

Network city: community planning strategy for Perth and Peel City of Joondalup Submission

Network City is a community-generated planning vision to guide Perth's future growth and development over the next three decades and has been released for public comment. The purpose of this submission is to provide the state government with the City of Joondalup's comments on the Network city proposal

It is understood that the plan is the result of Dialogue with the City, a community consultation exercise held in September 2003 involving more than 1,100 Perth and Peel residents. Following Dialogue, a representative group of about 100 Dialogue participants from the community, local government and industry worked with the State Government on specialist committees to create Network City.

The resulting plan identifies strategies to manage population growth and urban sprawl over the next 30 years so the quality of life residents now enjoy can be maintained. New planning directions outlined in *Network city: community planning strategy for Perth and Peel* include:

- Managing urban growth through the staging of development
- Providing the majority of new dwellings in existing urban areas
- Developing local strategies and partnerships between State and Local Government
- Promoting increased housing diversity
- Revitalising existing suburbs and centres
- Developing economic and employment strategies for growth corridors and centres
- Protecting biodiversity and areas of environmental significance
- Preparing transport plans aimed at reducing car dependency
- Enhancing the safety and efficiency of transport corridors
- Promoting transit-oriented developments
- Developing a whole-of-government approach to ensure all government agencies work together to achieve the strategy's outcomes; and
- Using the provision of infrastructure to influence the timing and location of growth.

Vision: By 2030, Perth people will have created a world-class sustainable city; vibrant, more compact and accessible, with a unique sense of place.

Values: Sustainability, inclusiveness, innovation and creativity, sense of place & equity.

Key Objectives:

1. Deliver urban growth management (control urban sprawl).
2. Accommodate urban growth primarily within a Network City pattern, incorporating communities.
3. Align transport systems and land use to optimise accessibility and amenity.
4. Deliver a safe, reliable and energy efficient transport system that provides travel choice.
5. Protect and enhance the natural environment, open spaces and heritage.
6. Deliver for all a better quality of life, building on our existing strengths.
7. Plan with the communities
8. Ensure employment is created in centres.
9. Deliver a City with 'urban' energy, creativity and cultural vitality.
10. Provide a city plan that will be implemented, provide certainty and deliver results.

Key themes:

1. Manage growth by sharing responsibility between industry, communities and government.
2. Make fuller use of urban land.
3. Plan with communities.
4. Nurture the environment.
5. Encourage public over private transport.
6. Strengthen local sense of place.
7. Develop strategies that deliver local jobs
8. Provide for affordable housing.

Network City contains seven (7) chapters covering the following broad areas;

- Chapter 1 – Spatial Plan and Strategy
- Chapter 2 – Implementation : Governance and Process
- Chapter 3 – Planning for a Liveable City
- Chapter 4 – Economy and Employment
- Chapter 5 – Environment and Heritage
- Chapter 6 – Transport
- Chapter 7 - Infrastructure

The overarching vision, values, objectives and themes of Network City are generally supported by the City of Joondalup, however several issues and concerns are raised with respect to the level of detail provided and with respect to several strategies that are required to be undertaken by local government to facilitate the implementation of Network City.

In this regard, the document fails to adequately outline the stakeholder relationships or the mapping of how objectives and actions will be implemented at a local government level. Many of the actions contained within the document will ultimately be implemented through local government in liaison with other key stakeholders and without sufficiently detailed relationship mapping, the implications to local government cannot adequately be determined.

Until these relationships are communicated and the strategic alignments annotated, the City is unable to comment sufficiently on the proposal. However, the following broad concerns, issues and comments of the City of Joondalup on Network City are outlined below.

Chapter 1 – Spatial Plan & Strategy

WAPC Action 1-1(a) – Determine the location of, and classification criteria for, activity centres by reviewing the Western Australian Planning Commission’s (WAPC) Statement of Planning Policy No. 4.2 – Metropolitan Centres, to reflect the intent of this strategy and recognise a connected network of centres of differing scales and types.

Comment

- Agree that definition of “centres” needs to be broadened to encompass non-commercial centres such as educational institutions, hospitals, industrial areas, and entertainment hubs.
- These “new” centres need to be reinforced with support from all levels of government in terms of improving infrastructure, public and private transport opportunities and associated supporting and/or complementary land uses.

WAPC Action 1-2(a) - In association with local government, community, major government and private landholders and industry stakeholders, undertake a detailed appraisal of the extent of, and opportunities within, each of the three areas identified on the plan for providing additional homes and jobs (this is likely to require a more rigorous definition of the boundaries of each area.

COJ Comment

- Concern is raised that this action should already have been undertaken to ensure viability/appropriateness of the proposed strategy in meeting overall stated objectives.
- The plan is of a scale that does not clearly show which suburbs fall within areas 1, 2 and 3, thus undermining public confidence in the proposed strategy by not adequately detailing how it will impact upon them and their property. However, it is reasonably clear that all land contained within the City’s municipal boundary is earmarked as ‘area 2’ and as such, is listed as an area where there are lower opportunities for urban consolidation outside of activity centres and corridors.

- The City of Joondalup's jurisdiction has not been included into Area 1 according to Figure 1.3 Network City Framework. This offers limited opportunities for urban consolidation over the whole City area even though there are a number of activity centres and corridors within the City's jurisdiction. In order to increase the patronage of the activity centres and corridors, it may be more appropriate to include those areas within proximity of the activity centres and corridors into Area 1, especially those precincts around existing and future train stations, however it is noted that further research with respect to the application of Network City's objectives to these areas will be required, in consultation with the City and the local community.
- The plan does not provide exact figures with respect to additional dwellings/targets to be accommodated/achieved within existing urban areas within each Local Government area. It should be noted that the highest urban zone density outside of the inner and middle sectors occurs in Joondalup, which has a zone density of 7.6 dwellings per hectare. This compares with an average of 9.8 dwellings per hectare in inner and middle sectors.
- No comment is contained within the draft strategy with respect to the general unsuitability of the 'curvilinear/spaghetti' subdivision layout to facilitate increased residential density and street connectivity, which is nearly impossible to retrospectively fit network city initiatives into these areas which largely dominate Joondalup's built fabric.
- There is no comment is contained within the draft strategy with respect to the unsuitability of the current use of battle-axe subdivision layouts that do not add any value to existing streetscapes and adversely constrain any redevelopment opportunities in the future by fragmenting land ownership.
- No comment with respect to general community desire to keep the 'status quo' with respect to the form and density of development within their suburbs, and how Network City is to be 'sold' to these communities.
- The Ocean Reef boat harbour is not listed as a specialised centre, however Hillary's boat harbour is listed.
- There is no indication whether there is intended to be a prioritisation programme, that is does the 60% of development in existing urban areas need to occur before the 40% of new development can occur in new urban areas?

***WAPC Action 1-2(c)** – With population, jobs and home targets prepared, work with local government, to define smaller areas and associated targets which are to be subject of participatory processes (local dialogues) designed to determine how these targets can be achieved within the parameters established by this planning strategy. When considering priorities for undertaking these local dialogues, some preference should be given to those areas that include activity corridors which have been evaluated as having prospects of success, as well as activity centres and places that would benefit from transit orientated design (TOD).*

COJ Comment

- While preference should be given to activity corridors and activity centres, it once again indicates necessity that areas along Wanneroo Road and the north portion of Marmion Avenue could be included into Area 1 of the Network city since both the roads are identified as ‘Activity corridors’ on Figure 1.3. Furthermore, areas around the activity centres such as Joondalup, Whitfords, Warwick, and Hillarys Harbour could also be included into Area 1 to maximise their development potential and increase the patronage of these activity centres as well as the rail system.
- It is considered vital that local authorities through their community participate in formulation and setting of targets to ensure relevance at operational level as well as being representative of the local communities. This may mean that flexibility will need to be included in the way that these are achieved to take account of specific localised circumstances, recognising that change is not necessarily going to be readily accepted by the community.

***WAPC Action 1-2(e)** – Investigate what further measures could be taken to encourage development within existing built areas in preference to new growth areas.*

- Some older suburbs within the City of Joondalup (for example Edgewater, Heathridge, Craigie, Ocean Reef, and the older Joondalup area (outside of the City Centre) have very good public transport access and with relatively short distances to the Joondalup City Centre. More importantly, block sizes within these areas are considerably larger in comparison to today’s lot sizes. Therefore, these areas could be considered as good potential urban infill targets, however there is a general community desire to keep the ‘status quo’ with respect to the form and density of development within their suburbs.

***WAPC/LG Action 1-3(g)** - Devise new and improved rezoning and application approval procedures to facilitate infill and redevelopment opportunities, including strategies to fast track approvals for proposals that are consistent with adopted sub-regional and local housing strategies.*

COJ Comment

- Local housing strategies could be incorporated into local town planning schemes to have the statutory effect. Without the statutory effect, local housing strategies are unlikely to fast track the approval process.
- Applying minimum densities in addition to the current maximum densities is supported as this will ensure that areas specifically coded a higher density in close proximity to public transport routes will not be developed at low or medium density, contrary to the Commission’s intention, as currently occurs.

Chapter 2 – Implementation : Governance & Process

***DPI Action 2-3(a)** - Develop and implement a process to engage, retain and sustain leaders and champions from all stakeholder groups. Identify potential leaders from the Dialogue and locate others. These ‘champions’ need to be allocated key roles in reconstituted planning committees and other relevant groups, where they can assist in the carriage of the Network city: community planning strategy for Perth and Peel. –*

COJ Comment

- Local governments are often familiar with local leaders and champions from stakeholder groups and therefore LGs should be involved in this action as much as possible. When it comes to implementing strategies in particular areas of the City, the City will want to involve local stakeholders. The City recommends the development of a smaller Network City Strategy for each metropolitan region (e.g. the North West Metro Region), which local communities will find much more relevant and easier to digest than the current Network City Strategy.

***WAPC/DPI/WALGA Action 2-5(a)** – Develop a partnership between state and local government, to ensure a whole-of-government view with shared objectives and a clear understanding of roles and responsibilities. In developing the partnership –*

- Define the central principle of the partnership as the state setting broad strategy and objectives, while allowing agreed local control as to how outcomes are to be achieved .(ie state concerns itself primarily with ‘ends’, local government with ‘means’)*
- Ensure that its scope covers such issues as the process of agreeing on regional and municipal population, housing (including affordable housing – both purchase and rental) and employment targets over time; measures of liveability, environmental actions and reporting, processes for community participation in the planning system; funding arrangements for infrastructure including decision criteria between competing projects; pilot project definition of sub-regional areas which planning work is to focus on, amendment of town planning schemes, improvements plans, etc; and*
- Ensure there are mechanisms defined to allow for the review and update of the agreement.*

COJ Comment

- This action is, arguably, the most important of all actions arising from Network City as it is referred to in many other actions. The City looks forward to working with the DPI, WAPC and WALGA to progress this action, as it is a welcome change to the current working relationship between the two tiers of government.
- It is agreed that the WAPC should coordinate the process of setting agreed targets and other elements of the envisaged partnership, however, local government must be empowered to set its own local direction and be appropriately funded/resourced to successfully implement the agreement.

Strategy 2-8: Develop a sense of shared responsibility with all citizens so that their actions support the process and long term sustainability (page 29).

COJ Comment

- The City strongly supports this strategy, in that the principles of long term, sustainable planning need to be clearly understood by the whole community.

WAPC Action 2-6(c) Establish a community consultation unit to support local and state government and industry in the implementation of the Network City

COJ Comment

- Given that there is already a department within the Office of Premier and Cabinet with this role, it would seem wasteful of government resources to establish another unit to this end.
- To date, the Citizens and Civics Unit under the direction of Dr Christina Gillgren has produced some extremely helpful guides to community consultation and provided considerable support to a range of organisations undertaking this work through training workshops and, in the case of the City of Joondalup, one-on-one mentoring for senior staff. At the workshops hosted and co-hosted by the Unit there have been opportunities to meet with other organisations and exchange ideas on what works and what doesn't with respect to a range of initiatives. Through these networking opportunities, we are learning from one another on a practical basis.
- The State Government needs to recognise that community engagement is a whole of Government issue not related to planning matters alone. Our Local Government has the intent of consulting on a wide range of local issues and concerns to ensure all views are considered. Therefore we need the broad based support thus far provided by the Citizens and Civics Unit or a unit of this calibre to continue.

WAPC Action 2-8(a) Establish a community education unit with the task of developing and implementing programs to inform the community about planning and planning issues and liaising with educational providers to ensure that planning is addressed in areas such as school curricular and other initiatives, and;

[DPI Action 2-8(b)] Establish public education strategies and programs which clearly support the State Sustainability Strategy.

COJ Comment

- The City supports the establishment of an education unit, however we suggest that both the unit and educational providers should combine the education on planning issues with education about ‘sustainability’ and sustainability issues. Planning issues are an important subset of sustainability issues, plus the combination of planning and sustainability education would save resources while helping to achieve the recommendation in the State Sustainability Strategy to conduct education on sustainability. Also, school students may find sustainability education more interesting than education that is just confined to planning issues.

[WAPC Action 2-8(c)] Publicise widely the directions and policies established by the Network city so they are brought into focus when any planning decisions are made.

COJ Comment

- In addition to publicising, important directions and policies should be made enforceable. This will ensure that they are brought into focus when any planning decisions are made.

WAPC Action 2-9(c) – under the Network city implementation committee (NCIC) consider the establishment of targeted working groups to oversee/co-ordinate each core aspects of the strategy, such as:

(iii) Efficient assessment and approval process working group.

COJ Comment

- It is not understood how the above working group will oversee/coordinate the local governments’ planning approval processes. What impact will it have on the current local government assessment and approval process? Will it really facilitate an efficient assessment or otherwise create another tier of bureaucracy to the current planning process?

DPI/WAPC/LG Action 2-10(b) – Local Authority town planning schemes will be revised in a timely manner to give effect to the Network city. Adequate resources should be provided to accomplish this, with advice available from DPI/WAPC to local government. In determining ‘timely manner’ and the provision of resources, due regard is to be had to the local dialogues envisaged at strategy 1-2, and the partnership arrangements at strategy 2-5.

COJ Comment

- It should be left to the City, in consultation with its community, to determine what elements of Network City they choose to effect at the local level. The City has already achieved many outcomes of Network City within its City Centre, particularly with respect to density, mixed use and transit orientated development (TOD).

Chapter 3 – Planning for a liveable city

DCA Action 3-1(a) – In partnership with local government, undertake a ‘creative city audit’ that identifies opportunities and constraints for cultural planning and development at all scales across Perth, Mandurah and Murray.

COJ Comment

- The scope of what would be required in the “Creative City Audit” has not been identified. Cultural measures will need to be developed and agreed upon and local governments will need training and funding to consistently conduct and give feedback to the audit.

WAPC Action 3-1 (b,c,d) and DCA Action 3-- Incorporation of cultural and social planning in development project assessments; require consideration of cultural and social planning issues in local planning strategies and provisions; support “percent-for-art” scheme.

COJ Comment

- The City strongly supports the incorporation of social and cultural planning, including public art incentives to create a sense of identity and place, as a means of creating successful and sustainable local communities.
- The City supports the engagement of communities in decision making as a means of developing a sense of place and identity, and as a way of reassuring communities that the qualities of places they value would not be compromised or lost.

Strategy 3.5 – WAPC Action 3-5(b) – Prepare a development control policy on high and medium rise developments that accords with the activity centre/activity corridor concept, as well as supports the Network City generally.

COJ Comment

- Some consideration will need to be given to minimum housing design requirements for medium/high rise developments to allow a blend of commercial and residential. Noise restrictions for commercial operations adjacent to residential developments are restrictive and consideration should be given to this.
- Allowances could be made for specific “regional centres” or hubs to allow for increase noise emissions in these areas (from entertainment, cars, visitors to the area). Alternatively, construction requirements for housing could be amended to include sound proofing requirements for new developments. Hopefully, increased security won’t result in more lighting (energy use) and security patrols (fuel).
- The City supports the formulation of development control policies. In addition to a State Planning Policy in this regard, local authorities would need to prepare local policies that respond to the local context (streetscape and natural environment) whilst also protecting the characteristics of these areas that are valued by the existing communities.

WAPC Action 3-6 (b) – In partnership with the housing. Land development and real estate industries, investigate and implement as appropriate a program of advice and assistance by way of Advisory and Technical programmes.

- *Community visioning and local government grants* – Community visioning to identify the future roles of suburbs and particular places is a critical step in the Network City process to ensure short and long-term “ownership”, and therefore, its success. Sufficient funding of local authorities from State and Federal levels needs to be put in place. Moreover, the timeframe for the completion of the Network City process needs to realistically reflect the timeframe required to undertake the community visioning (local dialogue) process.

WAPC Actions 3-7 (d) & (f) – Prepare sustainable planning, building and development guidelines and develop and apply a sustainability “scorecard” to the assessment of all major development projects.

- The City supports the development of planning guidelines whilst recognising that the City’s Agreed Structure Plans also attempt to achieve some of these principles. The BCA currently addresses some of these factors at building application stage. It needs to be made clear at what stage guidelines are intended to be imposed, that is Scheme Amendment (especially rezonings), Structure Plans, subdivision and development applications stages. How will the City’s statutory provisions be affected? How will this be prioritised and what will be the impact of planning resources and approval timeframes?

WAPC Action 3-8 (c) and DHW/WAPC Action 3-9 (a) – Require local planning strategies to explicitly include considerations of housing diversity and affordability, and to reflect those considerations in associated local planning provisions; define and deliver targets for housing diversity through partnerships, including increased residential densities in defined locations and situations, including transit-orientated precincts.

- Housing affordability is to a large extent directed by the proximity of land to services. It is also influenced by residential amenity. With a decrease in the proportion of development on greenfield lots and a converse increase in development on brownfield lots, how are these competing objectives to be resolved?
- City of Joondalup’s Structure Plans for the Joondalup City Centre and other areas of medium density facilitate diversity in housing form, however the content of these Structure Plans is largely developer driven such that market demands are generally the basis for the development provisions proposed in these Structure Plans, as for the development of residential estates overall.
- Who are the partnerships to be with and how will targets be set?

WAPC/DPI Strategies 3-10 and 3-12 – Revitalise existing centres and suburbs by enhancing their amenity and attractiveness, their economic, social and cultural vitality, and their safety and security; Develop a whole-of-government framework for the development and delivery of place-based revitalisation projects and initiatives to ensure coordination and the most effective use of public resources.

COJ Comment

- No recognition given of older established suburbs that are in need of a “facelift” are constrained by their residential density and do not accord with Action 3-10 (a) relating to under-utilised and vacant land. A large portion of the City’s suburbs are 20-30 years old, coded R20 and need support to redevelop either by way of strategies such as increasing density or the provision of funds to make improvements to existing infrastructure, particularly public spaces.
- No actions have been identified that address safety and security issues, particularly with respect to Pedestrian Access Ways.
- Definition of transit-oriented development should be expanded in that it refers only to “travel by public transport instead of by car” and precludes other modes of transport (walking, cycling, other) that are private in nature.
- Action statements do not indicate how revitalisation projects will be delivered, or by whom.

WAPC/DPI Strategies 3-14 - Capitalise on the potential of creative industries to catalyse revitalisation and engage artists in the planning and implementation of revitalisation projects.

COJ Comment

- The strategy is commendable for identifying the potential contribution make by artists and other creative practitioners in the planning and implementation of revitalisation projects. Perhaps an additional reference to the provision/permission for the existence of spaces for creative production in revitalisation projects could be added. There are a number of examples including of effective creative spaces being created or proposed in areas being revitalized, with little reference to original planning process for the redevelopment projects. This omission should be addressed in the global Perth and Peel strategy plan so to provide a framework for creative industry or community interests advocate for the provision of spaces for creative production.
- The current post development discussion of the east Perth Power station for cultural uses is an example of the omission of an effective framework to incorporate cultural facilities in the East Perth Re-development. Whilst there is a effective framework for incorporating public open space, parks, gardens, sporting and community facilities into development and redevelopments, there is to date a very poor track record of incorporating cultural faculties, this is evidenced by the lack of a recognised metropolitan facility for popular events such as the “Big Day Out.”
- Whilst incorporating artists in the process of planning revitalisation strategies is commendable, this alone will not achieve the creation of new locations for cultural production without an effective framework for identifying and advocating for the provision of particular cultural facilities in each revitalisation/redevelopment initiative.
- As a priority the Perth and Peel strategy should redress the spatial bias which has historically favoured sporting and parkland facilities (i.e. these facilities require land more than capital) over capital intensive cultural facilities, and provide for the revitalisation of cultural production and consumption through the provision of new facilities in new developments.

Strategy 3-15 – Ensure that issues of community safety and crime prevention are given central consideration in all planning and development projects and programs.

COJ Comment

- No reference to community/public perceptions of crime and education programmes for the community/public, which are vital to the formulation of strategies to address these issues.

Chapter 4 – Economy and Employment

WAPC Action 4-1 (b) – Prepare planning guidelines for activity centres that are essentially for employment uses and establish the type of amenities within these centres that individual workers value as part of their ‘quality of work’.

COJ Comment

- There may be limited capacity to make employment centres in Area 2 more “liveable” to improve “quality of work” environment. An integrated approach with other government departments, and with the assistance of State and/or Federal funding as well as potential developer contributions, would be necessary.
- Home occupation/home business uses need to be considered in terms of the resultant impacts of such uses on the efficient provision of facilities and services

Strategies 4-3 and 4-4 – Build new, and revitalise existing, employment centres; Revise planning mechanisms to make them more responsive to employment needs and flexible enough to respond to the changing structure of employment.

COJ Comment

- Whilst the proposed Actions do recognise significant changes to locations, parameters and types of employment, the focus is on zones and therefore fails to take into account the rapidly increasing home occupations/home business industry. Can we adequately predict future changes to employment structure to accommodate these and perhaps even other types of employment and their predicted impacts?
- Support the revitalisation of established activity centres, however, there may be limited capacity in Area 2 to create adequate employment for the local populations given that these areas are established and therefore constrained to the extent that the land can be developed.

DPI Action 4-5 (c) - In planning and developing activity corridors and centres, establish additional links from these corridors to centres in liaison with owners/occupiers of nearby industrial and commercial areas.

COJ Comment

- Improved links between existing activity centres has not been addressed and requires attention, particularly with regard to activity corridors/transport corridors.

'Priority Strategy' 12 and corresponding 'Priority Actions' (page 7)

COJ Comment

The priority action to “*Develop economic and employment strategies for activity centres*” (under Priority Strategy 12 on Page 7) seems to broadly cover many of the listed actions in Chapter 4, all of which come under the responsibility of the WAPC or DPI. The City would also see Local Governments as responsible bodies.

Most local governments have developed an Economic Development Plan/Strategy of some description and LG economic development officers are in regular contact with local business communities. Local Governments (LGs) would play an important role to develop economic and employment strategies for activity centres, therefore LGs should also be listed as responsible parties for the relevant actions. In the North West Metro Region, the economic development officers and economic development strategies from the Cities of Joondalup and Wanneroo should be used as key resources to develop and implement any new ED initiatives.

The DoIR is currently developing a regional ED Strategy for the North West Metro Corridor and it therefore should be a lead agency for collaborative work on economic development initiatives in the North West Corridor.

The second priority action for Chapter 4 on page 7 to “*Integrate local planning and economic development strategies*” again seems to cover several actions that are listed in Chapter 4 from page 49, although it is not clear exactly which actions the priority action refers to. In addition to the responsibility falling on the WAPC and DPI, local governments themselves will need to be responsible for integrating local planning and economic development strategies and this should be made clear by showing LGs as responsible for the particular actions.

'Priority Strategy 13' and corresponding 'Priority Actions' (page 7)

[WAPC Action 4-2(a)] -Cluster education, training and businesses in activity centres to provide a better progression into the workforce (refer Fig. 1.3 which shows Murdoch, Curtin and the University of Western Australia as such clusters). Such clusters can also promote the progression from high school to TAFE colleges to help encourage development of vocational skills and trade qualifications.

COJ Comment

- The City of Joondalup, in association with government and private sectors, is considering options to develop clusters between its education precinct and private industry, particularly in the areas of health and technology. Major education and training institutions include ECU, TAFE, the Police Academy and the Australian Institute for University Studies. The Joondalup CBD area is a strategic centre that has enormous potential for development as the regional population continues its

fast rate of growth. Diversifying and developing existing industries and the workforce is a major goal that will help us to match and cluster private business with the education and training strengths in the City. The City of Joondalup welcomes support by the State Government to cluster the growing learning precinct with locally provided jobs in the City.

[DPI Action 4-2(b)] - Identify areas of socio-economic challenge and implement programs designed to address these issues. The assessment criteria should include measures of education levels, vocational skills, unemployment by cohort, local employment and public transport access to and from employment centres.

COJ Comment

As of 2001, City of Joondalup residents had one of the highest median weekly household income levels in the Perth Metro Area (\$1099), yet it had some areas of socio-economic vulnerability in Burns, Heathridge, Beldon and Craigie with median weekly household wages of \$749. The City of Joondalup welcomes the initiative by the DPI to implement programs to address these issues. The City of Joondalup anticipates to have data on “education levels, vocational skills, unemployment by cohort, local employment and public transport access to and from employment centres” as a result of our research to develop an economic development strategy, which is scheduled to be complete by June 2005. The City is willing to assist and provide direction to the DPI to produce these indicators.

WAPC Action 4-3(a) The government (or responsible agency) could undertake, and facilitate, demonstration projects in activity centres to promote mixed use and higher density residential projects with transit oriented development (eg Mandurah, Victoria Park, Bentley Technology Precinct and Curtin University, Alkimos, Murdoch University/Hospital/Train Station).

COJ Comment

- The City of Joondalup CBD is an excellent case study for mixed use and higher density residential projects with transit oriented development within an activity centre (Joondalup City Centre). The City of Joondalup is faced with the challenge of attracting sufficient activity in the CBD to achieve the goal of it being a vibrant and busy living centre. The City would welcome support from the State Government to develop Joondalup as a role-model mixed-use centre that other local governments would aspire to.

WAPC Action 4-3(c) Review planning policies to provide employment land in broad scale residential land development, to ensure that areas of higher residential density, and more intense activity, are supported by high levels of employment and transport services.

COJ Comment

Most of the City of Joondalup is already built to full capacity in terms of residential land. However the Joondalup CBD still has vacant land for both commercial and high density residential development and there is the potential to develop it into a vibrant regional centre to service the North West Corridor. The City agrees that planning policies should have a focus on supporting high levels of employment and transport services and look forward to further dialogue to develop this concept. The City would go further to add that planning policies across local governments need to be brought in line with economic development goals in general, so that economic development and planning (together with environmental and social considerations) are integrated. This is a step towards bridging traditional planning methods with economic, environmental and social goals – ultimately to achieve sustainable development. The State Government should look at how it can integrate the objectives of bodies such as WALGA and the WAPC (and other bodies that oversee LG practices) to encourage local governments to enhance their horizontal communication, particularly between planners and economic development officers, as well as with community development and environmental officers. This comment might link in with WAPC/DPI/WALGA Action 2-5(a) on page 27 to “develop a partnership between state and local government”.

WAPC Action 4-4(c) Include representation from the state development portfolio on the proposed Network city implementation committee of the WAPC (see strategy 2-9) to ensure economic development issues are more integrated with planning decisions, and;

WAPC Action 4-4(d) Require the preparation of employment strategies at regional, sub regional and local level to complement structure planning and major urban development projects.

COJ Comment

The City of Joondalup and several other metropolitan local governments have begun to explore a suitable structure for an overseeing body that clusters like-type organisations such as Tourism, the Chamber of Commerce and the Small Business Development organisation into a single ED unit. This can be in the form of a board, advisory committee or something similar. The body would be outside of local government's direct control yet Council would remain a participant and primary funder. This kind of body might be suitable to prepare employment strategies at a regional, sub regional and local level to complement structure planning and major urban development projects.

Also, the DoIR is considering forming an ED Steering Committee to guide the development of an Economic Development Strategy for the North West Metro Region. The steering committee would probably consist of members of the higher level Metropolitan North West Corridor Coordinating Committee, which has recently been passed through Cabinet. These might include senior representatives of the CoW, CoJ, DoIR, Dept. Planning and Infrastructure (DPI), and the Department of State Development (DSD). A Working Group would sit under the ED Steering Committee and would consist of ED Officers from CoJ, CoW and the DoIR. The three proposed groups and their relationships with regards to regional economic development are illustrated below:

Metropolitan North West Corridor Coordinating Committee



Economic Development Steering Committee



Economic Development Working Group

DoIR will be directly involved in drafting the terms of reference for the Metropolitan North West Corridor Coordinating Committee. As far as we are aware, the above structures have not yet been finalised. Nonetheless it would seem appropriate for one or more of these bodies to take on “*the preparation of employment strategies at regional, sub regional and local level to complement structure planning and major urban development projects*” [WAPC Action 4-4(d)].

DPI Action 4-5(a) Assess existing infrastructure capacities and utilisation to identify employment areas with significantly under-utilised infrastructure (see also strategy 4-3), and;

DPI Action 4-5(c) In planning and developing activity corridors and centres, liaise with owners/occupiers of nearby industrial and commercial areas to establish what additional links might be provided from the corridor to the area so that the benefits of the Network city can more easily flow into these areas.

COJ Comment

In the City's preliminary environmental scan to develop the City's Economic Development Strategy, a comment from some stakeholders has referred to the long-term possibility of developing mixed use activity centres around some train stations on the northern railway line. This could translate to a long-term strategy for employment creation in strategic activity/transport centres. The concept would entail re-zoning existing residential property to mixed-use/commercial land. If this is the kind of concept that the State Government wishes to promote, we recommend that the public be made aware as soon as possible of the choice to re-zone their property over the long-term. This way the concept of mixed-use re-development can slowly be built into the psyche of Perth residents, while giving them the opportunity to raise important precursory questions such as how this might occur and how they might be affected.

***WAPC Action 4-5(d)** – Through the WAPC's infrastructure coordinating committee (ICC) participate with the sustainability roundtable and the WA sustainable industry group to identify how infrastructure provision can be used to achieve the World Business Council for sustainable developments goal of 'Factor 4 by 2020', which seeks a four-fold increase in eco-efficiency by 2020.*

COJ Comment

- The City would be interested to see how WALGA would encourage local governments involved to achieve the goal of "Factor 4 by 2020" and we are interested to support WALGA to encourage eco-efficient processes in local businesses. It is worth noting that many decision makers in LGs are unaware of the "Factor 4" concept, and indeed are only beginning to come to terms with the concept of sustainability. We recommend that the DPI include education about Factor 4 in sustainability and planning education programs.

Chapter 5 – Environment and heritage

***WAPC/DoE/LG/EPA Action 5-1(c)** – Develop explicit objectives (or values), targets, criteria, indicators, monitoring and compliance provisions, an evaluation system, and periodic public reporting as part of and 'urban environmental performance framework'. Link this framework to public participation through local government (see strategy 5-2): consider having the framework was web based and available in real time where appropriate.*

Comment

- Sustainability Index's are currently being investigated through the University of Western Australia and may provide useful in the process of developing indicators and monitoring.

WAPC Action 5-2(c) – Identify and implement environmental actions as a fundamental step towards that actively promotes environmental and heritage conservation. Local environmental actions, as part of the partnership with the state government, are to be developed through community participation processes and should be part of a local planning strategy (or management plan in the case of reserved lands) or other related local plans and strategies.

Comment

- Public participation guidelines are currently being progressed by the City and also by the Department of Premier and Cabinet. Any further investigation as a part of this document should include information learned from these processes.

LG/Landcorp Action 5-3(e) – Encourage planting of native (WA) flora in urban areas to ensure WA's fauna and bird life is retained in populated areas.

COJ Comment

- Consideration must be given to genetic diversity issues relating to native vegetation assemblages when planting regimes are initiated.

LG/Landcorp Action 5-3(f) – Supporting local incentive schemes for private land conservation including local rate relief as an incentive.

COJ Comment

- Financial implications relating to part f) ie the rate relief should be consulted with LG's to ensure that adequate resourcing is established and maintenance of services and current budget allocations.

LG/Landcorp Action 5-3(e) – Encourage planting of native (WA) flora in urban areas to ensure WA's fauna and bird life is retained in populated areas, and;

LG/Landcorp Action 5-6(b) – Undertake landscaping projects in industrial areas using native vegetation where possible.

COJ Comment

- It is suggested that in order to achieve increased density in existing suburbs, this will be to the detriment to existing flora in these urban areas. Network City seeks to achieve increased environmental accountability, however the overarching intent to increase residential density in existing suburbs will create other adverse impacts upon the natural environment with respect to loss of remnant vegetation and loss of subsequent microclimate thus requiring dwellings to be air conditioned and therefore also adding to heating/cooling costs and adding to electricity demand. The increased building footprints caused by increased density (with the resultant loss of stormwater recharging opportunities because of extensive built/paved areas) is also an issue that requires addressing.
- Improvements in stormwater and waste management within industrial areas should also be considered.
- Consideration must be given to genetic diversity issues relating to native vegetation assemblages when planting regimes are initiated.

DOE Action 5.10(g) – Remove disincentives to recycling.

COJ Comment

- Government should look to increase the rate of recycling and material reuse from industry and not solely from residential areas.

DPI/DOE Action 5-10 (h) – Introduce incentive programs to reduce car dependency and promote walking, cycling and the use of public transport, other incentives to reduce pollution from vehicles and from wood stoves.

Comment

- The success of an incentives program will depend on the level of supporting alternative services and facilities such as provision of high amenity walking and cycling paths, public transport and adequate activity and transport corridors.

Chapter 6 – Transport

DPI Action 6-1(a) – Prepare a comprehensive transport strategy for Perth, Mandurah and Murray, design to support the Network city.

COJ Comment

- The DPI's transport strategy should closely incorporate with local planning initiatives, local town planning scheme and planning policies. Extensive liaison between DPI and local governments is essential in order to provide practical action plans that are effective and able to be implemented to facilitate the integration of land use and transport for local government areas.
- Must address the high cost of public transport and look at ways to increase affordability for families and regular users.

***DPI Action 6-2(b)** – In preparing plans for activity corridors / centres, ensure the following guidance is taken into account –*

For public transport

(i) Provide frequent bus services along activity corridors (minimum 15 minutes frequency each way and higher in peak periods) with good user amenity and accessibility.

COJ Comment

- While improving the frequency of bus services along activity corridors is important, it is also important to review timetables of bus services and train services and minimise the waiting time at interchanges (between buses and between bus and train), which improves the efficiency of the whole public transport system and hence encourages more commuters to use public transport.

(iii) Consider dedicated transit options along the busiest activity corridors (where residential density justifies) and ensure informed community debate on residential density and minimum density requirements to support transit options.

COJ Comment

- Residential density should be decided by local housing strategies with effective consultation with the community. 'Community debate on residential density' may not achieve sustainable outcomes since there is often a conflict between lifestyle and sustainability within community. Planners should take a leadership role in carrying out studies and preparing local housing strategies that are aimed to achieve sustainability initiatives. Although community consultation is necessary, it is also important to educate the community and encourage them to support sustainable planning initiatives such as higher densities around activity centres and along activity corridors.

(iv) Provide feeder bus services to major activity centres from surrounding communities.

COJ Comment

- The word ‘provide’ should to be changed to ‘increase’, as bus services are currently available to major activity centres from surrounding communities in most the Perth Metropolitan area. Furthermore, feeder bus services should also be increased to train stations from surrounding communities so that it improves the integration between the bus services and train services. This is particularly essential to the residential areas along the North West Corridor where the northern rail line lays.

MRWA/LG Action 6-3(c) – Implement road improvements, where required, for road safety and efficiency for all modes.

COJ Comment

- Whilst it is agreed that Local Government has a role to manage and contribute to the local road network the significant costs to maintain and improve this infrastructure requires continued real levels of funding support from both the State and Federal Governments. It is also considered that funding for Rail bridge or tunnel infrastructure that crosses the local road network is the responsibility of that Public Transport Authority. In addition some private developments can generate the need for local road upgrading or improvements and therefore this sector should also contribute to specific identified infrastructure.
- Improved road efficiency for the car would only encourage further car dependence, which makes more difficult to achieve a more sustainable outcome. A sustainable transport strategy should put more emphasis on improving efficiency for the alternative modes to the car and simultaneously make the use of the car less attractive. Hence, this will encourage mode-switch from the car to its alternatives.

DPI Action 6-6 (c) – Continue to develop, implement and expand educational and promotional initiatives (such as TravelSmart, walking and cycling programs) to encourage changes in travel behaviour in favour of increased walking and cycling and the use of public transport and increase coverage of travel demand management schemes to cover the whole of Perth and Peel by 2008.

COJ Comment

- Dual travel modes such as ‘park n ride’ and ‘kiss n ride’ are reasonably popular for commuters who live in the NW Corridor. However, dual mode for ‘cycle n ride’ have not been encouraged in peak hours due to the lack of provision for bicycle storage on the trains. Some European transport studies have shown that a special compartment being provided on the train would significantly encourage ‘cycle n ride’ dual travel mode. It is therefore suggested that the DPI should endeavour to make such a provision available for the Perth train system in order to encourage more commuters to cycle, which is also a part of the contribution to the TravelSmart program.

WAPC Action 6-6(e) – prioritise transport and land use integration issues in the assessment of development projects and expand transport related assessments undertaken in support of development proposals to include a balanced consideration of accessibility by all transport modes. Require major development proposals to include a transport impact assessment.

COJ Comment

- This is an excellent idea to ensure the early formation of a more sustainable and better-balanced transport system in those developing areas. However, it is important that planners (preferably transport planners but not necessarily traffic engineers) are placed in the leadership roles for a transport impact assessment. This will avoid the transport provisions for the car being overly emphasised and ensure the provisions of the alternative modes to the car being encouraged. This will help reduce car dependence and promote a better-balanced transport system in those developing areas.

DPI Action 6-7 (a) – maintain and expand the existing program to identify, prioritise and implement transit orientated development opportunities relating to the Perth urban rail and bus networks and services.

COJ Comment

- The DPI should provide some detailed guidelines for transit orientated development. Local governments can use these guidelines to facilitate future subdivision and development assessments or incorporate these guidelines with their planning policies and planning schemes to guide future development within their areas.

Chapter 7 – Infrastructure Coordination

DPI/Service Agencies Action 7-2(e) – review and monitor infrastructure capacity for areas subject to increased residential density.

COJ Comment

- It is important that the existing infrastructure capacity should not be adopted as a factor of determining whether the area should have higher residential density. Residential densities should be decided by local housing strategies with sustainability initiatives. Where infrastructure capacity is inadequate for any proposed residential densities, the developers should be responsible to liaise with Services Agencies to upgrade infrastructure capacity to satisfy increased demands.

Other Comments

The City raises some very strong concerns with respect to the overall resourcing that will be required to implement Network City at both state and local government level. There is currently a chronic shortage of qualified planning professionals and allied professionals (for example transport and environmental planners) available in Western Australia and as such, it is unknown how both state and local governments will be able to acquire and fund sufficient human resources to implement Network City.

Furthermore, it is unknown what level of financial resources will be available to local government to assist in the implementation of Network City. It is argued that the larger local governments (with larger resources) will be in a better position to be able to cope with this enormous task, however the smaller local governments (with smaller resources) simply will not. This raises a significant equity issue.

The general public needs to be further educated with respect to Network City and the associated new town planning methodologies that it seeks to introduce. The general public needs to be sold on the benefits of less sprawl and higher density, transport orientated developments. A handbook for the general public, builders, developers etc should be developed.

There is an urgent need to finalise the Sewerage Infill Program, particularly in environmentally sensitive areas. The provision of sewer for all metropolitan residential developments should be a priority. A commitment was made to provide sewer to all metropolitan areas a few years ago, however this has not yet happened.

Employment Self Sufficiency

“In the absence of strong planning controls, the trend suggests most of these new jobs are likely to be concentrated broadly within a 10 km ring around central Perth, while most of the residents will be living in the outer areas of the City. This trend raises a number of issues, especially ones connected with travel times, congestion, greenhouse gas emissions and time availability.” Pg. 3.

In addition, the lack of employment self-sufficiency in the North West Metro region makes the local economy less sustainable. This in turn limits the social cohesion within the 'dormitory' suburbs. Thus it can be seen how a lack of employment self-sufficiency adversely affects the environmental, economic and social pillars of sustainability. Increasing the proportion of locally employed residents is a challenge, particularly that given most of Joondalup has already been developed into a series of dormitory residential suburbs. The City of Joondalup would like to see an increased number of local jobs become available to match any increase in the population. The City is keen to work with the State Government to achieve this, through avenues including the Network City initiative and the North West Corridor Economic Development Strategy that is being developed by the DoIR.

The general public needs to be further educated with respect to Network City and the associated new town planning methodologies that it seeks to introduce. The general public needs to be sold on the benefits of less sprawl and higher density, transport-orientated developments. These changes represent a significant impact on the accepted lifestyles and personal freedoms that many West Australians cherish. Car ownership and large block sizes are just two examples of these lifestyle aspects. Any attempt to modify these aspects of the culture of Western Australia will need to occur in concert with an extensive and prolonged awareness-raising campaign that clearly outlines and demonstrates in a concrete form, the benefits of transit oriented development and higher density living. Demonstration projects similar to Subi Centro and Burswood Lakes (Mirvac Fini) need to be promoted to show the benefits of this lifestyle option. This is critical to the success of this plan because unless a "critical mass" of public awareness and support for this type of development is achieved, sufficient political support will not be apparent and it will become another "shelved" plan