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26 October 2022

Hon Peter Foster MLC
Chair
Standing Committee on Environment & Public Affairs
Parliament House
4 Harvest Terrace
WEST PERTH WA 6005

Ref Doc Id: 7584338
Enquiries: Ian Cowie

Dear Mr Foster

Petition No 060 - Sewerage provisions adjacent to Kenwick Train Station

Thank you for the opportunity to comment on the petition tabled by the Hon Kate Doust MLC, which seeks the provision of sewer to Kenwick.

The City of Gosnells has long advocated for the provision of sewer to this part of Kenwick for a number of reasons; all of which are listed in Ms Buxton's petition and associated letter. In particular, the City notes that sewer would enable transit oriented development to occur around the Kenwick train station. Transit oriented development has been promoted by various State Governments for many years and is a key element of Metronet, which encourages development around train stations.

To support increased density, the City has already increased the zoning of land adjacent to the Kenwick train station. However, the City notes that with approximately 110 land owners, none will have the capacity to pre-fund the delivery of sewer, which is the normal approach to the extension of the sewer network.

Further, the City notes that the unsewered area lies adjacent to the environmentally sensitive and important Brixton Street Wetlands. Sewerage leaking from septic systems has the potential to spread to the wetlands, creating a significant negative impact on the environment.

On 9 August 2022, the Council adopted a position statement on the provision of sewer to Kenwick. This position statement, together with the associated Council report, is attached for your information.

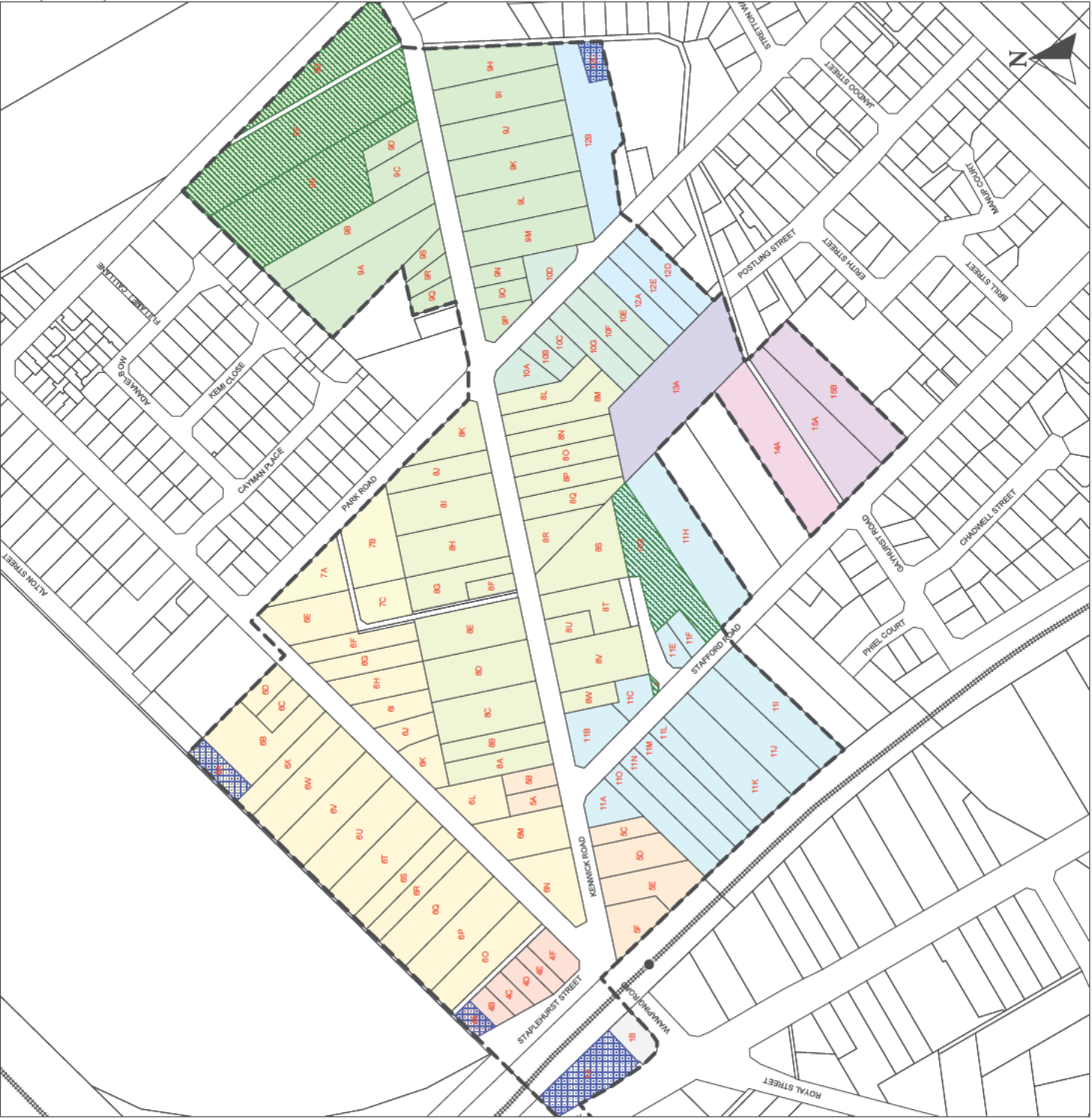
Please do not hesitate to contact me if you require any further information.

Yours faithfully

Ian Cowie PSM
Chief Executive Officer

(encls)

Kenwick Sewer Strategy



Legend

Kenwick Sewer Strategy Boundary

- Cell 1
- Cell 4
- Cell 5
- Cell 6
- Cell 7
- Cell 8
- Cell 9
- Cell 10
- Cell 11
- Cell 12
- Cell 13
- Cell 14
- Cell 15

City of Gosnells Land


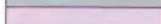











State of WA Land

Rail Stations

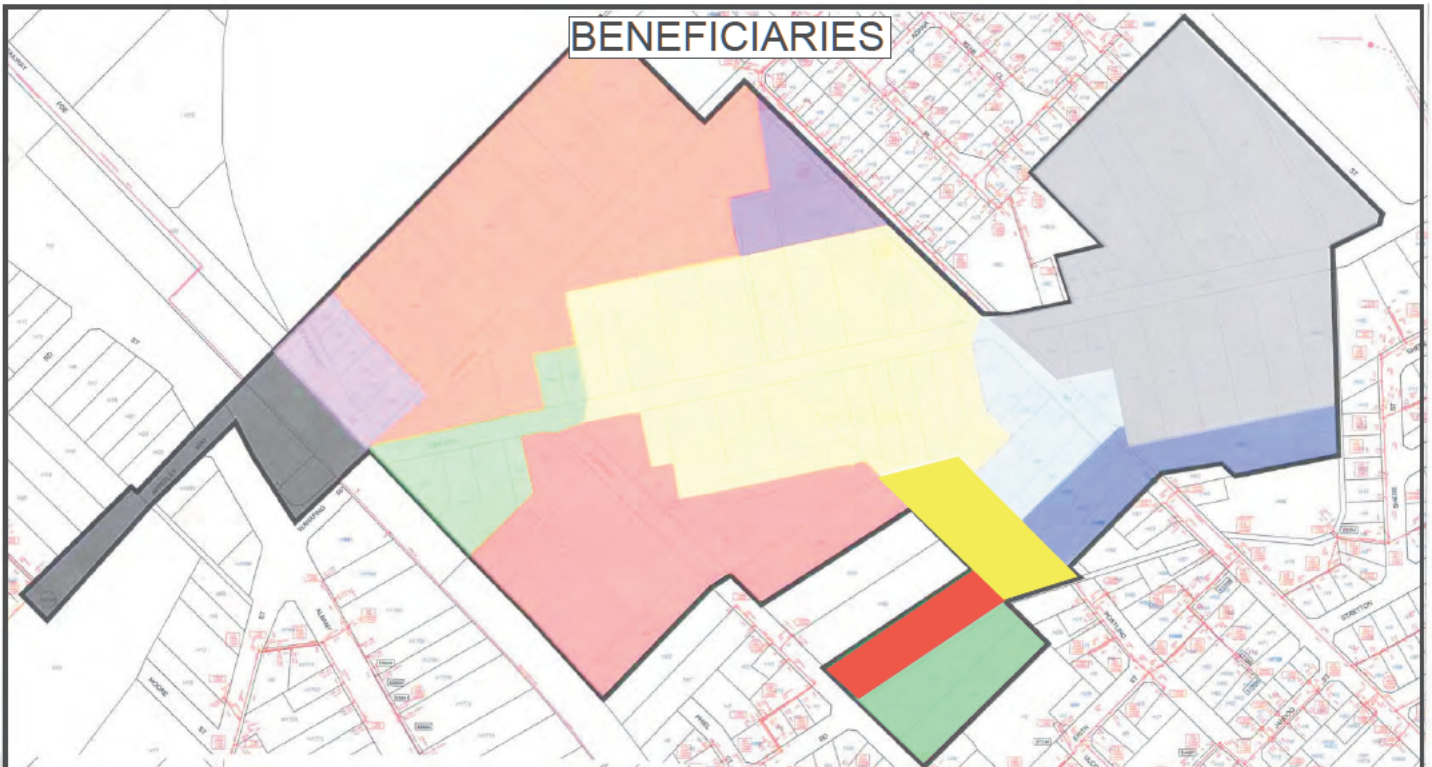
Railway

KENWICK SEWER STRATEGY

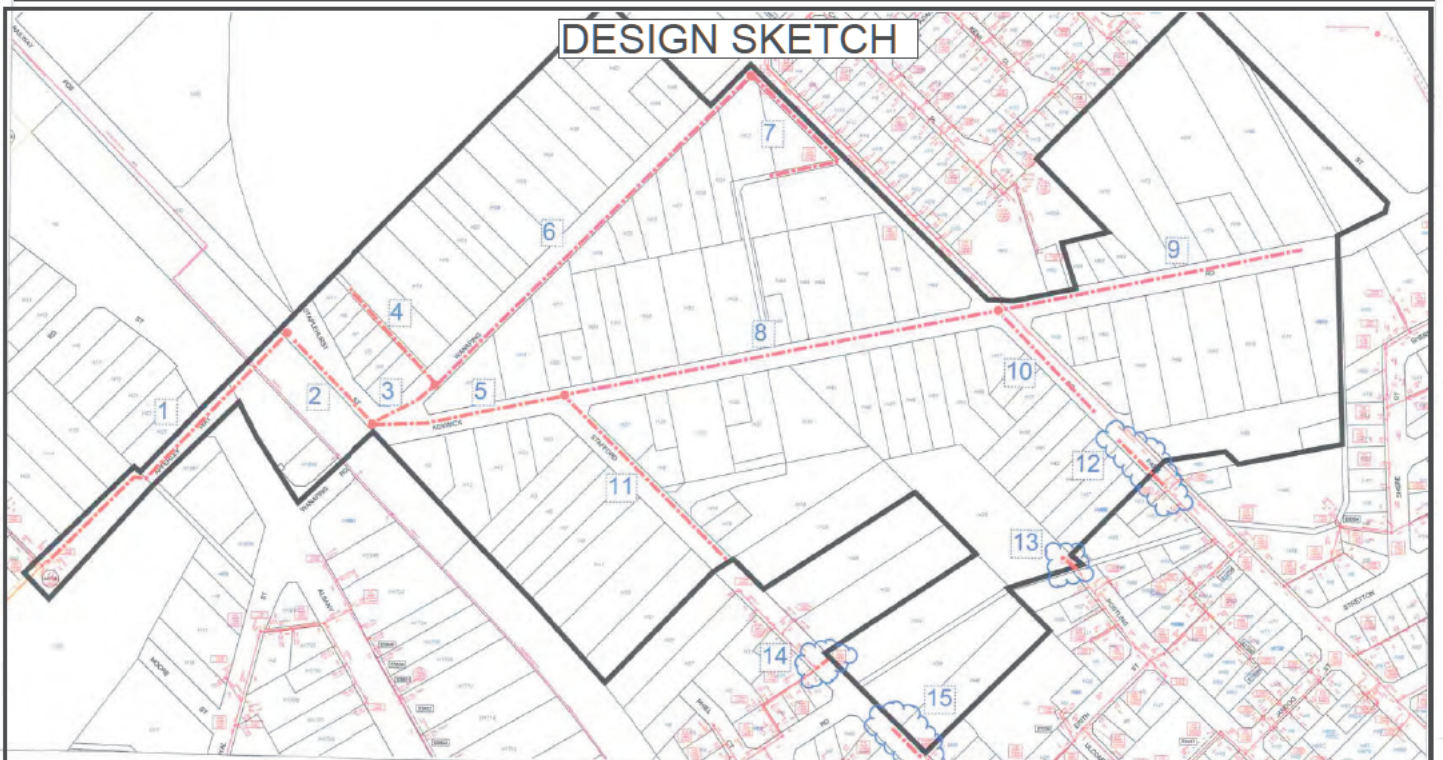
Section	Length (m)	Diameter (mm)	Cost (\$)
1	313	375	2,100,000
2	110	225	352,000
3	70	225	254,000
4	130	150	70,000
5	190	225	650,000
6	596	225	1,300,000
7	143	150	100,000
8	396 & 175	225 & 150	1,430,000
9	365	150	563,000
10	140	150	78,000
11	260	150	270,000
12	70	150	49,000
13	5	150	4,000
14	16	150	13,000
15	35	150	25,000
TOTAL			7,258,000

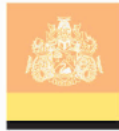
Beneficiaries	Sections
	1
	1, 2, 3 & 4
	1, 2, 3 & 6
	1, 2, 3, 6 & 7
	1, 2 & 5
	1, 2, 5 & 11
	1, 2, 5 & 8
	1, 2, 5, 8 & 9
	1, 2, 5, 8 & 10
	12
	13
	14
	15

BENEFICIARIES



DESIGN SKETCH

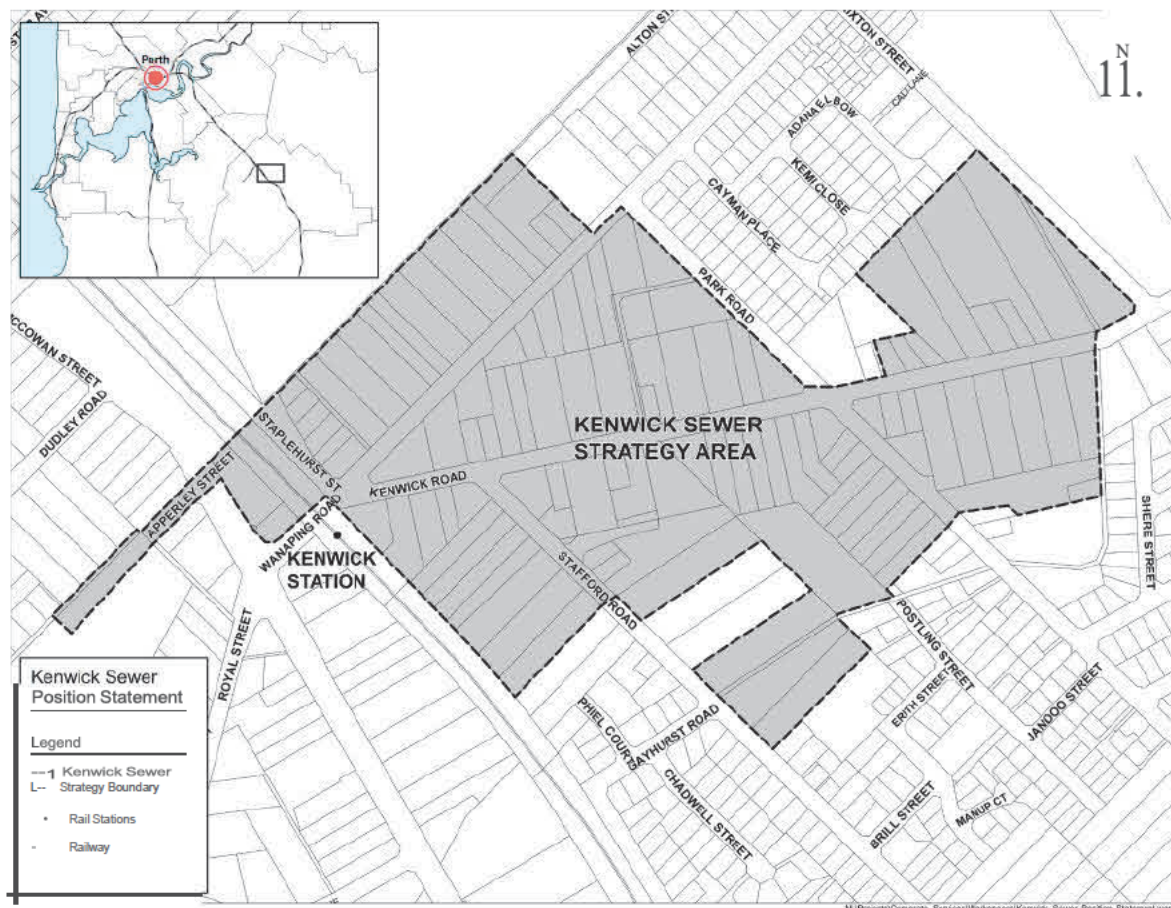




KENWICK SEWER POSITION STATEMENT

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.

12. REPORTS OF COMMITTEE MEETINGS

Nil.

13. REPORTS**13.1 CHIEF EXECUTIVE OFFICE****13.1.1 KENWICK SEWER POSITION STATEMENT**

Author: I Cowie
Author's Declaration Nil.
of Interest:
Previous Ref: Nil.
Appendix: 13.1.1A Kenwick Sewer Strategy Boundary Plan
13.1.1B Kenwick Sewer Strategy Costing
13.1.1C Draft Kenwick Sewer Position Statement

PURPOSE OF REPORT

For Council to establish a Position Statement on the provision of sewer to Kenwick.

BACKGROUND

This report presents a draft position statement to assist with future lobbying efforts associated with the provision of reticulated sewer to underutilised and strategically located land in Kenwick.

DISCUSSION

There are 108 lots of land situated within a few hundred metres of the Kenwick Train Station that do not have connection to the mains sewer network, as shown on Appendix 13.1.1A. The State Government's sewerage policy does not allow subdivision and new development unless sewer is provided.

The constraint is a fundamental impediment to redevelopment of the area. The land is well situated to the train station and other transport infrastructure and services, and is comprised of generously sized lots which would otherwise be relatively unconstrained for redevelopment.

The likely costs of sewer provision make it unviable for any one land owner to prefund sewer installation in the area. The City has advocated for State Government involvement and coordination of sewer provision in the area.

As a result of the City's lobbying efforts, the State Government committed over \$500,000 to prepare preliminary designs for sewer provision to the area a number of years ago, which resulted in a 2018 total project cost estimate of \$7,250,000 (Appendix 13.1.1B refers). The State also agreed to fund the key first stage of the sewer connection which would cross under Albany Highway and the rail line, estimated at \$2,100,000.

While the State Government has agreed to fund the most costly element of the works, the significant cost of the other elements (approximately \$5 million at 2018 prices)

Item 13.1.1 continued

means that there is still virtually no chance of individual land owners funding the remaining sewer cost to facilitate development.

It should be noted that land around the Kenwick Train Station has been rezoned for high density development. This change was made to facilitate transit oriented development, support Metronet objectives and assist to achieve infill development targets contained in the State's key planning document 'Perth and Peel @ 3.5million'. However, the lack of sewer is preventing these outcomes being achieved.

While it is acknowledged that State Government provision of sewer to the land would provide a personal benefit to current owners of the 108 lots in question, sewer provision will also enable around 1,300 new dwellings to be constructed adjacent to a train station which will meet State Government Metronet objectives, deliver on infill housing targets and bring new life to Kenwick.

The suggestion has been made that the City could establish a developer contribution arrangement to collect money from the landowners to pay for provision of sewer. However, this option is also available to the Water Corporation and this agency, or the State's planning agency, would appear to be more appropriate to establish a contribution arrangement if the State Government does not fund delivery directly.

A Position Statement on the Kenwick sewer has been prepared and was circulated to Councillors on 7 July for review and feedback. At the close of the comment period on 29 July, all Councillors that had responded indicated support for the Position Statement.

The draft Position Statement at Appendix 13.1.1C suggests that the provision of sewer to Kenwick is critical to the delivery of State Government planning and transport objectives. Further, as sewer is State Government infrastructure, the Position Statement suggests that the State Government should pay for the provision directly. However, it should be noted that the State could establish a contribution arrangement to recover some of the costs from developing landowners if it chose to do so.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the City advocating for the State Government to provide sewer to the land adjacent to the Kenwick Train Station.

STATUTORY IMPLICATIONS

Nil.

VOTING REQUIREMENTS

Simple Majority required.

Item 13.1.1 continued

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

180 Moved Cr S Patterson Seconded Cr G Dewhurst

That Council adopts the draft Kenwick Sewer Position Statement attached as Appendix 13.1.1C.

CARRIED 12/0

FOR: *Cr P Abetz, Cr A Adams, Cr C Baayens, Cr G Dewhurst, Cr D Goode, Cr D Griffiths, Cr A Hort, Cr K McDonald, Cr S Patterson, Cr S Williamson, Cr E Zhang and Cr T Lynes.*

AGAINST: *Nil.*