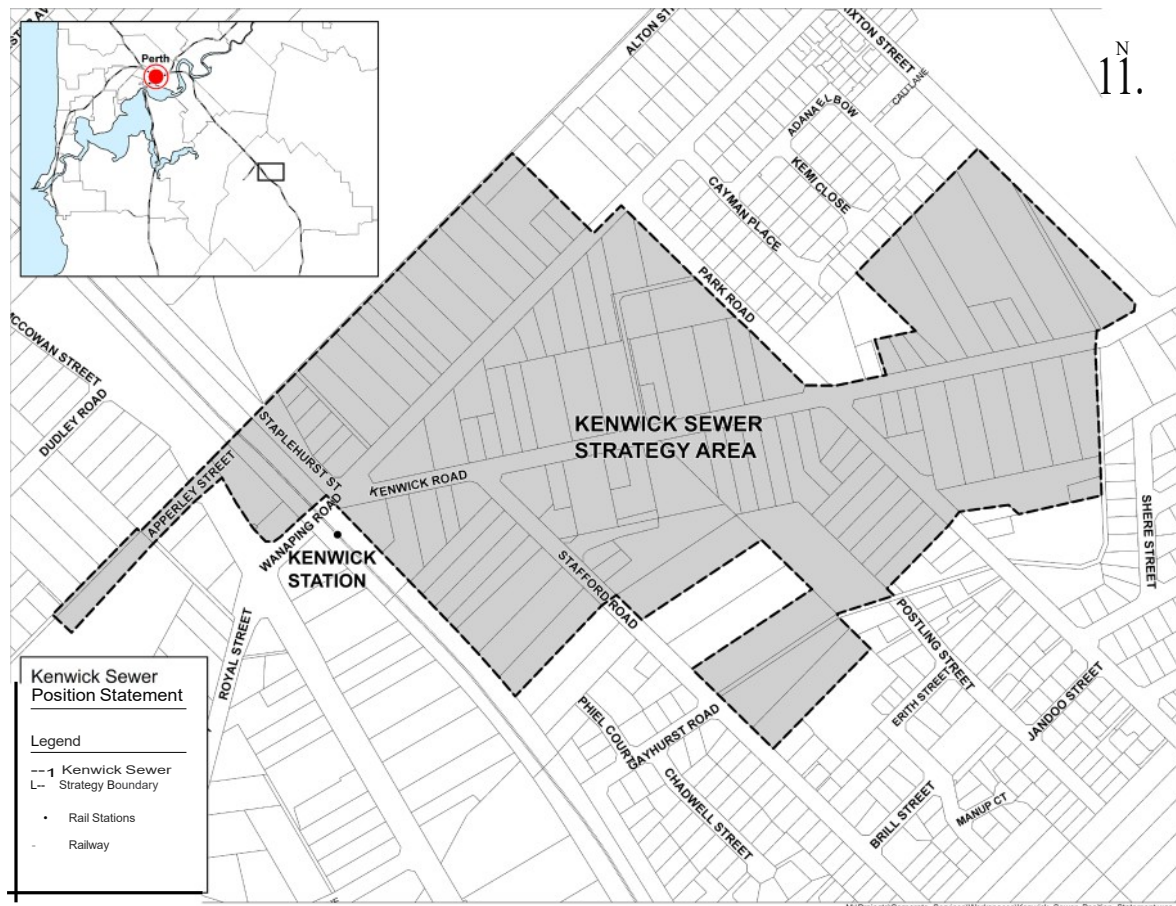




KENWICK SEWER POSITION STATEMENT

Background

An area of approximately 26 hectares adjacent to the Kenwick Train Station is not currently serviced by reticulated sewerage. The land is within 800 metres of the train station as shown in the map below:



The City has rezoned the land with the aim of creating a transit oriented development around the Kenwick Train Station. However, in accordance with the State Government's Sewerage Policy, the absence of reticulated sewerage means the land can't be developed.

The State Government's key planning document 'Perth and Peel @ 3.5million' advocates for almost 50% of new housing to be in the form of in-fill development. Similarly, the State Government's key infrastructure project, Metronet, also promotes increased residential development around train stations through transit-oriented development.

According to a recent report by the Urban Development Institute of Australia, the potential supply of residential blocks in the metropolitan area that can be subdivided (based on size and current zoning) is down to its last 20%. This will make it challenging to achieve in-fill targets contained in Perth and Peel @ 3.5million unless other opportunities are explored.

The land in Kenwick that is not currently serviced by sewer comprises of 108 individual lots (ranging in size from 760 square metres to almost 11,000 square metres). If the area was



connected to sewer and those lots developed to their maximum potential under the City's Planning Scheme, almost 1,300 new dwellings could be created. This would make a significant contribution towards achieving objectives espoused in Perth and Peel @ 3.5million, and establishing a transit oriented development around the Kenwick Train Station.

The high cost of providing sewer to this area will prevent development unless something is done.

RELATION TO STRATEGIC PLAN

Strategic Priority 4: Economy – Businesses are supported and the economy is growing

Goal 4.3 Accelerate the pace of infrastructure improvements including road, rail, public transport, utilities and digital connectivity.

Council's Position

1. Development of currently unsewered land adjacent to the Kenwick Train Station is consistent with objectives of Perth and Peel @ 3.5million and goals associated with Metronet to increase residential development around train stations.
2. Providing sewer to Kenwick to enable the creation of almost 1,300 new dwellings within 15 kilometres of the Perth CBD would be far more cost effective and have significantly less environmental impact than delivering all of the infrastructure required to establish those dwellings in a greenfield development on the urban fringe.
3. The provision of sewer to the area adjacent to the Kenwick Train Station will make development of the area unviable if the cost has to be funded in advance by developing landowners.
4. The sewer network is State Government infrastructure and as the development of land adjacent to the Kenwick Train Station will deliver on two key State Government strategies and create up to 1,300 new dwellings within 15 kilometres of the Perth CBD, the initial cost of providing sewer to Kenwick should be funded by the State.