Sydney with future opportunities for direct international flights.
- The Forrest Highway is a dual lane highway from Bunbury to Perth. The Bunbury Outer Ring Road project, once completed in late 2024, will further enhance freight traffic movements around Greater Bunbury with good connection to the Port.
- The Region is also fortunate to have a range of higher-level services and facilities, including the Bunbury campus of Edith Cowan University, South Regional TAFE, and the South West Health Campus which includes Bunbury Regional hospital and St John of God private hospital.



STRATEGIC COMPETITIVE ADVANTAGE

Bunbury Geographe has a compelling strategic competitive advantage to respond to the opportunities created by megatrends;

- **Natural Wealth** – a clean and green environment, a global Biodiversity hotspot. Pristine, uncrowded beaches, large tracts of native forest and a variety of unpolluted waterways. Food production and tourism is recognised internationally for these clean and green attributes.
- **Social Capital and Lifestyle** – educated and diversely skilled workforce. A hub of high quality health, education and recreational facilities. Affordable housing compared to the metro area and yet less that two hours drive away.
- **Industry and Infrastructure** – a very diverse economy with substantial contributions from mining, manufacturing (which includes food processing such as abattoirs and dairies), construction, health care and social assistance, retail trade, education and transport and logistics. Perfectly positioned to capitalise on opportunities underpinned by current global megatrends. This includes Decarbonisation and the Asian Century - where two thirds of the worlds middle class will reside in Asia by 2030.



ECONOMIC SNAPSHOT

The Bunbury Geographe region is characterised by a very diverse range of industries which creates a stable economic base. The Region’s Gross Regional Product was \$10 Billion in 2021, which has doubled over the past 10 years.

Economic Output and Employment by industry sector is provided in the figures to the right.

(Appendix ORD: 12.1.1D)

BUNBURY GEOGRAPHE EMPLOYMENT BY SECTOR - JOBS 48,816

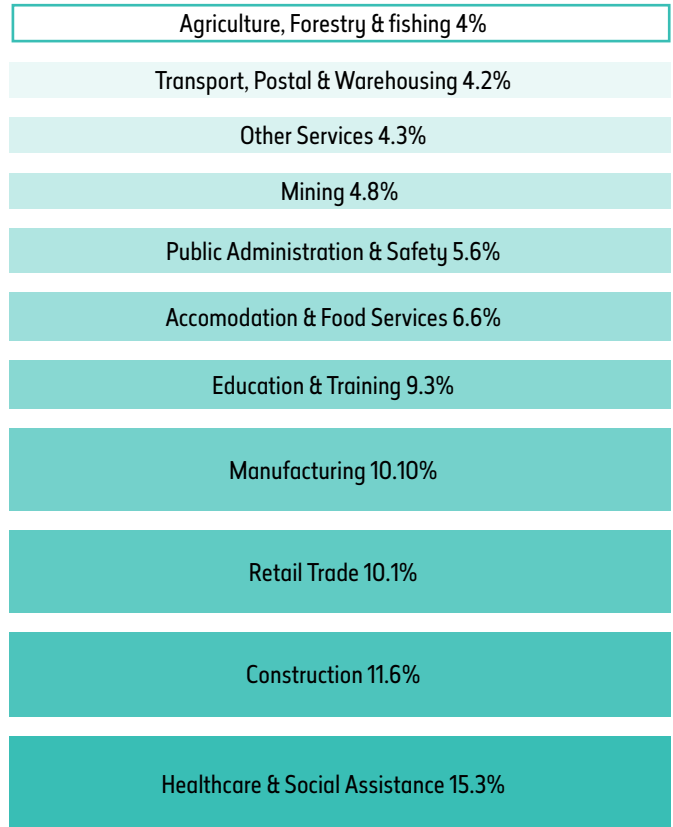


Figure 1. Bunbury Geographe - Employment by Sector (ABS 2021)

BUNBURY GEOGRAPHE OUTPUT BY SECTOR - \$24 BILLION

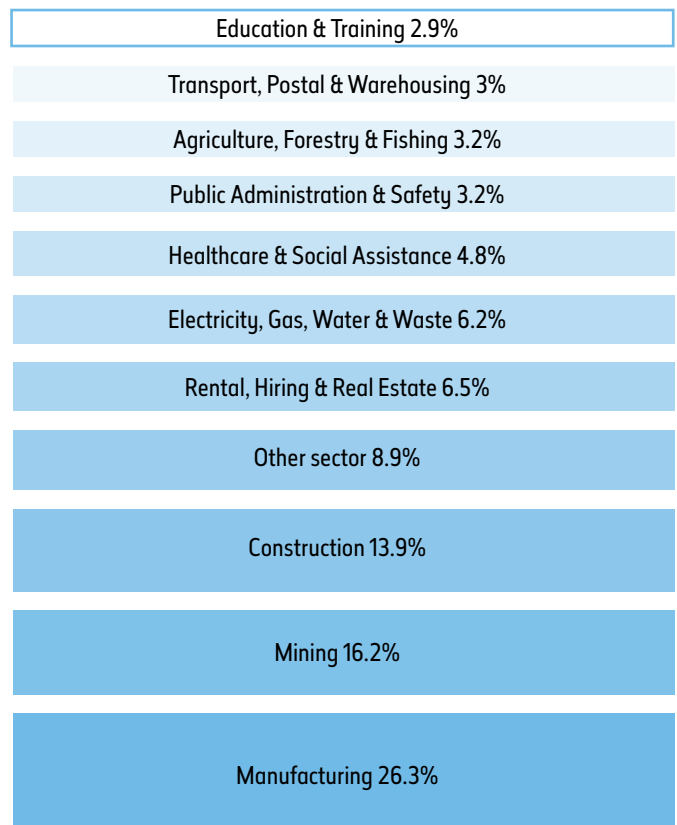


Figure 2. Bunbury Geographe - Output by Sector (ABS 2021)

PRIORITY PROJECTS

KEMERTON STRATEGIC INDUSTRIAL AREA

- Huge undeveloped heavy industrial landholding.
- Surrounded by comprehensive industrial buffer yet proximal to major population centres.
- Direct Highway access and just 20kms from Bunbury Port.
- With completion of essential services and environmental approvals it will be a globally attractive destination for future investment.

For further information contact – BGEA or Shire of Harvey.

The Kemerton Strategic Industrial Area was established by the State Government in 1985. It is the largest industrial area in the Region and one of the state's designated "strategic industrial areas" (SIA). Originally intended to provide alternatives to the Kwinana and Rockingham heavy industrial estates near Perth, the Kemerton SIA has the potential to become a thriving hub for employment and outputs for the Greater Bunbury region.

The Kemerton SIA attracted initial investment with Simcoa commissioning its silicon plant in 1989 and Tronox's titanium dioxide plant in 1990. For nearly two decades investment was limited to utility providers, including a gas fired (with diesel back up) peaking power plant, Water Corporation with a water treatment plant, and Tesla with a diesel peaking power plant.

In 2018, Albemarle made a final investment decision to proceed with a lithium hydroxide plant to process spodumene ore from Talison's Greenbushes mine, with construction commencing in 2019 and commissioning now in the final stages.

The Kemerton SIA is in an enviable position with a total land area of 7,605 hectares (ha). This includes a 2,025ha industrial core area, a 293ha support industry area and a 5,437ha buffer area.

BGEA expects that the Kemerton SIA will play a pivotal role in the continued economic development of the Bunbury Geopraphe region. Opportunities align well with the State Government's objective of diversifying and growing regional economies and communities. There remains huge development potential at Kemerton SIA, especially with Perth's SIAs reaching capacity.

The Kemerton SIA is however heavily constrained by a lack of State and Federal environmental approvals and a lack of essential services. The current power supply is fully utilized, water and waste disposal options are limited, the main access road is not to a heavy haulage standard, and there is no rail access. If the Kemerton SIA could be developed to a largely "shovel ready" stage, it would be a globally attractive location for new heavy industry.

Power supply is the most critical issue and limited by a fully utilised transmission network into Kemerton. This is restricting the existing tenants' ability to expand operations. Further new tenants would need to develop an alternative power supply, which is highly undesirable.

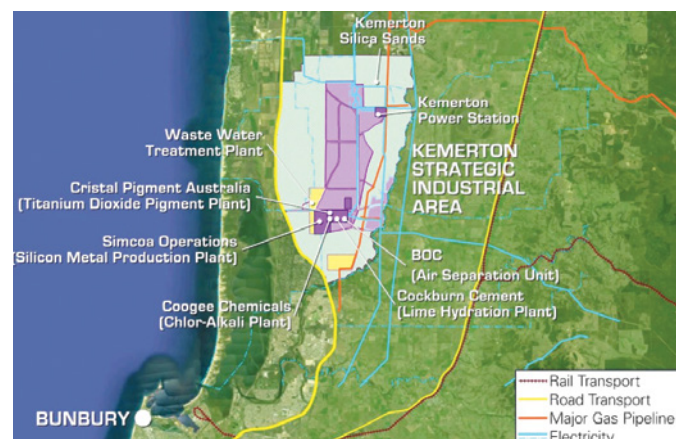
There is currently an opportunity for a viable solution for additional power supply infrastructure to be installed at the Kemerton SIA. This would service both the proposed expansion of Albemarle's lithium hydroxide plant and provide additional supply capacity for other existing and future tenants. A new power line is currently being designed by Western Power which will service Albemarle's future expansion, and it can easily be engineered to provide additional capacity for future supply.

This represents a cost effective solution for the State Government as Albemarle will provide a financial contribution to this infrastructure. If this opportunity to develop additional supply capacity (beyond Albemarle's requirements) is not taken up, it will further complicate any future solution. Additional transmission will also require the installation of a new switchyard which would ideally be sited adjacent to Marriot Road. The estimated capital cost is \$50 million.

Additional funding is required for Main Roads to upgrade the main entrance road (Marriot Rd) to a heavy haulage standard. The current road provides a safety risk with employee and public traffic interacting with a large number of heavy haulage movements for this project.

In summary State Government support is urgently required to:

- Install additional power transmission line and associated switchyards
- Undertake feasibility of Kemerton rail spur line
- Upgrade Marriot Rd to heavy haulage standard
- Complete environmental approvals
- Identify long term water supply and waste disposal solutions



AGRI PRECINCT

- Bunbury Geographe is centred in a very large and diversified agricultural sector.
- There is currently no Agri facility in the Region.
- An Agri precinct would promote efficiencies through supply chains and shared facilities and secondary products.
- An Agri precinct would encourage further investment in modern technology and food processing.

For further information contact BGEA and Shire of Capel.

The Bunbury Geographe Regional Growth Plan identified that the region’s economy is diverse with substantial contributions from manufacturing, mining, transport, and logistics. The major trade sectors in the region are mining and manufacturing, with includes food processing such as abattoirs and dairies. The significant agriculture, forestry and associated processing sectors supply dairy, beef, vegetables, wine and wood / timber products for domestic consumption and increasingly export markets.

Priority goals identified in the Growth Plan include Agriculture and Agribusiness, and Transport and Logistics. These goals have been determined to be vital to bridge the gap between the identified opportunity and the future economic success of the region but are reliant upon the development of an export-oriented cornerstone industry for the region.

The further development of the Busselton Airport will also create new opportunities for efficient export of agricultural products from the Region.

Having a dedicated Agri Precinct in the Region facilitates synergies between complementary agricultural manufacturing and value-adding businesses including the development of integrated food and supply chain industries, such as the future development of the Boyanup Cattle Saleyards.

The State Government announced through WA Meat and Livestock Authority in August 2018 the intention to seek expressions of interest (EOI) from potential investors to establish and operate a replacement South West saleyard. This EOI indicated the facility would be reliant on private sector and potentially Local Government investment; a range of options would be considered; and that the State Government would not fund the construction of a new saleyard. This process proved unsuccessful.

The Boyanup Cattle Saleyards are an important strategic asset for the South West livestock industry and the Shire of Capel. The Deloitte Access Economics report of October 2017 identified the need for a replacement Saleyard facility in the South West Region, should the Boyanup Saleyards be closed. The EOI process conducted by Western Australian Meat Industry Authority (WAMIA) on behalf of the State Government in August 2018, did not receive sufficient responses to progress a viable saleyard replacement option for the South West Region.

WAMIA and the Minister for Primary Industries and Regional Development subsequently sought the Shire of Capel’s support to renew the current lease agreement operation of the Boyanup Cattle Saleyards. This work resulted in reports to the Council in May and June 2021, seeking the Council approve advertising the disposition of the Boyanup Cattle Saleyards.

Despite this, the Capel Shire Council approved the continued use of the Boyanup Cattle Saleyards for an initial term of 10 years with a further term of 10 years by mutual agreement.

With the Saleyards set to continue operation for the foreseeable future, it is important that this time is used to identify and explore future solutions.

To do this, funding support is requested from the State Government to build on the previous studies that have been undertaken to systematically work through the following stages:

1	Industry, Government and Key Stakeholder Engagement.
2	Demand and Opportunity Identification.
3	Site Identification and Analysis (Opportunities and Constraints) – including draft master planning, order of magnitude costing, and high-level development guidance.
4	Feasibility - including detailed costs, funding and investment, design, development, staging and ownership, management, and operational considerations.
5	Business Case.
6	Approval, Construction and Operation.

AGRICULTURE AND AGRIBUSINESS

“There are a number of factors reinforcing agriculture and food production as a key export opportunity for the region. Efficient supply chains, together with modern processing and packaging technologies will assist delivery of premium produce in a timely and reliable manner.” - *Bunbury Geographe Growth Plan, 2016*

PORT EXPANSION

- The Bunbury Port has a large undeveloped landholding at a time when metro Ports are heavily constrained.
- The Port is experiencing record trade as the lithium and grain markets rapidly expand, and other exports are at peak outputs.
- New berths and supporting infrastructure are required to accommodate this continued growth and facilitate new trade to the Region which has a lot of upstream and downstream benefits to the Regional economy.

For further information contact BGEA, Bunbury Port, and City of Bunbury.

The Port of Bunbury is central to the Region’s economic success as it attracts investment and facilitates the exportation of the Region’s specialist commodities. Despite record throughputs in recent years, there remains huge growth potential for the Port.

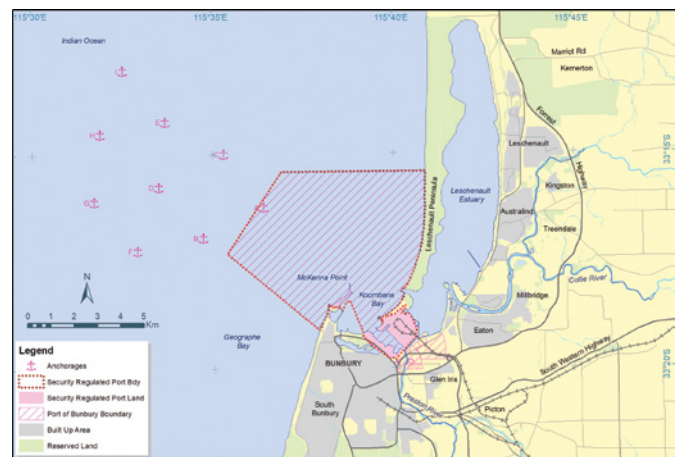
Surrounded by a large undeveloped landholding there remains the potential for new and improved infrastructure for storage, transport, and processing. The Port’s access to transport networks and its location just outside of the Perth metropolitan area means that the Port of Bunbury has the opportunity and facilities to accept some of the imports bound for the metro area as these Ports are reaching full capacity and are heavily constrained. The proposed redevelopment of North Quay in Fremantle provides a unique opportunity to permanently relocate the Roll On/Roll Off (RORO) trade to Bunbury and in doing so create the opportunity for new supporting industries to establish in the Region.

Additionally, by expanding the Ports there is the additional opportunity to support the renewable energy transition and in particular the proposed offshore wind projects for Geographe Bay. Furthermore, berth developments would allow for the storage, erection, and transportation of wind turbines while supporting a significant new local industry and become a hub for renewable energy in WA.

The Port of Bunbury Master Plan, endorsed by the WA State Government in 2022, identifies the need for an additional two Berths in the next five years just to support the organic growth of the Port. This requirement may become more urgent and more extensive based on the RORO and renewable energy opportunities.

As a minimum the Port Master Plan identifies the need for State and Federal Government funding in the following;	
1	A new Bulk Materials Berth which has been identified as Berth 14 to support Berth 8 operations.
2	A new multi-user Berth (Berth 7) to support multi-user operations including containers and RORO operations. Including dredging to maintain Berth 7 at the same depth as the existing basin is also required.

Previous transport studies have identified that the rail line between Brunswick Junction and Bunbury Port is operating close to capacity. Any expansion of Port capacity will also need to address this bottleneck in the rail freight network which will require duplication (and grade separation) to meet the growing demand for bulk and other freight movements to and from the Port. Other freight rail upgrades will need to be considered in the medium- to long-term, including the Bunbury to Perth line north of Brunswick Junction, with a transition to standard gauge rail.



AMTECH

- State and Federal Governments recognise the importance of advanced manufacturing to improve competitiveness in the global manufacturing sector and therefore grow the sector in Australia.
- Bunbury Geographe is well positioned to expand through advanced manufacturing. It already has substantial manufacturing and engineering capability, a skilled workforce, and a number of emerging opportunities through critical minerals, rail cars and renewable energy.
- The capital cost in establishing advanced manufacturing facilities can be prohibitive for any individual company alone.
- Government support to establish a shared (common user) facility allows a cost-effective entry point for many Companies and often encourages partnerships in new product development.

For further information contact BGEA, SWDC and RCR Engineering.

The WA government has pinpointed technology and advanced manufacturing as a crucial economic sector requiring prioritisation. This was originally defined in the WA Government's economic development framework, Diversify WA (2019), which identifies priority sectors for strategic development that match Western Australia's unique strengths with global trends to achieve growth across the economy. This was supported by the Investment Attraction Fund which supports activities that will improve value and productivity across multiple sectors of the economy, including advanced manufacturing.

Advanced manufacturing was also identified by the Federal Government in the Australian Government's Modern Manufacturing Strategy in 2020, aimed at assisting Australian manufacturers in becoming more competitive, resilient and providing the ability to scale-up to develop a globally significant supply of manufacturers.

This emphasis aims to foster economic growth, job creation, and the long-term stability of the State. Moreover, at a regional scale, advanced manufacturing is acknowledged as a major economic driver in Southwest WA, holding substantial potential for further progress. Manufacturing is the second largest contributor to the South West's Gross Regional Product contributing 23% of the total value. This recognition has been underscored by the substantial interest exhibited by local companies in the establishment of an advanced manufacturing and technology hub in the region. The Western Australian State Government has provided funding to complete a feasibility study and business case for an Advanced Manufacturing and Technology Hub (AMTECH) in the Bunbury region. This work has commenced and is being led by the South West Development Commission (SWDC).

In parallel to the SWDC study, RCR Engineering is also progressing with a plan to develop an advanced manufacturing facility on privately owned land in the Waterloo Industrial Park. RCR are in advanced discussions with several companies (in the agriculture

and mining sectors) for the manufacture of rail wagons. With these wagons currently sourced almost exclusively from China, RCR recognises that an advanced manufacturing facility is essential to be price competitive with the Chinese suppliers. In addition to rail wagons, there is also opportunities to manufacture components for other industries, including wind turbine components, particularly the towers to support the growth of the wind sector including future offshore wind farms in the Region. RCR have also begun investigating various upcoming defence contracts.

The challenge with ensuring cost competitiveness is not only manufacturing costs but also the initial capital costs to develop such a facility. RCR has commenced discussions in relation to financial support from the State Government to assist in the purchase of advanced manufacturing equipment subject to them securing one or more rail wagon contracts. The required equipment is likely to include automated gantries and robotic welders and also other elements for component machining and blast and paint booths. RCR believe that this facility could potentially be utilised by other local companies. They believe it is likely that other local companies would be required to support the manufacture of the aforementioned rail wagons, wind towers, and more. The site is well located adjacent to the South West Main Line railway, South West Highway, and Bunbury Outer Ring Rd and there are large areas of undeveloped land which can accommodate future growth.

This represents a fantastic opportunity to expand existing capacity and capabilities a manufacturing industry in the South West region using the latest technology. This opportunity also offers an inevitable boost in employment, training, and skills development in this sector.

It is requested that the Western Australian and Federal Governments support these advanced manufacturing initiatives to the full extent possible as this will be a major growth driver for the Region, now and into the future.





Photo courtesy of Intermodal Group

INTERMODAL TERMINAL

- The Region has no container rail service currently available.
- An IMT will improve container freight efficiency to the major markets, encouraging expansion of exported goods from the Region.
- IMT's are the catalyst for new supporting enterprises such as logistics, warehousing and secondary processing.
- Substantial containerised freight is currently trucked to Perth and beyond at a time when State and Federal Governments are spending billions of dollars to improve congestion and efficiency of the Regions roads.

For further information contact BGEA, the Intermodal Group and Shire of Dardanup.

The Department of Transport's South West Supply Chain Strategy 2020 considered that the Waterloo Industrial Precinct to be an optimal location for an intermodal terminal (IMT). There is no container rail service currently available for the movement of general and containerised freight between the South West and Perth. All container movements are currently made on trucks. This has placed additional pressure on local roads at a time when State and Federal Governments are spending billions of dollars on road upgrades to cater for population growth and increased tourism in the Bunbury-Geographe Region. Rail is a more efficient and environmentally friendly mode of transport. The South West Supply Chain Strategy also recognised that an IMT developed outside of the Port precinct, initially to transport containers to Perth via rail, could be the origin of a future shuttle service to Bunbury Port, similar to the rail shuttle which currently runs from Forrestfield to North Quay in North Fremantle.

The Intermodal Group (IMG) has conducted its own assessment of the current demand for a containerised freight service and reviewed a number of potential sites in the Bunbury Geographe region. It concurs with the Department of Transport (DOT) study that the Waterloo Industrial Precinct is the most favourable location, given its strategic location adjacent to the main Highways and railway lines between Bunbury and Perth, while being just six kilometres from the Bunbury Port. The availability of substantial industrial land at the site is also very attractive because it is expected that an IMT would attract other businesses such as warehousing and logistics to co-locate to the area. In doing so this would create a number of new jobs and industries in the Region.

Having selected Waterloo as the preferred site, IMG were made aware of RCR Engineering's proposal for an advanced manufacturing facility within the Industrial Park. In reviewing the needs of both Projects, it was evident there was clear synergies and several cost saving opportunities if the two projects were combined on the one location. IMG and RCR have developed a concept design (attached) and are seeking Government support to progress these Projects.

It is proposed that the intermodal facility would be an open access multi user site with the rail sidings to be located within the existing rail corridor. State Government support is required to fund the development of the rail assets to enable this Project.

The remainder of the project site is on privately owned land and the owner is eager to support the development of the IMT hardstand area and RCR AMTECH facility.

PROSPECTUS REFERENCE LIST

1. WAPC – SW Planning Infrastructure Framework 2015
2. BGEA – Bunbury Geographe Growth Plan 2016
3. DOT – SW Supply Chain Strategy 2020
4. SWDC – Strategic Plan 2021-2023
5. Infrastructure WA – State Infrastructure Strategy 2021
6. RDA – South West Futures 2022
7. Bunbury Port – Master Plan 2022

SUPPORTING DOCUMENTS

1. Bunbury Port Upgrades (Roll on Roll off, Container Handling) (References 1-7)
2. Freight Rail Network Upgrades (References 1-7)
 - a. Duplication of the Rail between Picton and Brunswick (including grade separation where possible – Burekup
 - b. Making provision for Standard Gauge
3. Intermodal Terminal at Waterloo (Waterloo Industrial Park District Structure Plan, References 3 and 6)
4. South West AMTECH (SWDC CEO Presentation AMTECH Forum, Paxon report AMTECH February 2022, References 2,3,4,5,6,7)
 - a. Critical Minerals downstream production and value-chain gaps
 - b. Rail car component manufacture to support grain and minerals sectors
 - c. Manufacturing and procurement opportunities associated with lifetime support of wind farm turbine componentry for renewable wind energy sector



OUR MEMBERS

LOCAL GOVERNMENT PARTNERS



PLATINUM MEMBERS



TITANIUM MEMBERS



GOLD MEMBERS



ASSOCIATE PARTNERS

FIFWA
THOMPSON SURVEYING CONSULTANTS
WA OFFSHORE WINDFARM PTY LTD
FLOTATION ENERGY PTY LTD

NEOEN
ADVISIAN PTY LTD
BREAKAWAY ABORIGINAL CORPORATION
JBS&G AUSTRALIA PTY LTD

BUNBURY GEOGRAPHE CHAMBER OF
COMMERCE & INDUSTRY
COLLIE CHAMBER OF
COMMERCE & INDUSTRY

CONTACT US

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(Appendix ORD: 12.1.1E)

SW Local Government Regional Priorities

THEME	PRIORITY / RANKING	DETAIL	OUTCOME / REQUEST
LAND / HOUSING / ACCOMMODATION DECONSTRAINING	1	Infrastructure costs associated with water & sewer to unlock land alleviate critical housing shortages through provision of aged, affordable and key worker accommodation options	State Government Investment
		Modular / Factory Built housing options	Expedite opportunities to fast track housing delivery
REGIONAL WASTE	2	Regional Waste Solutions	State Government Investment to deliver a Regional Resource Recovery Centre at Stanley Road inclusive of a FOGO processing facility and Materials Recovery Facility State Government Investment to deliver a regionally connected network of waste facilities covering the SW region
		Regulatory Reform	Reform to overhaul and modernise regulation of technologies for sustainable waste processing
CLIMATE CHANGE ADAPTATION	3	Water Resource - Recovery & Reuse - Water Supply Surety	State Government Investment to deliver / Support Aqwest's proposal for waste water reuse.
		Bushfire Mitigation - Static funding pool, with more LGs in Scheme = diminishing allocation per LG	Increase in State Budget BFMAFs funding allocation
		Coastal Vulnerability - Remediation / mitigation activity funding (identified in CHRMAPs - similar to BFMAFs)	State Budget funding allocation
BUSSELTON - MARGARET RIVER AIRPORT	4	New expanded passenger terminal and all associated landside and airside security, facilities and functionality. Expansion strategy to enable later development of international air services.	State Government Investment to deliver the International Terminal
ADVOCACY			
BUNBURY PORT UPGRADE	Bunbury Port to provide information.	Advocacy	State Government Investment to deliver on the Bunbury Port Master Plan 2023
INTERMODAL / AMTECH	As per the DOT Draft SW Supply Chain Strategy this is recommended for Waterloo Industrial Park.	Advocacy	State Government Investment to deliver an Intermodal Terminal in Waterloo along with an Advance Manufacturing Technology Hub.
RAIL INFRASTRUCTURE	Standard gauge (within SW & to Perth)	Advocacy	State Government Investment to deliver Standard gauge within SW & to Perth.
	Rail network upgrade	Advocacy	State Government Investment to deliver a duplication of the rail between Picton and Brunswick
	Fast Passenger Rail - Perth to Bunbury	Advocacy	State Government Investment to deliver a Fast Passenger Rail and Train along Forrest Highway Corridor to link in with Aubin Grove and express up to Perth.
AGRIBUSINESS	Agribusiness Precinct	Advocacy	State Governmen investment to deliver a Precinct servicing the SW Agricultural industries and linking to other major developments (Port, Road, Rail, Airport)

Emergency Management

Community Emergency Services Managers Advocacy

(Appendix ORD: 12.1.1E)

State Government to make a CESM available for all local governments in the South West region.

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: Adoption of Advocacy and Strategic Plans for Engagement

RISK THEME PROFILE:

6 - Community Engagement

RISK ASSESSMENT CONTEXT: Strategic

CONSEQUENCE CATEGORY	RISK EVENT	PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN (Treatment or controls proposed)	AFTER TREATMENT OR CONTROL		
		CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING		CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.
REPUTATIONAL	The Engagement Strategy aims to improve the relationships with State and Federal Government and is intended to improve our reputation.	Insignificant (1)	Unlikely (2)	Low (1 - 4)	Not required.	Insignificant (1)	Rare (1)	Low (1 - 4)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.
PROPERTY	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.]	Not required.	Not required.	Not required.

(Appendix ORD: 12.1.1F)

DARDANUP WATER SUPPLY UPGRADES

Essential water pressure and wastewater upgrades are required to progress the expansion and development of Dardanup



State Government funding support of \$9.2 million is sought to deliver the Dardanup Water Supply Upgrades.

Water pressure upgrade

Situated between both Bunbury and Perth, Dardanup is perfectly placed to develop affordable housing options for the region. Presently, water pressure in Dardanup is not sufficient for planned expansion of the townsite and nearby residential subdivisions, and is a long-standing issue for existing residents.

Water Corporation has recommended the construction of a new in-ground service tank and booster station at Garvey Water Treatment Plan, and associated pressure mains.

Capital expenditure of \$4.2 million will allow for Water Corporation to complete works that will increase water pressure for business and residents.

These upgrades will provide the necessary infrastructure to progress land development and will cater for the total future demand of the Dardanup Water Supply Scheme.

Without these critical infrastructure upgrades, residents will continue to be impacted and the expansion and development of the Dardanup Townsite and proposed developments will be stalled, preventing further growth.

Key benefits



Housing Strategy alignment

Regional investment will support and align with the State Government's WA State Housing Strategy 2020-2030 specifically levers 1 and 2.



Affordable housing construction

A combined 755 lots to come to market, allowing for the construction of affordable housing.



Sustainable regional population growth

Upgrades will cater for the total future demand of the Dardanup Water Supply Scheme.

Waste water upgrade

State Government's support is sought to permit a market correction to enable competition that would support and promote the development of the Dardanup Townsite.

Water Corporation has recommended plans for wastewater infrastructure to progress land development in Dardanup. Included in these plans is the construction of:

- \$5 million Waste Water Pump Station C (WWPS C),
- \$7 million Waste Water Pump Station A (WWPS A) and,
- \$5 million Waste Water Main Line (WWML) to the Waste Water Treatment Plant (WWTP).

WWPS C can only be constructed after WWPS A and WWML.

WWPS A and WWML are included within Water Corporation's five-year Forward Planning. However, this proposal rests on the developers of Roseland Estate proceeding with the development and construction of WWPS A and WWML through a prefunding agreement with Water Corporation. If this syndicate of residents decides not to proceed, the town will not be able to continue to grow.

This project requires urgent attention to ensure it is prioritised by Water Corporation and funding is allocated to complete these works.

(Appendix ORD: 12.1.1G)

Dardanup Water Supply –

Full project details

Water Pressure upgrade

\$4.2 million

Waste Water Pump Station C (WWPS C)

\$5 million

Waste Water Pump Station A (WWPS A)

\$7 million

Waste Water Main Line (WWML)

\$5 million

Total project cost

\$21.2 million



Secured funding

\$12 million

(Water Corporation's forward capital works budget)



Total funding needed

\$9.2 million

