



# Peel Region Priorities

2010 – 2012



## PEEL REGION PRIORITIES: PROCESS

### Principles:

To be listed, priorities must be:

- Supported by evidence of need and able to be implemented as soon as funding is made available;
- Consistent with the delivery of the aspirations in *Peel 2020 Sustainability Plan*. This Plan was developed over a three year period, led by Peel Development Commission with over 30 leaders representing local, state and federal government, industry and community. It had extensive community input with specific attention to hearing the voices of children, young people, Indigenous people, people with disabilities and older people. This document (available on the Peel Development Commission website) outlines the aspirations of Peel's people for the year 2020; and
- Broadly supported by all regional stakeholders through the following process.

**Process:** (Led by Peel Development Commission on an annual basis):

1. Development of 'raw' list of priorities:
  - Interviews with all Members of Parliament in the region – state, federal, government and opposition;
  - Interviews with the CEOs of all local government authorities and the Executive Officers of Peel Economic Development Unit (PEDU), Peel Harvey Catchment Council (PHCC), and Peel Community Development Group (PCDG)\*; interviews with Peel CCI and Chamber of Minerals and Energy; input from Peel State Government Agency Leaders' Group\*\*; and
  - Input from Peel Development Commission Board members.
2. Provision of the raw list to all stakeholders for information.
3. Workshop of CEOs of all local government authorities and the Executive Officers of Peel Economic Development Unit, Peel Harvey Catchment Council, Regional Development Australia and Peel Community Development Group. This workshop is a robust process of debate to refine and broadly agree the draft Regional Priorities;
4. Draft list provided back to all stakeholders who have been involved to date and feedback obtained.
5. Final list provided to all stakeholders.

**Result:** All levels of government, industry and community have a broadly agreed list of achievable priorities. The region is able to 'speak with one voice' when advocating priorities; minimizes unnecessary competition for resources, duplication and gaps; makes it easier for government and industry to make decisions about where to allocate resources, with a reasonable degree of confidence that decisions made in one area will be supported by all other areas if they are consistent with the priorities.

\* PEDU: an incorporated body whose membership is Peel Development Commission, all five Local Government Authorities, Peel Chamber of Commerce and Industry and Peel Small Business Centre.

\* Peel Harvey Catchment Council: an incorporated body comprising members from government, industry and community – the region's peak body for the environment sector.

\* Peel Community Development Group: an incorporated body representing the voice of the Peel's community services sector.

\*\* Peel State Government Agency Leaders' Group – chaired by Peel DC CEO, the group's membership is the most senior regional person from every State Government Agency.

<b>1. PEEL REGION - HIGHEST PRIORITIES</b>						
	<b>Project</b>	<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
1.1	WASTEWATER PIPELINE FOR INDUSTRIAL, HORTICULTURAL AND AGRICULTURAL USE	State, Cmwth & Industry	Estimate \$40 million Gordon road to Pinjarra (stage 1 construction), \$25 million Pinjarra to Waroona (stage 2 construction)	Feasibility study \$87,000	Partnership between government and industry. Waste water pipeline from Gordon Rd (Mandurah) to Alcoa Pinjarra, with opportunities for connection by industry and major developments; then from Alcoa Pinjarra to Waroona (and potentially north to Wungong). Potential to significantly increase horticulture/farming opportunities through increased irrigation, strengthen industry through water availability, use waste water more effectively, remove need for ocean outfall and significantly improve environmental outcomes. Alcoa is commencing work, feasibility study for all other opportunities will be finalised by August 2010.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.2	RESOLVE FUNDING FOR YUNDERUP AND PEEL INLET CHANNEL DREDGING	Local, State		X Around \$200,000 per year dredging of Yunderup Channel	Priority focus areas: Management of dredge spoil, identification of cost of dredging and management responsibilities, environmental impact timelines. Ongoing responsibility for management of dredging of Yunderup Channel needed (currently Shire of Murray) and ongoing responsibility for management of dredging of Peel Inlet needed (currently shared between City of Mandurah and State Government).	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.3	IMPLEMENT PEEL WATER QUALITY IMPROVEMENT PLAN AND SUPPORT ONGOING FUNDING FOR PEEL HARVEY CATCHMENT COUNCIL	State and Cmwth, Industry, Peel Harvey Catchment Council		\$1 million from DoW provided, \$460,000 over two years being sought as an interim measure to deliver specified projects. Longer term operational funds also needed - \$250,000	Support the sustainability of a coordinated voice for the environmental sector in Peel, support better integration of planning and decision making across sectors, and deliver on-ground projects. Significant priority to enable this to work is the designation of Peel Harvey Catchment as a natural resource management Region in its own right. (Currently, it is a sub-region of the South West NRM Region).	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

1. PEEL REGION - HIGHEST PRIORITIES						
	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
1.4	OLD MANDURAH TRAFFIC BRIDGE REPLACEMENT	Local, State, Cmwth, industry	X \$35 million, to be confirmed following planning work and community consultation		On completion of planning work, capital funds will be needed to replace/refurbish old Mandurah Bridge. Replacement of Old Mandurah Traffic Bridge with new bridge to accommodate population and traffic growth. Typical design life is 60 years (bridge was completed in 1953). Community consultation to commence in 2010, to determine bridge options (including number of lanes). New bridge construction scheduled to commence in 2014. Public Private Partnership opportunities offer potential part-funding and development solutions.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.5	BEACH EROSION MODELLING - MANDURAH; INVESTIGATE LONG TERM SUSTAINABLE SAND BYPASSING ISSUES AT DAWESVILLE CHANNEL AND MANDURAH ENTRANCE CHANNEL	Local State Cmwth	N/A	Up to \$80,000 per site for beach erosion modelling - total up to \$500,000 for 6 sites	<p>1. City plans to undertake appropriate modelling of sediment flux, nearshore wave climates and other local features around six identified erosion 'hotspots' along its 50km coastline. Modelling will be used to fully explore a range of management options to protect the coastline against erosion.</p> <p>2. Sand bypassing at the Dawesville Channel and Peel Inlet sites is currently undertaken on an ongoing annual basis, using a Slurrytrak mobile pumping plant. However, the existing operations are not only unsightly, but also create an increased drowning risk at the popular Pyramids Beach, adjacent to the Dawesville Channel. An October 2007 report by JFA Consultants Pty Ltd recommended the installation of a fixed pumping system at Dawesville. The consultant's report estimated that the fixed pumping system would cost approximately \$3 million to construct, and would save approx \$92,000 per annum in sand bypassing costs. It recommended that the project be undertaken between 2011 and 2013.</p>	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.6	EXTENSION OF TONKIN HIGHWAY TO SOUTH WEST HIGHWAY AT MUNDIJONG	Local, State, Cmwth	\$150 million		There continue to be heavy vehicle numbers through Byford and the local road network is experiencing increased traffic volumes on roads not designed for high traffic loading. Strategic studies demonstrate the need for the extension, which will also provide access for new residential, commercial and industrial developments occurring in the area and the large number of regional and local traffic movements which will be generated in future years.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

## 1. PEEL REGION - HIGHEST PRIORITIES

	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
1.7	REGIONAL UNIVERSITY	Local, State Cmwth, industry and Universities	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments	Attracting a University to the region would contribute both to lifting the educational status of the region as well as providing as providing a number of strategic employment opportunities.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.8	IMPROVED OPTIONS FOR AGED CARE (INCLUDING RESPITE), IN HOME CARE, ACCESSIBLE CARE FOR PEOPLE WITH DISABILITIES; 12 BED DEMENTIA WING ADJACENT TO PAM CORKER HOUSE WAROONA	State & Cmwth	X \$300,000 to \$500,000 Waroona	X	Priority for aged care 'in location' in smaller communities.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.9	EXTENSION OF RAIL TO BYFORD	Local, State	\$100 million	x	Commitment needed to provide electric rail to Byford by 2015 and in the interim a commitment to increasing bus services. This project would see the extension of the electric passenger railway line from Armadale to Byford, the construction of a train station in Byford, the construction of a park 'n ride facility and all associated project costs.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.10	PLANNING FOR RELOCATION OF CURRENT FREIGHT LINE FROM MUNDIJONG WHITBY URBAN CELL TO WESTERN BORDER ALONG TONKIN HIGHWAY ALIGNMENT	Local, State & Cmwth	\$20 million	\$300,000 initially	Relocation will cost around \$20 million but will generate a saving of \$50 million in construction of Tonkin Hwy. Funding is initially required to define the land requirement and undertake environmental investigations. Following these investigations land would need to be acquired and sufficient funding made available for the construction cost. DoP, PTA, MRWA and the Shire are working together to secure \$300,000 for the preliminary investigation.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

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1.11	EARLY YEARS PROGRAMS	State, Cmwth		x	A structured early years program to increase literacy/readiness of schooling and support early years parenting such as the Kindy Café previously run in Yarloop or Better Beginnings as run through the state library such as in Pinjarra.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.12	MANDURAH AQUATIC & RECREATION CENTRE (MARC) REDEVELOPMENT	Local, State, Cmwth	\$15 million		MARC redevelopment to replace ageing infrastructure, and to accommodate rapid population growth. The MARC was opened in 1982, when Mandurah's population was less than 15,000. Today, Mandurah's population exceeds 70,000, and existing pool infrastructure (2 x 25m pools) is inadequate. Redevelopment is scheduled to be undertaken in 2013, creating a new 50m outdoor pool, refurbishment of existing indoor 25m pool, addition of a hydrotherapy pool and an indoor leisure pool.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.13	INCREASE NUMBER OF CARAVAN PARKS	State, Cmwth, industry	\$2.193 million		Feasibility study has been completed for Fairbridge, identified capital requirement of \$2.193 million for 40 bay park, planning work done.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.14	PROGRESS PLANNING FOR COLLOCATION OF STATE GOVERNMENT AGENCIES IN PEEL, AND INCREASE ACCESS TO STATE AND COMMONWEALTH AGENCIES	State, Cmwth	X	X	Current planning work being undertaken by Department of Treasury and Finance will quantify cost and timing of collocated facility; need attraction of more public service agencies to Peel.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

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1.15	INCREASED EMERGENCY AND SUPPORTED ACCOMMODATION / MENTAL HEALTH SERVICES	Local, State, Cmwth	\$2 million	x	Areas of the Peel are under enormous pressure with increasing rates of homelessness and community struggling to make ends meet. Men's homelessness service: there may be an opportunity to develop a Vincentcare facility in the region, most likely to be based in Mandurah. A significant amount of planning (including building design) has already been undertaken. Initial figures for a Vincentcare facility is around \$2 million depending on land costs and sourcing. Possible funding partners are Lotterywest and St Vincent de Paul along with their corporate sponsors. Emergency accommodation for single men collocated with communal hostel facilities and skills resource centre to link clients to health, rehabilitation, education, training, employment and other life skills programs. The facility would include a number of short-stay beds for emergency situations and the remainder would be for medium term clients.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.16	SUPPORT INDIGENOUS INITIATIVES THAT BUILD COMMUNITY COHESION	State, Local, Cmwth & Community		\$280,000 for two years	Support capacity which may include establishing an Aboriginal Justice Forum. Support a Regional Indigenous Youth Officer. - \$280,000 budget for a 2 year project with sustainability to merge under Street Net organisation.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.17	IMPROVE PUBLIC TRANSPORT AROUND REGION, INCLUDING LINKING WITH MAJOR TRANSPORT HUBS	Local, State & Cmwth, Industry	X	\$50,000 feasibility study/planning	Priorities include: Implement strategic transport plan for Shire of SJ; permanent bus service linking Waroona, Pinjarra, North Dandalup and Mandurah, enabling people to access education, training and employment options, medical services etc - a suggestion has to be to run a trial model - feasibility study and planning need to be undertaken as first step. The funding sought for trial perhaps in partnership with PTA. Mandurah: Review local bus services to better meet needs of Mandurah community. Feasibility of CAT bus to eventually replace Mandurah Foreshore Express.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.18	PINJARRA BOWLS CLUB UPGRADE	Local, State, Cmwth	\$2.3 million		Ageing infrastructure, growing population. Feasibility study and business case completed.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

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1.19	REGIONAL AIRPORT	Local, State, Cmwth and private sector	\$1.6 million for new cross runway. Application made to RADS	Planning work being undertaken within resources of Peel DC, local governments and private sector.	Upgrading of Murrayfield Airport through the development of new cross-runway. This enables the airport to handle slightly larger passenger and freight aircraft - a business hub facility that will strengthen the region.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.20	STAGED DEVELOPMENT OF NAMBEELUP INDUSTRIAL ESTATE	Local, State	Current planning work will identify capital resource requirements - estimate \$10 million infrastructure seed funding	X Planning work being undertaken within resources of DoP, LandCorp, Peel DC, DoW and local government.	Essential planning studies and amendments to Peel Region Scheme need to be finalised as soon as possible to facilitate development. Also research into best practice methods for development of industrial land while protecting wetlands. Progress District Structure Plan and Infrastructure Servicing Agreement. This is the largest identified industrial estate in the region, strategically located and essential for meeting industry and population growth (including Keralup). The need for suitably zoned industrial land has been the region's highest infrastructure priority for the past four years. A staged approach is agreed, prioritising the development and release of least constrained land in the first instance. Significant headworks funding is likely to be needed. There is a need for infrastructure seed funding at Nambeelup to ensure timely development and release of industrial land. An application for funding of approximately \$10 million is required to instigate development.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.21	AFTER HOURS YOUTH SERVICES	Local, State & Cmwth	x	\$300,000pa	Presently 80 - 90% of youth services are offered between the hours of 8am and 5pm Mon-Fri. There is a real need for additional services and programs to engage youth when they are recreating. An activities bus is one proposed solution. There also needs to be additional youth workers available evenings Thurs-Sun. This project could be run in collaboration with the Indigenous Youth worker. A bus has been suggested as a mobile activity centre that can travel to the area of greatest need in the region at any one time. Cost of bus and youth workers to undertake the required project approximately \$300,000.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>



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1.22	REGIONAL HYDROTHERAPY FACILITY	Local, State, Cmwth & Industry	\$900,000	x	Ageing population, no public hydrotherapy facility in Peel. Could be constructed as part of Pinjarra Pool. Feasibility study and business case complete	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.23	COMMUNITY CENTRE AT PRESTON BEACH	Local, State, Cmwth & Industry	\$300,000 to \$500,000		Rapidly growing area, effective community management model.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
1.24	PROTECT RURAL LAND FOR LONG TERM PRODUCTION OF FOOD	State, local, industry		Planning and policy	There is a need to ensure the long term support for rural land use and the opportunity for Peel as a 'food bowl' given proximity to the major market of Perth. The preparation of a Statement of Planning Policy for rural residential development is recommended.	<b>HIGHEST REGIONAL PRIORITY</b>
1.25	PROGRESS SUB REGION STRUCTURE PLANNING FOR PEEL	State		Planning and policy	Population growth corridor, need for good planning for long term land use, transport networks etc.	<b>HIGHEST REGIONAL PRIORITY</b>
1.26	SEPTIC TANK DECOMMISSIONING AND INFILL SEWERAGE	State	x	Planning and policy	River water quality issues for human health; infill sewer is a priority in the catchment, starting in areas closest to rivers, estuaries and with high groundwater levels.	<b>HIGHEST REGIONAL PRIORITY</b>
1.27	SECURE VET AT BODDINGTON HIGH SCHOOL	State, industry		Retain existing funding, policy decision	Requires recognition of Boddington High as a special case in provision of VET on site.	<b>HIGHEST REGIONAL PRIORITY</b>
1.28	DESIGNATED OFF-ROAD VEHICLE/BIKE AREA	State, local, industry	x		Large demand but no facilities in region.	<b>HIGHEST REGIONAL PRIORITY</b>

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1.29	IMPROVE PINJARRA-WILLIAMS ROAD	State	\$10 million for Road/Rail realignment at Greens Hill; \$6 million to widen single lane Marradong-Quindanning Road.		Funding required to enable safe overtaking of heavy vehicles in particular, particularly on the Green Hills section.	<b>HIGHEST REGIONAL PRIORITY</b>
1.30	CONTINUED IMPROVEMENT IN ACCESS TO HIGH SPEED BROADBAND AND OTHER COMMUNICATIONS TECHNOLOGY	State & Cmwth, Industry	X	X	While broadband has improved across the region, there are still some areas without access and speed which is essential for a sustainable economy. Similarly, there are still mobile black spots.	<b>HIGHEST REGIONAL PRIORITY</b>
1.31	DEVELOP AND IMPLEMENT CONSISTENT REGIONAL TOURISM BRAND	Local, State & Cmwth	\$300,000	x	Shires of Murray and Serpentine Jarrahdale and City of Mandurah made an application to TQAL funding for a billboard project. Require agreement across all sectors to brand and promote.	<b>HIGHEST REGIONAL PRIORITY</b>
1.32	PINJARRA TRAINING FACILITY	Local, State, Cmwth & Industry	X Around \$500,000	X	Murray Engineering have constructed a facility that could deliver onsite training for over 100 apprentices in Pinjarra, opportunity to partner with training providers to secure significant increase in access to industry training in Murray as well as to support industry growth and help address skills shortages.	<b>HIGHEST REGIONAL PRIORITY</b>
1.33	BEHAVIOUR CHANGE PROGRAM	State, Cmwth, NRM		X \$400,000 per year over 3 years	Recent work conducted as a part of, and subsequent to, the Peel-Harvey Coastal Catchment Initiative has identified the most cost effective Best Management Practices required to achieve the nutrient reductions needed to ensure a viable healthy and resilient Peel-Harvey Estuary. Funding is now required to grasp the opportunity to develop and then implement an appropriate behaviour change programme in the Peel to ensure the WQIP implementation is successful.	<b>HIGHEST REGIONAL PRIORITY</b>

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1.34	PROGRAMS FOR MARGINALISED MEN	Local, State, Cmwth	x	x	Men's sheds, community gardens and other programs that support marginalised and other un-engaged men within the Peel community	<b>HIGHEST REGIONAL PRIORITY</b>
1.35	FINANCIAL COUNSELLING AND SUPPORT FOR PEOPLE IN FINANCIAL CRISIS	State & Cmwth		\$250,000	Increase FCs in the Peel area. Department of Child Protection injected a further \$104,000 into the funding of a new Financial Counselling service in Peel late last year. This was awarded to Finucare, and supports the existing service provided by Anglicare. Recommend 2 more counsellors one of whom is situated in Pinjarra.	<b>HIGHEST REGIONAL PRIORITY</b>
1.36	AFFORDABLE LIVING	Local, State, Cmwth & Industry	x	x	Accommodation for low income earners and particularly for those senior members of our community in need of affordable accommodation due to being displaced by caravan park redevelopments or other reasons. There needs to be an emphasis on diversity of housing to improve affordability. An example is the Mandurah Junction TOD. Money would come from the State and Community Housing sector.	<b>HIGHEST REGIONAL PRIORITY</b>

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.1	WASTEWATER PIPELINE FOR INDUSTRIAL, HORTICULTURAL AND AGRICULTURAL USE	State, Cmwth & Industry	\$25 million pipeline Pinjarra/Waroona		Partnership between government and industry. Waste water pipeline from Gordon Rd (Mandurah) to Alcoa Pinjarra, with opportunities for connection by industry and major developments; then from Alcoa Pinjarra to Waroona (and north to Wungong). Potential to significantly increase horticulture/farming opportunities through increased irrigation, strengthen industry through water availability, use waste water more effectively, remove need for ocean outfall and significantly improve environmental outcomes. Alcoa is commencing work, feasibility study for all other opportunities will be finalised by July 2010.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
2.2	OLD MANDURAH TRAFFIC BRIDGE REPLACEMENT	Local, State, Cmwth, industry	\$35 million, to be confirmed following planning work and community consultation		On completion of planning work, capital funds will be needed to replace/refurbish old Mandurah Bridge. Replacement of Old Mandurah Traffic Bridge with new bridge to accommodate population and traffic growth. Typical design life is 60 years (bridge was completed in 1953). Community consultation to commence in 2010, to determine bridge options (including number of lanes). New bridge construction scheduled to commence in 2014. Public Private Partnership opportunities offer potential part-funding and development solutions.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
2.3	EXTENSION OF RAIL TO BYFORD	Local, State	\$100 million	x	Commitment needed to provide electric rail to Byford by 2015 and in the interim a commitment to increasing bus services. This project would see the extension of the electric passenger railway line from Armadale to Byford, the construction of a train station in Byford, the construction of a park 'n ride facility and all associated project costs.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
2.4	PROGRESS PLANNING FOR COLLOCATION OF STATE GOVERNMENT AGENCIES IN PEEL, AND INCREASE ACCESS TO STATE AND COMMONWEALTH AGENCIES	State, Cmwth	X	X	Current planning work being undertaken by Department of Treasury and Finance will quantify cost and timing of collocated facility; need attraction of more public service agencies to Peel.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.5	REGIONAL AIRPORT	Local, State, Cmwth and private sector	\$1.6 million for new cross runway. Application made to RADS	Planning work being undertaken within resources of Peel DC and local governments and private sector.	Upgrading of Murrayfield Airport through the development of new cross-runway. This enables the airport to handle slightly larger passenger and freight aircraft - a business hub facility that will strengthen the region.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
2.6	ESTABLISHMENT OF A SUPPLY CHAIN COOPERATIVE PACKING AND PROCESSING FACILITY	Local State and private sector	Current planning work will identify capital resource requirements.	Planning work being undertaken within resources of Peel DC and local governments and private sector.	The development of a regional farmers packing and processing cooperative facility for fresh produce distribution, product manufacturing, and product marketing.	<b>HIGHEST PRIORITY</b>
2.7	WHITBY HOSTEL	Local, State & Cmwth, Industry		X	Collaborative plan needed to secure future of Whitby Hostel, assess creation of park reservation and public access to the Falls. Progress the utilisation of the buildings and land eg for rural, agricultural, horticultural and animal husbandry education purposes and possible regional equine centre.	<b>HIGHEST PRIORITY</b>
2.8	PLAN FOR FUTURE OF MANDURAH ESTUARY BRIDGE	Local, State, Cmwth		Assessment being undertaken by Main Roads within existing resources, which will determine best options.	Duplication of existing Mandurah Estuary Bridge to accommodate 4 lanes of traffic. New Perth-Bunbury Highway will provide only temporary solution as local traffic (residents located south of Peel Inlet) will continue rapid growth; long term solution is required. In the interim, automated line switching is required.	<b>HIGHEST PRIORITY</b>

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.9	INDUSTRY HUB FOR MINING/ASSOCIATED INDUSTRY	Local, State, industry	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments	Substantial investment in the WA resources sector over the next decade will see the need for the development of hubs for concentrations of upstream and downstream industries servicing the different sectors of the mining industry. Limited expansion opportunities within the existing metropolitan area will offer opportunities to areas outside the metropolitan core, with good transport infrastructure.	<b>HIGHEST PRIORITY</b>
2.10	STUDENT ACCOMMODATION	State, Cmwth & Industry	X	X	Accommodation particularly for overseas students for Murdoch, Challenger and Mandurah Senior College. Challenger currently has 25 international students, 2 living in Peel.	
2.11	YOUTH MUSIC VENUE	Local, State, Cmwth		x	Preliminary business case has been done, requires full business case.	
2.12	IMPLEMENTATION OF JARRAHDALÉ HERITAGE PARK BUSINESS PLAN	Local, State & Cmwth	\$100,000		Construction of public facilities in Precinct 1 (Old Post Office) of the Jarrahdale Heritage Park. The facilities are to service both the Old Post Office and St Pauls Church, located adjacent to the Old Post Office. All approvals are in place to commence this project with an estimated cost of \$120,000. Possible \$20,000 contribution from Serpentine Jarrahdale Shire with \$100,000 grant funding sought.	
2.13	PEEL WATERWAYS INSTITUTE STAGE 1	State & Cmwth, Industry	x	X	<p>From a water quality perspective the Peel-Harvey is arguably the 2nd most studied estuary in the world. A strong science base exists on which to build a local 'knowledge' industry. However, there is still much we do not know about local terrestrial, estuarine and aquatic systems and the opportunity exists for the Peel to become Australia's premier "centre of excellence" for understanding these natural assets, their ecosystems and interrelationships. The role of the new Alcoa Murdoch Chair of Water, with its focus on Peel Harvey, strengthens this opportunity.</p> <p>Peel Harvey Science and Research Plan: This is already underway (PHCC project) but it will require a cross government commitment to 'sign on' to the plan and the work will be to progress the strategies and direction of this plan.</p>	

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.14	HUB FOR RENEWABLE ENERGY AND ASSOCIATED / SUBSIDIARY INDUSTRIES	Local, State, Cmwth, industry.	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments	The move towards carbon trading is resulting in a wide variety of opportunities for creating supply, manufacture, servicing, and marketing of increased demand for energy products. Currently many products are supplied by China and Germany, and there is an opportunity to attract existing companies or stimulate new industries. This is a new side to the economy and will require considerable and proactive work.	
2.15	ECO-INDUSTRIAL PRECINCT	Local, State, Cmwth & Industry	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments	The rapidly expanding Perth and Peel regions are faced with numerous challenges into the future, including food security and the continued high level and unsustainable consumption of resources. These and other challenges have given rise to the notion of "industrial ecology" - describing an industrial precinct within which there is an interwoven system of production and consumption, where industries depend on each other for inputs, and absorb each others waste. Responding also to the loss of suitable land (through urban expansion) within the metropolitan region for appropriate agri- and bio-industries.	
2.16	BACKPACKERS' ACCOMMODATION	Local, State and private sector	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments and private sector.	Provision of facilities for a very critical segment of the tourism market. Development of an outreach program within the Peel region together with the backpacker lodge in order to cater for a global niche market demand.	
<b>(A) INDUSTRIAL LAND</b>						
2.a.1	STAGED DEVELOPMENT OF NAMBEELUP INDUSTRIAL ESTATE	Local, State	X Current planning work will identify capital resource requirements - estimate \$10 million infrastructure seed funding	X Planning work being undertaken within resources of DoP, LandCorp, Peel DC, DoW and local government.	Essential planning studies and amendments to Peel Region Scheme need to be finalised as soon as possible to facilitate development. Also research into best practice methods for development of industrial land while protecting wetlands. Progress District Structure Plan and Infrastructure Servicing Agreement. This is the largest identified industrial estate in the region, strategically located and essential for meeting industry and population growth (including Keralup). The need for suitably zoned industrial land has been the region's highest infrastructure priority for the past four years. A staged approach is agreed, prioritising the development and release of least constrained land in the first instance. Significant headworks funding is likely to be needed. There is a need for infrastructure seed funding at Nambeelup to ensure timely development and release of industrial land. An application for approximately \$10 million is required to instigate development.	<b>HIGHEST PRIORITY</b>

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.a.2	IMPLEMENTATION OF ACTIVITY CENTRES AND EMPLOYMENT GENERATING LAND IN SERPENTINE JARRAHDAL			\$120,000	Implementation of the Shire's Activity Centres Strategy and Demand Analysis for Employment Generating Land to ensure the employment self sufficiency targets outlined in Directions 2031 and the Southern Metropolitan and Peel Sub Regional Structure Plan are achieved.	<b>HIGHEST PRIORITY</b>
2.a.3	PROGRESS DEVELOPMENT OF PINJARRA INDUSTRIAL ESTATE	State, industry	X New resources not required at this stage - maintenance of priority	Planning work being undertaken within resources of DoP, LandCorp, local government	Industrial land is the highest regional infrastructure priority, to enable business to grow and generate employment. Pinjarra Industrial Estate is the region's major short/medium term option and it is essential that work continues to progress on completion and release of all stages.	<b>HIGHEST PRIORITY</b>
2.a.4	MASTER PLAN FOR INDUSTRIAL LAND ACROSS PEEL	Local, State, industry		x	Need for comprehensive plan for future industrial land, based on economic and community strategy.	<b>HIGHEST PRIORITY</b>
2.a.5	DEVELOPMENT OF CURRENTLY-PLANNED INDUSTRIAL LAND ACROSS REGION	Local, State, industry	>\$1 million headworks (Waroona)	X Mundijong: Feasibility Study \$18,000 Business Case \$100,000	WAROONA: Shire of Waroona is completing required planning, following which partnership with LandCorp may be required. Headworks funding will be required. MUNDIJONG: Business case and feasibility study - strategic location. This will not only serve the Byford and Mundijong urban cells but is designated as providing regional industrial level services to the metro and Peel areas. Funds are needed to conduct the environmental, land use and engineering feasibility studies to progress the MRS and TPS rezoning of the land.	
<b>(B) ROADS</b>						
2.b.1	EXTENSION OF TONKIN HIGHWAY TO SOUTH WEST HIGHWAY AT MUNDIJONG	Local, State, Cmwth	\$150 million		There continues to be heavy vehicle numbers through Byford and the local road network is experiencing increased traffic volumes on roads not designed for high traffic loading. Strategic studies demonstrate the need for the extension, which will also provide access for new residential, commercial and industrial developments occurring in the area and the large number of regional and local traffic movements which will be generated in future years.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>



<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.b.2	IMPROVE PINJARRA-WILLIAMS ROAD	State	\$10 million for Road/Rail realignment at Greens Hill; \$6 million to widen single lane Marradong-Quindanning Road.		Funding required to enable safe overtaking of heavy vehicles in particular, particularly on the Green Hills section.	<b>HIGHEST REGIONAL PRIORITY</b>
2.b.3	IMPROVEMENTS TO MAJOR ROADS, INCLUDING TOWN CENTRE BYPASSES	Local, State and Cmwlth, Industry	MURRAY: \$20 million for Pinjarra Bypass road.	X Planning work being undertaken within resources of Main Roads WA and local governments	MURRAY: Completion of planning for southern bypass including costings. Construction of southern bypass and planning for the remaining sections of an eastern heavy vehicle bypass around Pinjarra and improvement of Greens Hill alignment. BODDINGTON: Heavy haulage traffic Pinjarra-Williams Rd; Marradong-Quindanning Rd upgrade to take road trains; more opportunities for passing lanes Pinjarra-Williams Rd. WAROONA: Assessment and planning for a heavy vehicle bypass aligning west around Waroona - PRS amendment will be required.	<b>HIGHEST PRIORITY</b>
2.b.4	SAFE ACCESS FOR FALCON AND OCEAN ROAD SCHOOLS	Local, State	X \$250,000		Road works to improve access for children and parents.	
<b>(C) UTILITIES</b>						
2.c.1	SEPTIC TANK DECOMMISSIONING AND INFILL SEWERAGE	State	x		River water quality issues for human health; infill sewer is a priority in the catchment, starting in areas closest to rivers, estuaries and with high groundwater levels.	<b>HIGHEST REGIONAL PRIORITY</b>
2.c.2	CONTINUED IMPROVEMENT IN ACCESS TO HIGH SPEED BROADBAND AND OTHER COMMUNICATIONS TECHNOLOGY	State & Cmwlth, Industry	X	X	While broadband has improved across the region, there are still some areas without access and speed which is essential for a sustainable economy. Similarly, there are still mobile black spots.	<b>HIGHEST REGIONAL PRIORITY</b>
2.c.3	RETICULATED NATURAL GAS	State, Industry	X		MANDURAH: Southern residential areas, especially Dawesville. MURRAY: South and North Yunderup, Ravenswood, Murray Bend and Furnissdale.	<b>HIGHEST PRIORITY</b>

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
2.c.4	UNDERGROUND POWER IN PRIORITY AREAS	State, Industry	X		Assurance of electricity infrastructure required at Boddington for growth. Priorities in Mandurah, Jarrahdale, Serpentine,	<b>HIGHEST PRIORITY</b>
2.c.5	SEWERAGE, INCLUDING INFILL	State, Industry	X		MANDURAH: eg Silver Sands, Dawesville, Falcon and Halls Head; areas adjacent to Serpentine River. WAROONA and MURRAY: Towns such as North Dandalup, Dwellingup and Coolup to support expansion and further development, areas close to rivers. BODDINGTON: Requires upgrade of sewer system to cope with population growth associated with Boddington Gold Mine. SERPENTINE JARRAHDAL: Infrastructure is needed in Byford due to the rapid rate of residential development, and needs to be programmed to Mundijong to cope with urban growth.	<b>HIGHEST PRIORITY</b>
2.c.6	IMPROVED WATER SUPPLY	State, Industry	MURRAY: \$200,000		MURRAY: Coolup Water Connection - reticulated water supply to enable the town to expand and provision of reticulated water to the town - infrastructure is nearby. BODDINGTON: Upgraded and expanded infrastructure to cope with increased population associated with Boddington Gold Mine recommissioning. Improved institutional arrangements to facilitate the reuse of wastewater and stormwater are also required.	
2.c.7	DEVELOPMENT OF BUSINESS CASE FOR BYFORD AND MUNDIJONG AREAS BEING ABLE TO CONNECT TO THE WUNGONG SCHEME	State, Cmwth, Industry		x	The Armadale Redevelopment Authority has significantly progressed a ground breaking total water cycle management project for the Wungong area and have signed an MoU with Water Corporation. To strengthen the viability of the whole project a detailed economic analysis of the effect of the contribution of the Byford and Mundijong urban cells is needed.	

<b>2. ECONOMIC INFRASTRUCTURE</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
<b>(D) TRANSPORT</b>						
2.d.1	PLANNING FOR RELOCATION OF CURRENT FREIGHT LINE FROM MUNDIJONG WHITBY URBAN CELL TO WESTERN BORDER ALONG TONKIN HIGHWAY ALIGNMENT	Local, State & Cmwth	X\$20 million	X \$300,000 initially	Relocation will cost around \$20 million but will generate a saving of \$50 million in construction of Tonkin Hwy. Funding is initially required to define the land requirement and undertake environmental investigations. Following these investigations land would need to be acquired and sufficient funding made available for the construction cost. DoP, PTA, MRWA and the Shire are working together to secure \$300,000 for the preliminary investigation.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
2.d.2	IMPROVE PUBLIC TRANSPORT AROUND REGION, INCLUDING LINKING WITH MAJOR TRANSPORT HUBS	Local, State & Cmwth, Industry	X	X \$50,000 feasibility study/planning	<p>Priorities include: Implement strategic transport plan for Shire of SJ; permanent bus service linking Waroona, Pinjarra, North Dandalup and Mandurah, enabling people to access education, training and employment options, medical services etc - a suggestion has to be to run a trial model - feasibility study and planning need to be undertaken as first step. The funding sought for trial perhaps in partnership with PTA.</p> <p>Mandurah: Review local bus services to better meet needs of Mandurah community. Feasibility of CAT bus to eventually replace Mandurah Foreshore Express.</p>	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

### 3. IMPROVING OUR ENVIRONMENT AND WATERWAYS

	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
3.1	INVESTIGATE LONG TERM SUSTAINABLE SAND BYPASSING ISSUES AT DAWESVILLE CHANNEL AND MANDURAH ENTRANCE CHANNEL, AND RESOLVE FUNDING FOR YUNDERUP CHANNEL DREDGING	Local, State		X Around \$200,000 per year dredging of Yunderup Channel	Priority focus areas: Management of dredge spoil, identification of cost of dredging and management responsibilities, environmental impact timelines. Ongoing responsibility for management of dredging of Yunderup Channel needed (currently Shire of Murray).	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
3.2	IMPLEMENT PEEL WATER QUALITY IMPROVEMENT PLAN AND SUPPORT ONGOING FUNDING FOR PEEL HARVEY CATCHMENT COUNCIL	State and Cmwth, industry Peel Harvey Catchment Council		\$1 million from DoW provided, \$460,000 over two years being sought as an interim measure to deliver specified projects. Longer term operational funds also needed - \$250,000	Support the sustainability of a coordinated voice for the environmental sector in Peel, support better integration of planning and decision making across sectors, and deliver on-ground projects. Significant priority to enable this to work is the designation of Peel Harvey Catchment as a natural resource management Region in its own right. (Currently, it is a sub-region of the South West NRM Region.)	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
3.3	BEACH EROSION MODELLING - MANDURAH; INVESTIGATE LONG TERM SUSTAINABLE SAND BYPASSING ISSUES AT DAWESVILLE CHANNEL AND MANDURAH ENTRANCE CHANNEL	Local State Cmwth	N/A	Up to \$80,000 per site for beach erosion modelling - total up to \$500,000 for 6 sites	<p>1. City plans to undertake appropriate modelling of sediment flux, nearshore wave climates and other local features around six identified erosion 'hotspots' along its 50km coastline. Modelling will be used to fully explore a range of management options to protect the coastline against erosion.</p> <p>2. Sand bypassing at the Dawesville Channel and Peel Inlet sites is currently undertaken on an ongoing annual basis, using a Slurrytrak mobile pumping plant. However, the existing operations are not only unsightly, but also create an increased drowning risk at the popular Pyramids Beach, adjacent to the Dawesville Channel. An October 2007 report by JFA Consultants Pty Ltd recommended the installation of a fixed pumping system at Dawesville. The consultant's report estimated that the fixed pumping system would cost approximately \$3 million to construct, and would save approximately \$92,000 per annum in sand bypassing costs. It recommended that the project be undertaken between 2011 and 2013.</p>	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

### 3. IMPROVING OUR ENVIRONMENT AND WATERWAYS

	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
3.4	BEHAVIOUR CHANGE PROGRAM	State, Cmwth, NRM		X \$400,000 per year over 3 years	Recent work conducted as a part of, and subsequent to, the Peel-Harvey Coastal Catchment Initiative has identified the most cost effective Best Management Practices required to achieve the nutrient reductions needed to ensure a viable healthy and resilient Peel-Harvey Estuary. Funding is now required to grasp the opportunity to develop and then implement an appropriate behaviour change programme in the Peel to ensure the WQIP implementation is successful.	<b>HIGHEST REGIONAL PRIORITY</b>
3.5	IMPLEMENTATION OF ALL 10 PROGRAMS IDENTIFIED IN THE MONITORING AND EVALUATION GUIDE FOR THE RAMSAR SYSTEM - LAC AND ECD. THIS INCLUDES CATCHMENT MONITORING NETWORK	State, Cmwth		Catchment monitoring network funded to 2011. Requires \$250,000pa	The system needs to be managed within limits of acceptable change. The 12 programs address this need. While the majority of the programs have been initiated in some form there is no funding guaranteed for most of the activities beyond June 2011. The Peel Harvey Coastal Catchments Initiative, undertaken from 2003 to 2006 designed and established a water quality monitoring network of automated load measuring units (LMUs). The network allows catchment managers to adequately monitor the nutrient inputs entering the Peel Harvey Estuary, identify their origins within the catchment, and ultimately measure the effectiveness of the WQIP implementation. Ongoing funding to operate this WQ monitoring network is essential to allow for true adaptive management of the internationally significant Peel Harvey Estuary and maximise the effectiveness of the large public investment made in the system since 1992.	
3.6	FACILITATION OF COMMUNITY ENGAGEMENT IN CATCHMENT/ENVIRONMENTAL MANAGEMENT	Local Govt		\$100,000	The network of Landcare officers that support the community from the 1990s to 2009 is no longer funded through NRM. Immediate need is for Hotham catchment \$100,000 project to engage industry to partner existing, decade-long Local Government commitment for long term community support model.	<b>HIGHEST PRIORITY</b>
3.7	PEEL HARVEY SCIENCE AND RESEARCH PLAN	State, Academia and Local Govt		Cost of undertaking full Environmental Health Index for Estuary over a 10 year cycle currently being determined by Murdoch Uni.	This is already underway (PHCC project) but it will require a cross government commitment to 'sign on' to the plan and the work will be to progress the strategies and direction of this plan (leads into the case for the Peel Waterways Institute, Murdoch Chair and governance to some degree).	

<b>3. IMPROVING OUR ENVIRONMENT AND WATERWAYS</b>						
	<b>Project</b>	<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
3.8	SCIENCE STRATEGY PHASE 2: DEVELOP A COUPLED HYDRODYNAMIC BIOGEOCHEMICAL AND ECOLOGICAL MODEL	State, Cmwth		\$50,000 per year for ten years building from statistical ecological model, adding other elements overtime to improve sophistication of model	Murdoch University will complete Stage 1 in August 2010. Stage 2 will provide a risk-based decision tool for predicting current and future ecosystem and physical status of the estuary; to inform system management and ensure ongoing ecosystem services (eg healthy crab population) and economic analysis.	<b>HIGHEST PRIORITY</b>
3.9	SERPENTINE RIVER ACTION PLAN	Local, State, Cmwth		\$310,000	The Peel Region's Serpentine River feeds into the Ramsar listed Peel-Yalgorup System and has been nominated as an extension to the System. The river is also one of the sickest in Western Australia, and regularly experiences large-scale algal blooms and fish kills. Peel Waterways Foreshore Protection and Rehabilitation Project has enabled preparation of a River Action Plan for the lower Serpentine River and implementation of many of the Plan's recommendations. Many Action Plan recommendations have since been implemented; however further funding is required to enable implementation of remaining recommendations. This includes foreshore stabilisation, revegetation, weed management and works coordination.	
3.10	IMPLEMENTATION OF LAKE CLIFTON THROMBOLITE RECOVERY PLAN	State, Local, Cmwth		x \$230,000/year for 3 years= \$695,000	The importance of this natural asset is recognised by the recent listing of the Lake Clifton Microbialite (Thrombolite) community as a critically endangered threatened ecological community under the <i>EPBC Act</i> . Review of Yalgorup National Park Interim Recovery Plan is required, and a full Recovery Plan needs to be undertaken and completed. Also potential for Commonwealth funds contribution for purchase through National Reserve Scheme.	<b>HIGHEST PRIORITY</b>

### 3. IMPROVING OUR ENVIRONMENT AND WATERWAYS

	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
3.11	LARGE SCALE LANDSCAPE/WETLAND FUNCTION REINSTATEMENT PROJECT	Local, State, Cmwth & Industry		Funds requested \$119,000 for \$250,000 project.  Still require approx \$400,000 over 3 years.	Significant areas of the Swan Coastal Plain within the Peel region were typified by series of interconnected wetlands. To sustain agricultural and urban development the vast majority of these wetlands were either drained or channelised to form discrete water courses; forming a highly efficient drainage network but removing the key ecological functions that these systems performed. The reinstatement of large scale wetlands in strategic areas is required to rebuild biodiversity and correct hydrological and nutrient imbalance.	
3.12	STABILISATION OF NRM FRAMEWORKS			Policy required	Long term stability is required in order to deliver long term ongoing projects.	
3.13	FERTILIZER MANAGEMENT PLAN AND FERTILIZER ACTION PLAN (FAP)	State, Cmwth & Industry		X Perennial pastures: fertiliser trial and leachate assessment 2 years \$257,200 required (\$143,400 Yr 1, \$113,800 Yr 2)	Rural, peri urban and urban sources of nutrients reaching the estuary are all important. Current responsibility for FAP and future structure of the plan and the approach to delivery is at present unclear. To date this has been an EPA responsibility but this will cease 30 June 2010. The FAP engages the community and is a "bottom-up" approach which remains valid and behaviour change programs can be successfully encouraged eg Living Smart type model.	
3.14	DRAINAGE REFORM	State		X \$150,000 pa	Coastal Drainage Draft Management Response Framework. Investigate role of drainage network for nutrient assimilation. Redefining the objectives for rural drainage management. Assess water management responsibilities with regard to rural drainage, waste water treatment plants, sewer connections and waste water and storm water reuse.	
3.15	SECURING AND SUPPORTING BIODIVERSITY VALUES ON PRIVATE LAND	State, local, Cmwth, Industry		\$100,000 for Officer to facilitate; external funds to be pursued for incentives	A significant portion of the landscape's natural areas such as bushland and wetlands is in private ownership.	
3.16	CLIMATE CHANGE AND BIODIVERSITY	State, local, Cmwth, Industry		\$150,000	Building an understanding of the effects and options for adaptation and mitigation strategies continues to be a need. This will build on achievements of the Peel Climate Change Adaptation project.	

<b>3. IMPROVING OUR ENVIRONMENT AND WATERWAYS</b>						
	<b>Project</b>	<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
3.17	COLLABORATIVE MANAGEMENT OF PYS RAMSAR MANAGEMENT PLAN	State, local, Cmwth, Industry		X \$32,200 over 2 years; \$64,400	The complex nature of the System with respect to the ecology, land tenure and landholders/agencies with management responsibilities mean a collaborative approach is required. This approach is also recommended by the Ramsar secretariat for the wise use of wetlands and is supported by the Australian Government and reflected in the Peel-Yalgorup System Management Plan. The PHCC has played this role over the past 3 years through Australian Government funded projects.	
3.18	DESIGNATION OF PEEL-HARVEY AS A NATURAL RESOURCE MANAGEMENT REGION	State & Cmwth		\$250,000 per year	The Peel-Harvey Catchment for the purposes of Natural Resource Management (and funding) at a state and national level is considered a sub-region of the South West NRM region. This designation inhibits the recognition of locally relevant priorities required to protect the internationally significant natural assets of the catchment and ignores the natural, political and social complexities of the Peel Region. The Peel-Harvey Catchment should be designated as one of Australia's and WA's NRM Regions in its own right.	
3.19	SWAN BIOPLAN	State & Cmwth		X	Bush plan protection strategy for Peel and South West Regions.	
3.20	ENVIRONMENTAL WATER PROVISIONS (flows) for Serpentine River, Jandakot, Cockburn, Rockingham, GW area	State		X \$200,000 over 2 years	At present, State requires an understanding of environmental water requirements for these systems to better manage the resource, improve planning and allocation outcomes.	
3.21	HYDRAULIC CAPACITY SURVEY OF THE RURAL DRAINAGE NETWORK	State		X \$350,000 over 1.5 years	Rural Drainage is recognised as a significant pathway for nutrient input into the Peel-Harvey Estuary. Many studies have demonstrated that improved drainage practices can significantly reduce this input.  This relates to current WQIP FNS project work and capacity exists at present to undertake significant portions of this survey work if funded.	



### 3. IMPROVING OUR ENVIRONMENT AND WATERWAYS

	Project	Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
3.22	PEEL MARINE ASSET AND THREAT ANALYSIS	State, Cmwth, NRM		X	Very little information is available on the current condition and specific threats to the marine assets of the Peel Region, and especially their interaction with the Blue Swimmer Crab and its importance to the Peel-Harvey Estuary. This is important information also in relation to the on-going protection of professional Western Rock Lobster fishery and recreational priorities in the region. These are fundamental gaps in developing nutrient targets for the Peel-Harvey. Currently these targets are developed to ensure the health of the estuary, taking into account increased flushing to the marine environment; there is a need to ensure these targets are sustainable, and will not adversely affect the marine environment.	

## 4. LAND USE PLANNING

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
4.1	PROTECT RURAL LAND FOR LONG TERM PRODUCTION OF FOOD	State		X	There is a need to ensure the long term support for rural land use and the opportunity for Peel as a 'food bowl' given proximity to the major market of Perth. The preparation of a Statement of Planning Policy for rural residential development is recommended.	HIGHEST REGIONAL PRIORITY
4.2	PROGRESS SUB REGION STRUCTURE PLANNING FOR PEEL	State, Local		x	Population growth corridor, need for good planning for long term land use, transport networks etc.	HIGHEST REGIONAL PRIORITY
4.3	CONTINUE DEVELOPMENT OF TRANSIT ORIENTED DEVELOPMENT (TOD)	State, Local, Industry	x		Planning for best land use of area surrounding TOD and interlinking transport as well as structures such as residential, commercial and retail land use.	

## 5. EDUCATION AND TRAINING

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
<b>(A) TERTIARY</b>						
5.a.1	REGIONAL UNIVERSITY	Local, State Cmwth, industry and Universities	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments	Attracting a University to the region would contribute both to lifting the educational status of the region as well as providing as providing a number of strategic employment opportunities.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
<b>(B) VET</b>						
5.b.1	SECURE VET AT BODDINGTON HIGH SCHOOL	State, Industry		X	Requires recognition of Boddington High School as a special case in provision of VET on site.	<b>HIGHEST REGIONAL PRIORITY</b>
5.b.2	PINJARRA TRAINING FACILITY	Local, State, Cmwth & Industry	X Around \$500,000	X	Murray Engineering have constructed a facility that could deliver onsite training for over 100 apprentices in Pinjarra, opportunity to partner with training providers to secure significant increase in access to industry training in Murray as well as to support industry growth and help address skills shortages.	<b>HIGHEST REGIONAL PRIORITY</b>
5.b.3	INCREASED ACCESS TO VET TRAINING INCLUDING RECOGNITION OF PRIOR LEARNING ACROSS THE REGION, AND INCREASED TRAINING SPACE IN MANDURAH	State, Industry			Secure ongoing/specific grant funding for accredited training programs and RPL for healthcare, aged care, children's services, community services and welfare, training for people with disabilities plus new innovative programs for the Indigenous community.	
5.b.4	SECURE ONGOING FUNDING FOR FOREST HERITAGE CENTRE/AUSTRALIAN SCHOOL OF FINE WOOD	State, Cmwth, Industry		x	Funding security is needed for the Forest Heritage Centre/Australian School of Fine Wood.	

## 5. EDUCATION AND TRAINING

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
<b>(C) SCHOOLS</b>						
5.c.1	REVIEW STRUCTURE OF SECONDARY AND PRIMARY EDUCATION IN MANDURAH	State		x	Review required to determine if current system is optimal.	
5.c.2	ALTERNATIVE EDUCATION PROGRAMS	State and Cmwth, Industry	X	X	There is a regional need for a broader range of educational programs for youth at risk and marginalised, especially CALD youth. There is also a need for programs to address bullying and racial discrimination as well as to support the youth that have suffered.	
5.c.3	INCREASED PRIVATE SCHOOL OPTIONS	State, Private	X	X	Population growth and worker retention requires more private school places.	
5.c.4	PLANNING FOR NEW OR EXPANDED SCHOOLS TO MATCH POPULATION GROWTH	State	X	X	Priorities identified for senior schooling facilities at Mandurah Senior College, Halls Head and Coodanup Community College; primary school at Meadow Springs; growth in capacity of primary and high schools in Byford needs to match the rate of urban development; refurbishment of facilities at Coodanup Community College and Mandurah High School to develop Technology and Enterprise facilities; planning and delivery of increased school facilities at Boddington; Ravenswood, Serpentine Jarrahdale.	

## 6. COMMUNITY INFRASTRUCTURE AND SERVICES

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
6.1	MANDURAH AQUATIC & RECREATION CENTRE (MARC) REDEVELOPMENT	Local, State, Cmwth	\$15 million		MARC redevelopment to replace ageing infrastructure and to accommodate rapid population growth. The MARC was opened in 1982 when Mandurah's population was less than 15,000. Today, Mandurah's population exceeds 70,000, and existing pool infrastructure (2 x 25m pools) is inadequate. Redevelopment is scheduled to be undertaken in 2013, creating a new 50m outdoor pool, refurbishment of existing indoor 25m pool, addition of a hydrotherapy pool and an indoor leisure pool.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.2	SUPPORT INDIGENOUS INITIATIVES THAT BUILD COMMUNITY COHESION	State, Local, Cmwth & Community		\$280,000 for two years	Support capacity which may include establishing an Aboriginal Justice Forum. Support a Regional Indigenous Youth Officer. - \$280,000 budget for a 2 year project with sustainability to merge under Street Net organisation.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.3	IMPROVE PUBLIC TRANSPORT AROUND REGION, INCLUDING LINKING WITH MAJOR TRANSPORT HUBS	Local, State & Cmwth, Industry	X	X \$50,000 feasibility study/planning	Priorities include: Implement strategic transport plan for Shire of Serpentine Jarrahdale; permanent bus service linking Waroona, Pinjarra, North Dandalup and Mandurah, enabling people to access education, training and employment options, medical services etc - a suggestion has to be to run a trial model - feasibility study and planning need to be undertaken as first step. The funding sought for trial perhaps in partnership with PTA.  Mandurah: Review local bus services to better meet needs of Mandurah community. Feasibility of CAT bus to eventually replace Mandurah Foreshore Express.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.4	COMMUNITY CENTRE AT PRESTON BEACH	Local, State, Cmwth & Industry	\$300,000 to \$500,000		Rapidly growing area, effective community management model	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.5	UPDATE "PEEL AWAY THE MASK" STUDY INTO COMMUNITY CONDITIONS IN PEEL	LOC		\$50,000 to \$70,000	"Peel Away the Mask" provided a comprehensive study of social conditions in Peel Region in 2002-03.	<b>HIGHEST REGIONAL PRIORITY</b>
6.6	PROGRAMS FOR MARGINALISED MEN	Local, State, Cmwth	x	x	Men's sheds, community gardens and other programs that support marginalised and other un-engaged men within the Peel community.	<b>HIGHEST REGIONAL PRIORITY</b>

## 6. COMMUNITY INFRASTRUCTURE AND SERVICES

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
6.7	FINANCIAL COUNSELLING AND SUPPORT FOR PEOPLE IN FINANCIAL CRISIS	State & Cmwth		\$250,000	Increase FCs in the Peel area. Department of Child Protection injected a further \$104,000 into the funding of a new Financial Counselling service in Peel late last year. This was awarded to Finucare and supports the existing service provided by Anglicare. Recommend 2 more counsellors one of whom is situated in Pinjarra.	<b>HIGHEST REGIONAL PRIORITY</b>
6.8	POLICE SERVICES: New police station for Mundijong and Pinjarra. Assessment of need for new police station south of Dawesville Cut	State Government	\$2 million Waroona Police Station	X	Site identification, allocation of land and build Police Station; additional staff needed because of population increases and work loads. First priority for Mandurah service is better resourcing of existing Pinjarra Road Police Station and providing additional officers and vehicles to patrol areas south of Dawesville Channel.	<b>HIGHEST PRIORITY</b>
6.9	EXPANSION OF HEALTH AND COMMUNITY CENTRE AT WAROONA	State & Cmwth	Est \$1.2 million		Population increase requires expanded services and collocation is best use of space. No other medical centre in Waroona. Will result in an increased number of medical rooms, allied health services, and collocation of other facilities such as the library.	
6.10	DRUG AND ALCOHOL TREATMENT SERVICES	State & Cmwth, non-govmt	X	X	Including residential treatment services.	
6.11	CCTV AT MANDURAH FORESHORE, SMART ST MALL	Local, State & Cmwth	x		To help address antisocial behaviour.	
6.12	REPAIR OF EXISTING JETTIES	Local, State, industry	x		Ageing infrastructure.	
<b>(A) YOUTH, CHILDREN</b>						
6.a.1	EARLY YEARS PROGRAMS	State, Cmwth		x	A structured early years program to increase literacy/readiness of schooling and support early years parenting such as the Kindy Café previously run in Yarloop or Better Beginnings as run through the state library such as in Pinjarra.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

## 6. COMMUNITY INFRASTRUCTURE AND SERVICES

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
6.a.2	AFTER HOURS YOUTH SERVICES	Local, State & Cmwth	x	\$300,000pa	Presently 80 - 90% of youth services are offered between the hours of 8am and 5pm Mon-Fri. There is a real need for additional services and programs to engage youth when they are recreating. An activities bus is one proposed solution. There also needs to be additional youth workers available evenings Thurs-Sun. This project could be run in collaboration with the Indigenous Youth worker. A bus has been suggested as a mobile activity centre that can travel to the area of greatest need in the region at any one time. Cost of bus and youth workers to undertake the required project approximately \$300,000.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.a.3	EARLY YEARS HUB AND INTERAGENCY WRAP AROUND SERVICES FOR SCHOOLS	State, Cmwth	x	x	Collocation of early years services and the strengthening of the Peel Early Years Group which aims to develop services to promote better outcomes for children and families.	
6.a.4	INDIGENOUS YOUTH WORKER	State & Cmwth		\$300,000 for two years. Application submitted to the Department of Attorney General	Indigenous young people over represented in indicators of disadvantage. Increasing number of CALD young people coming to the region with families. This will also assist the After Hours Youth Priority.	
6.a.5	CHILD PROTECTION AND FAMILY VIOLENCE SERVICES	State & Cmwth			There has been an increase in workloads in Peel primarily driven by the implementation of mandatory reporting, multi-agency approaches to family and domestic violence and an increase in population in the Peel region. Workload has increased approximately 26% over the past 12 months. Priorities include a second Family and Domestic Violence Worker co-located with Police and four case carrying officers.	
<b>(B) HEALTH</b>						
6.b.1	REGIONAL HYDROTHERAPY FACILITY	Local, State, Cmwth, industry	x	x	Ageing population, no public hydrotherapy facility in Peel. Could be constructed as part of Pinjarra Pool.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

## 6. COMMUNITY INFRASTRUCTURE AND SERVICES

		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
6.b.2	CHILD AND SCHOOL HEALTH: increase in resources to new schools in Peel due to increased student population to enable universal screening programs	State		X	Population increases mean some areas cannot be serviced in child and school health within existing resources. School readiness programs, child and health services not keeping up with population growth.	<b>HIGHEST PRIORITY</b>
6.b.3	GROWTH STRATEGY FOR MURRAY DISTRICT HOSPITAL	State		X	Assessment of and planning for future needs of the growing Murray region, including needs of Dwellingup. Adequate infrastructure to support Peel mental health issues, including emergency response, residential care and treatment.	
<b>(C) SENIORS</b>						
6.c.1	IMPROVED OPTIONS FOR AGED CARE (INCLUDING RESPITE), IN HOME CARE, ACCESSIBLE CARE FOR PEOPLE WITH DISABILITIES; 12 BED DEMENTIA WING ADJACENT TO PAM CORKER HOUSE WAROONA	State & Cmwth	X \$300,000 to \$500,000 Waroona	X	Priority for aged care 'in location' in smaller communities.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
6.c.2	ACTIVITIES FOR SENIORS IN PINJARRA	State, Cmwth		x	Growing population.	



## 7. CRISIS SERVICES

		Funding Source	Infrastructure (capital works)	Non capital funds		Rating
7.1	INCREASED EMERGENCY AND SUPPORTED ACCOMMODATION / MENTAL HEALTH SERVICES	Local, State, Cmwth	\$2 million	x	<p>Areas of the Peel are under enormous pressure with increasing rates of homelessness and community struggling to make ends meet.</p> <p>Men's homelessness service: there may be an opportunity to develop a Vincentcare facility in the region, most likely to be based in Mandurah. A significant amount of planning (including building design) has already been undertaken. Initial figures for a Vincentcare facility is around \$2 million depending on land costs and sourcing. Possible funding partners are Lotterywest and St Vincent de Paul along with their corporate sponsors. Emergency accommodation for single men collocated with communal hostel facilities and skills resource centre to link clients to health, rehabilitation, education, training, employment and other life skills programs. The facility would include a number of short-stay beds for emergency situations, and the remainder would be for medium term clients.</p>	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>

<b>8. AFFORDABLE LIVING</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>		<b>Rating</b>
8.1	AFFORDABLE LIVING	Local, State, Cmwth & Industry	x	x	Accommodation for low income earners and particularly for those senior members of our community in need of affordable accommodation due to being displaced by caravan park redevelopments or other reasons. There needs to be an emphasis on diversity of housing to improve affordability. An example is the Mandurah Junction TOD. Money would come from the State and Community Housing sector.	<b>HIGHEST REGIONAL PRIORITY</b>

<b>9. TOURISM</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>		<b>Rating</b>
9.1	INCREASE NUMBER OF CARAVAN PARKS	State, Cmwth, industry	x \$2.193 million		Feasibility study has been completed for Fairbridge, identified capital requirement of \$2.193 million, planning work done for 40 bay park.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
9.2	DEVELOP AND IMPLEMENT CONSISTENT REGIONAL TOURISM BRAND	Local, State & Cmwth	\$300,000	x	Shires of Murray and Serpentine Jarrahdale and City of Mandurah made an application to TQAL funding for a billboard project. Require agreement across all sectors to brand and promote.	<b>HIGHEST REGIONAL PRIORITY</b>
9.3	ECO-TOURISM DEVELOPMENT AT POINT GREY	State, Cmwth, private sector	Current planning work will identify capital resource requirements.	Planning work being undertaken within resources of Peel DC and local governments and private sector.	Development of a world-class eco-tourism facility at Point Grey with significant involvement of the Aboriginal Community in the enterprise.	<b>HIGHEST PRIORITY</b>
9.4	SERPENTINE JARRAHDALE DISCOVERY FOREST CONCEPT	Local, State & Cmwth	Stage 1 costs are \$94,500 of which \$40,000 has already been committed by DEC. Stage 2 costs are \$41,000. Stage 3 costs are \$130,000.	x	Educational, scientific and tourist based living museum proposal. A scoping paper was jointly funded by DEC, Water Corporation and the Shire. An MoU has now been signed between the DEC and the Shire, Water Corporation are expected to sign soon. The project consists of three stages with two stops in Stage 1, 1 stop in Stage 2 and 3 Stops in stage 3. DEC have committed funds of \$40,000 towards Stage 1. Stage 1 costs are \$94,500. Stage 2 costs are \$41,000. Stage 3 costs are \$130,000.	
9.5	DEVELOPMENT AND MARKETING OF TOURISM PRODUCT, INCLUDING EVENTS, PACKAGES AND TRAILS	Local, State, Cmwth, Industry		X	Increase and broaden economic base of Peel.	

9. TOURISM						Rating
		Funding Source	Infrastructure (capital works)	Non capital funds		
9.6	WAROONA DAM ECO-TOURIST PRECINCT	State, Local Govt		\$200,000 to \$300,000	A feasibility study to progress the options and potential for a tourist / regional visitor centre / managed camping and boating recreation facility. At present DoW owns significant portions of land around Waroona Dam that is essentially not needed for water resource protection (irrigation water supply dam). Options for a regional centre need to be explored, a significant opportunity exists to realise the potential of this regional dam and surrounding areas.	
9.7	TOURISM CLUSTER DEVELOPMENT	Local, State and private sector	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments and private sector	Development of a strong tourism collaboration within the region, to diversify tourism product, present greater opportunities for packaging of product for the market, and expanding the opportunities for employment growth in the tourism sector.	
9.8	ATTRACTION OF INTERNATIONAL TOUR OPERATOR	State, Cmwth, private sector	Current planning work will identify capital resource requirements	Planning work being undertaken within resources of Peel DC and local governments and private sector	Securing a well established international tour operator (with an existing market) into the Peel region. Potentially also involving a local or international tourism investor.	
9.9	RESEARCH STRENGTHENING OF GAMING INDUSTRY	Local, State, Cmwth and private sector		x	There is potential to expand existing horse racing and greyhound racing. Other gaming enterprises to be investigated, including casino development.	
9.10	INDIGENOUS COMMUNITY AND TOURISM CENTRE IN PINJARRA	Local, State, Cmwth, industry		x	Business case, developed with local Indigenous community, to build a community centre to assist with establishing a significant Aboriginal tourism enterprise focused on culture and tradition.	
9.11	DEVELOP EDENVALE (PINARRA) AS A FUNCTION CENTRE	Local, State, Cmwth, industry		x	Business case development.	

<b>10. RECREATION</b>						
		<b>Funding Source</b>	<b>Infrastructure (capital works)</b>	<b>Non capital funds</b>	<b>Additional Comments</b>	<b>Rating</b>
10.1	PINJARRA BOWLS CLUB UPGRADE	Local, State, Cw/ith	x		Ageing infrastructure, growing population.	<b>HIGHEST REGIONAL PRIORITY, opportunity for significant partnerships.</b>
10.2	DESIGNATED OFF-ROAD VEHICLE/BIKE AREA	State, Local, Industry	x		Large demand but no facilities in region.	<b>HIGHEST REGIONAL PRIORITY</b>
10.3	RECREATION FACILITIES	Local, State & Cmw/ith, Industry	Jarrahdale Skate Park \$186,278; SJ Telecentre Car Park \$125,000; Briggs Park Lower Oval upgrade \$514,080	X Finalisation of costings, staging, time frames and funding model required for Regional Recreation Facility.	Priorities identified for: planning and finalisation of land purchase for Regional Recreation Facility and finalisation of costings, time frames and funding model; start implementation. Finalise sport and recreation facilities planning identifying regional priorities. Improvements to Mundijong Football facilities, including power; finalise planning for Boddington Recreation centre and commence development. Jarrahdale Skate Park development currently in detailed feasibility stage. New Telecentre under construction. Briggs Park Lower oval upgrade needed to provide an additional playing field usable all year round, currently unusable in winter.	<b>HIGHEST PRIORITY</b>
10.4	PILOT USE OF SCHOOL SITES FOR COMMUNITY RECREATION	State, Local, Cmw/ith		x	Land availability limited for new recreation facilities, but increasing demand with growing population.	<b>HIGHEST PRIORITY</b>

11. POLICY						
		Funding Source	Infrastructure (capital works)	Non capital funds	Additional Comments	Rating
11.1	ALL PLANNING, SERVICE AND INFRASTRUCTURE DEVELOPMENT INCLUDES UNIVERSAL ACCESS FOR PEOPLE WITH DISABILITIES	State, Local, Cmwith		x	Ensuring that people with disabilities receive the necessary assistance with essential tasks of daily living to enable them to maintain everyday well-being, a safe, healthy lifestyle, with a right to participate in communities and to ensure economic and community rights are upheld.  Regional Strategy for people with a disability: Development of a regional strategy which identifies services/needs of people with disabilities across the Peel region and where further support is best placed.	
11.2	ENSURE EXISTING RECREATION PLANNING IS DELIVERED WELL, INCLUDING ASSET MANAGEMENT PLANS	Local, State		x-	Regional recreation plan will assist with good planning for recreation facilities. However there are a number of facilities already constructed and being constructed and it is essential that all of them have management plans to protect the assets and community into the future.	
11.3	SUPPORT FOR COMMON IT PLATFORM ACROSS PEEL'S LOCAL GOVERNMENTS	Local, State		x	Support efficiency.	
11.4	SEEK AMENDMENTS TO LOCAL GOVERNMENT ACT TO REDUCE CONSTRAINTS ON COUNCIL REVENUE STREAMS	Local, State		x	As per WALGA paper " <i>Local Govt Act 1995: A review of statutory constraints to corporate governance models</i> ".	
11.5	SUPPORT FOR REGIONAL APPROACH, CREATIVE AND VISIONARY THINKING, REGIONAL POLICY DEVELOPMENT	Local, State		x	Support for Peel 2020, support growth of regional leadership.	