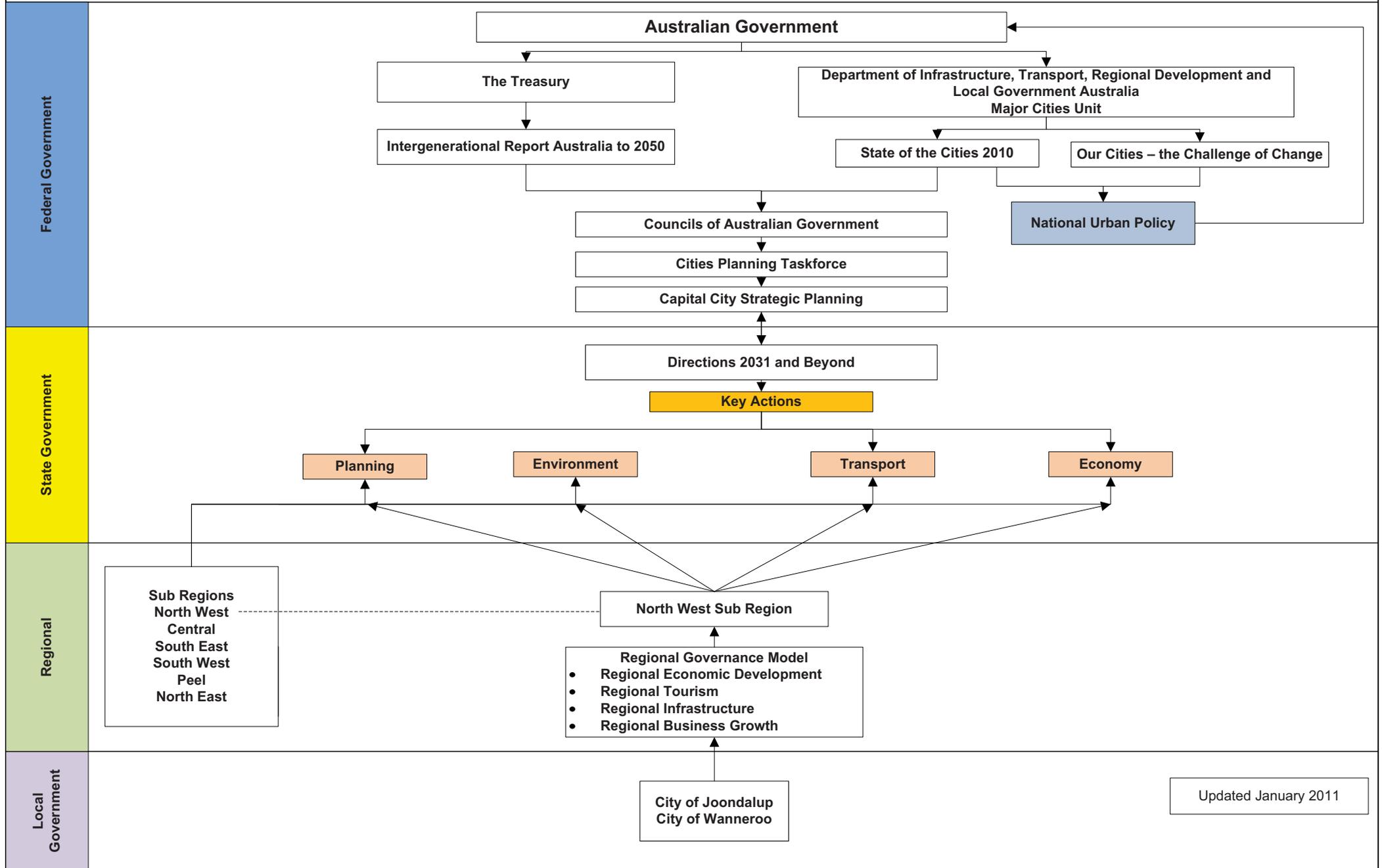


Flowchart of Australian and State Government Policy on Local Government



Our Cities:

Building a productive, sustainable and liveable future

Discussion Paper Feedback Survey

Submission from City of Joondalup

The *Discussion Paper Feedback Survey* is an online 'smart form' survey and as such the contents will be uploaded into an electronic template from the following word document.

Our Cities: Building a productive, sustainable and liveable future

Your Say — Discussion Paper Feedback Survey

Please respond to any or all of the questions in the boxes provided and submit by 1 March by filling in your contact details then pressing the 'submit' button at the bottom of this form.

For more information visit www.majorcities.gov.au/discussion_paper

Our aspirations

1. What is your vision for Australian cities? What should our cities look like in 2030 or even 2050?

The City of Joondalup "Joondalup 2020" vision articulates a focus on the growth of the City Centre with the aim of becoming Perth's second CBD.

The City Centre will be pedestrian friendly with a well used and efficient public transport system and a network of cycle paths. A large number and diversity of local jobs will reduce the journey to work for local residents providing associated social and environmental benefits. A diversity of housing types and access to a wide range of recreational and leisure opportunities are available to residents.

The City will be recognised as a world leader in diversity with a broad network of bushland and open space which is interconnected to support the movement of fauna. Parks and open spaces are water wise to minimise water consumption, preserve their ecology and support local flora species, and the coastal environment is maintained.

2. What do you think may be the differing challenges and opportunities faced by regional cities or cities of different sizes and stages of development?

The City of Joondalup supports the "connected city" pattern for urban growth, in particular developing and revitalising activity centres as attractive places in which to invest, live and work, maximising essential service infrastructure efficiency and equity, and identifying and prioritising the coordination of projects to support future growth in the outer metropolitan area. The recognition of the significance of regional growth hubs for the achievement of long term employment self sufficiency objectives is essential in planning for urban growth.

Proper planning and management of activity centre growth will generate significant benefits including becoming the preferred location for investment in high order public and employment generating infrastructure, improved local and regional public transport to reduce car use, increased access to a range of services, more diverse employment opportunities and increased housing options.

The challenge will be achieving urban growth that focuses around a mix of retail, office, community, entertainment and residential activities; houses major institutions; delivers a diversity of employment opportunities that contributes to attaining higher employment self sufficiency and is situated around high frequency public transport corridors.

Harnessing our productivity

3. *What would you consider to be the biggest productivity challenges for our cities and what approaches would you encourage governments and businesses to pursue?*

Productivity challenges include infrastructure provision and utilities to match population growth, upgrading of ageing infrastructure and overcoming a backlog of infrastructure maintenance. Improving the connectivity and capacity of existing road and rail networks will increase productivity through the more efficient connection of supply chains, people, jobs, and services.

High standard and reliable telecommunication networks provide a strong basis for the continued growth and productivity of the Australian economy through making better use of existing infrastructure and providing improved connections which enhance economic, social, and environmental benefits.

Other productivity constraints include human resource capacity issues to meet the demands for labour and construction needs. Unemployment is at very low levels and measures to increase work force participation and build workforce skills should be pursued.

Productivity challenges can more effectively be met through less reliance on submissions for funding and placing emphasis for funding decisions on needs independently identified as having national and regional significance and contributing to a long term strategic plan for infrastructure renewal and provision.

4. *To what extent can infrastructure planning and investment guide more efficient use of existing infrastructure and resources?*

Long term forward planning allows the City of Joondalup to strategically assess the infrastructure and investment requirements for the City. It ensures that the best use is made of resources and funds, and the infrastructure requirements meet the demands of the future community when it is required. Importantly local planning supports the coordination of major infrastructure in terms of the support infrastructure such as parking and public transport.

The National Urban Policy can complement the work of State and Local Government planning through the alignment of plans and timing schedules for investment and infrastructure planning.

5. *How do we better plan for and protect the infrastructure corridors, strategic sites and buffers we need for the future operation of our cities?*

Future proofing the requirements for infrastructure can be a difficult task. Allocation of land, establishment of controls on the titles so that it is retained, and maintaining the will to protect the committed lands is not always simple with competing demands and political drivers.

The Roe Highway project in the southern suburbs of Perth is an example of this. The relationship and integration of transport corridors with major infrastructure such as rail and ports as well as key industrial areas requires a strategic view of infrastructure requirements which should be supported by quality planning and legislation at both a Federal and State Government level.

6. What do you consider to be the most significant transport issues affecting our cities, and what approaches would you encourage governments to pursue?

Infrastructure and public transport provision have not kept pace with high growth rates and the heavy reliance on motor vehicles makes the urban transport system structurally vulnerable to increasing oil prices and scarcity. Transport accessibility and spatial separation between residential areas and locations of employment as well as traffic congestion and car dependency impact on liveability, social inclusion and employment self sufficiency.

Affordable, reliable and accessible public transport is crucial to the success of cities. The National Urban Policy should promote long-term planning and investment in public transport, priority road and rail access to airports and ports and the upgrade of interstate rail lines to enhance and improve productivity.

Transport issues facing the Northwest metropolitan area of Perth are the need for freeway extensions to be undertaken ahead of urban growth, the provision of light passenger rail at the beginning of urban developments to encourage a pattern of public transport use and the upgrading of connecting roads to meet the increased demand for freight and passenger connections to the major arterial system.

The better use of existing transport infrastructure, including the road and rail networks and increasing public transport capacity are approaches that should be undertaken by government through the National Urban Policy and Infrastructure Australia reform initiatives and investment in nationally important infrastructure.

7. How do we best integrate and leverage continuing investment in infrastructure by all levels of government, especially for transport, water, sewerage and energy supply?

Planning needs to take into account the service requirements and levels of capability for transport, water, sewerage and energy supply that will be needed to provide for both infill and greenfield urban development. The involvement of all agencies and levels of government in the early planning processes will assist.

The attraction of the required level of investment is essential and the National Urban Policy should promote long-term integrated planning and assist in the composition and staging of investment for all infrastructure provision.

8. What is the role for pricing reform (such as water, roads or carbon pricing) in meeting the challenges of Australian cities?

Transport in Australian Cities will continue to congest unless there is a significant shift to large scale public transport. Pricing reform can only assist if this is hypothecated on all the taxes collected being wholly directed to transport improvements.

9. How do we best promote and harness private investment in the infrastructure needs of our cities?

Government at all levels should seek to make investment in infrastructure commercially attractive in terms of support for underpinning services which service key infrastructure developments, flexible planning and long term vision.

10. What opportunities do you see for governments to achieve better outcomes for urban communities, by leveraging their investments in other activities such as health and education?

Cities by virtue of their critical mass, diversity and growth have the highest concentrations of the nation's disadvantaged areas and disadvantaged "Communities of Interest" and this contributes to social exclusion challenges. The timely provision and support of education, health and other essential services in outer and high growth city areas is essential to overcome issues of social exclusion and marginalisation of these communities.

The National Urban Policy can improve the lives of these people by promoting design principles and equitable access to social infrastructure, services, education, health and transport infrastructure.

The delivery of high speed, affordable broadband to urban communities will deliver better outcomes and national economic benefits. The City of Joondalup is home to the Joondalup Learning Precinct, incorporating Edith Cowan University, West Coast Institute of Training and the West Australian Police Academy, and a major Health Campus with associated allied health agencies and service providers. Government investments in health, education and communications infrastructure will provide high social and economic dividends to communities across the Perth northwest urban region.

11. What performance targets should governments set for our public transport systems? How would these be applied, and what would their effect be?

Comprehensive and accessible public transport networks are essential for the long-term success of urban growth. Well planned enhancements to public transport networks should be developed across all levels of government. These networks need to be planned alongside land use strategies, so that new residential and employment areas are well served by public transport, and to ensure that public transport does not itself encourage unsustainable urban sprawl.

12. How can governments best use their leverage to foster more innovation and support the economy of our cities? How will this enhance our competitive advantage in a global context?

A strong and competitive education industry underpins skill development and innovation however for innovation to flourish and for cities to attract and retain a highly skilled workforce, there also needs to be adequate transport and communications to support businesses and to connect nationally and globally.

The National Urban Policy should strive to create cities that are places in which people choose to live and work through the provision of quality public places where people go to socialise, exercise, entertain and enjoy nature.

Liveability is enhanced by access to affordable housing, health, education, libraries, cultural facilities and transport, parks and shops, and a safe environment. The design of urban areas is crucial in providing liveability and amenity which is vital to attracting and retaining a skilled workforce.

Advancing our sustainability

13. How can we best protect and enhance land and habitats in and around our cities where they are ecologically sensitive, of heritage value, or highly productive agriculturally?

The protection of ecologically sensitive areas through Land Use Planning is vital to ensure the long term protection of significant areas within cities. Development should consider the impacts on the natural environment and should aim to conserve biodiversity values in situ.

Highly productive agricultural areas in close proximity to large population bases are significant contributors to the local economy and the loss of these areas impacts on the economy as well as increasing the costs of sourcing food supplies. These areas can also be protected by land use planning controls.

14. How do you think we can best support more efficient use of resources (such as water, energy and food) in our cities?

Greater support for projects which increase the efficiency of resource use, including renewable energy and water re-use projects should be considered. This includes financial support for implementing water efficiency and renewable energy projects within the community to assist to increase the uptake of resource efficiency within cities.

National standards for residential and commercial renewable energy systems would ensure consistency and provide assurance of quality and operation of renewable energy systems such as photovoltaic and small scale wind systems. The availability of this information within the community may increase the uptake of small scale renewable energy systems within cities.

National standards for the re-use and discharge of water will also lead to greater efficiency of water use and reduced pressure on sensitive water supply areas, including groundwater. A consistent approach to water reuse to enable greater water recycling and reuse within cities is required.

Improved planning and legislation can encourage the community to conserve resources. Licensing of resources, requirements for energy efficiencies in development will demand that these targets are met. Examples are water restrictions and high power costs. Alternatively Government can lead by example and adopt best practice in sustainable development.

Quality legislation that is supported and workable through all three levels of government as well as financial analysis to demonstrate the benefits of the efficient use of resources are key elements for the success of this approach.

15. How can we best plan and build our cities and infrastructure to achieve a lower ecological footprint?

The ability for our cities and communities to service a greater proportion of their needs locally will increase the efficiency of our cities and lower our ecological footprint.

The City of Joondalup is undertaking works programs to install more adaptable and resilient water systems to cope with climate change, installing photovoltaic cells and water saving devices, running a fuel efficient fleet of vehicles, improving lighting technology both in buildings and the street lighting network, implementing Green Star Ratings for council buildings, undertaking waste recycling and resource recovery programs. The City of Joondalup also buys Green Power, promotes the use of public transport management, and is undertaking measures to increase the level of rainfall infiltration, pollutant trapping at both coastal and inland lake drainage outlets, reducing demand on aquifer water sources and rehabilitating bushland area using provenance plantings.

Efforts to reduce greenhouse emissions and achieve a lower footprint can be supported by Government through legislation and policy which is complemented by the way of leading through example across all three levels of government and actively undertaking initiatives within their own agencies and departments.

16. What are the best steps that could be taken to encourage a concerted effort by communities, businesses and all levels of government to reduce greenhouse gas emissions in cities?

Reducing greenhouse gas emissions within cities requires integrated public transport systems to reduce dependency on automobiles.

Greater awareness of energy efficiency and renewable energy will also lead to a reduction in greenhouse gas emissions. Incentives to install renewable energy systems are also vital to increasing the uptake of renewable energy within the community and business sectors.

A coordinated approach to community education and public awareness of climate change and greenhouse issues is also required by each level of government. Combining resources in implementing environmental education initiatives will lead to greater awareness of energy efficiency and renewable energy within the community which will lead to a reduction of greenhouse gases within cities. Currently each level of government is implementing individual programs aimed at educating the community about greenhouse and climate change issues. A partnership approach will enable consistency in the messages and information being promoted to the community.

Funding for greenhouse projects should be long term to reflect the nature of issues that extend well beyond the parameters of the current short term funding arrangements. The provision of increased program funding to local government to implement greenhouse projects on the ground would be beneficial as local government is the level of government closest to efforts by communities and businesses to reduce greenhouse emissions.

17. How can we ensure that climate change risk is taken into consideration in the design, construction and operation of cities, infrastructure and buildings?

Ensuring that the risks associated with climate change are considered through all stages of development is vital to ensuring the community remains resilient against the effects of climate change.

Incorporating consideration of climate change impacts into the assessment of design, construction and operation of cities should be incorporated into the Land Use Planning process from the initial stages of the development.

Data needs to be available to Local Governments to inform assessments and investigations. There is currently limited local data available and the ability to source data is often reliant on receiving funding and external grants.

Updating Building Codes to include the assessment of climate change impacts within buildings will ensure the consideration of climate change impacts within the design and construction of buildings.

Enhancing our liveability

18. What do you think of the concept of more compact development using a variety of building types (such as townhouses and apartments) rather than primarily expanding on the urban fringes?

The City of Joondalup draft Local Housing Strategy supports the provision of a wide range of housing types and densities to meet the social and economic needs of the changing demographics of the City. Opportunities for further infill development will better utilise existing urban land and infrastructure which will ease pressure to expand the urban fringe.

19. What is the best way to balance density with urban amenity and renewal?

One of the objectives of the City of Joondalup draft *Local Housing Strategy* is to identify mechanisms to ensure new infill development is based on good design principles thus improving the amenity of existing neighbourhoods. The Strategy recommends that design criteria be applied to the new dual density coded areas to ensure new dwellings are compatible with surrounding established dwellings and contributes positively to existing streetscapes.

20. What do you think about the suggestion that transport, housing and social infrastructure should be concentrated in and around activity centres and along transport corridors so that jobs and services are located near where people live? How could this be done most effectively?

Locating employment and services close to where people live has economic, social and environmental benefits. Economic leakage is reduced when people live and work in the same area supporting local businesses, jobs and communities. Local employment also reduces the length of car trips and traffic congestion. The key to effective activity centres is the provision of quality amenities and opportunities to develop a diverse range of employment opportunities including higher order jobs.

The City has adopted some of these principles in the draft Local Housing Strategy. The Strategy provides greater opportunities for housing in locations close to existing activity centres and/or well connected to high frequency public transport services.

The City of Joondalup has also undertaken work with the West Australian Department of Planning on a pilot study to provide input into employment location and job targets for activity centres in Perth's north west in order to provide higher rates of employment self sufficiency for the region.

21. How do we achieve a greater diversity of dwelling types and range of affordable, appropriate housing to meet the needs of occupants across their life stages?

Population ageing will have a big impact on planning and service delivery in cities. The National Urban Policy should encourage cities to provide sufficient housing and social infrastructure with inclusive design principles that are accessible and affordable to people of different ages, with different incomes and needs.

The recent adoption of a multi-unit housing code in Western Australia provides greater flexibility in regard to the size and design of apartments. The new regulations provide the opportunity for more innovative and varied dwelling types which may provide affordable housing and serve the lifestyle needs of various sectors of the community. Innovation in the housing market should be encouraged and impediments to housing diversity examined.

The City's draft Local Housing Strategy recommends greater incentives to develop purpose-built aged person's dwellings. At present, the market is not servicing the demand for this type of accommodation and some residents are required to move out of their community to accommodate their housing needs. As such the City considers there to be a need to provide greater incentives for this type of development. The National Urban Policy should encourage the equitable distribution of aged persons dwellings so to enable people to downsize within their existing community (age in place).

To further facilitate affordable housing, the National Urban Policy should encourage innovation in building construction and typology as traditional building methods bear a significant time and cost impact on affordability. Other global leaders in affordable building methods should be examined and national funding and or incentives explored to make such methods a reality in Australia. Such a program could help ease housing shortages and affordability.

22. What actions, incentives and disincentives do we need to reduce people's dependency on private motor vehicles in urban areas?

The City of Joondalup Local Planning Strategy and draft Local Housing Strategy seeks to reduce people's reliance on the private car by increasing housing and employment within areas well serviced by public transport, increasing housing within a walkable distance to activity centres, and planning for cyclists (end of trip facilities and bicycle paths/network).

Whilst planning at a local level can reduce people's reliance on the private car by making alternative modes of transport more accessible, safer or convenient; local planning alone cannot produce outcomes that can seriously compete with the private car. State and National incentives or disincentives and public investment are required to enable alternative modes of transport to seriously compete with the private car.

23. How can active transport (walking and cycling) and public transport be most effectively used to meet the transport challenges of our cities?

Providing public transport and opportunities for active transport (e.g. shared paths, cycle lanes and end of trip facilities) throughout the city allows people to effectively access the businesses and services resulting in health, social and economic benefits. Initial use of active and public transport may be incidental but if appropriate infrastructure (e.g. linked well lit paths) and incentives (e.g. corporate smart rider cards) are provided this may entice people to use alternative transport. Efficient use of these modes of transport can help to overcome existing transport challenges such as traffic congestion and the cost of road infrastructure and maintenance.

To further increase active and public transport use within cities, appropriate active transport infrastructure (e.g. cycle lanes, shared paths and end of trip facilities) must be connected with existing public transport infrastructure. This is especially necessary for a sprawling city. Connecting active and public transport can be planned for in new developments at the local level, however, older existing developments need the ability to be able to incorporate this connectivity into established infrastructure.

24. What characteristics of the urban environment can encourage people to walk or cycle more?

There are a range of environmental factors that can influence people's choice to walk or cycle more. Planning urban environments so that people feel safe to walk or cycle and have access to convenient end of trip facilities can serve as good incentives. A connected urban environment without missing links also encourages walking and cycling for both commuting and recreation purposes. Furthermore, providing a diverse range of land uses within activity centres can provide opportunities for people to fulfil a range of needs within a small walking distance.

The City of Joondalup has a Bike Plan which sets out the strategic direction for cycling in the City. It recognises that a number of short-term and long-term strategies for infrastructure, education and encouragement are required to meet the needs of cyclists as well as to increase cycling in the City.

The City of Joondalup is investigating a Master Trails Plan to establish a comprehensive walking and cycling network of recreational trails and facilities in the North West metropolitan area.

Improving the governance and planning of cities

25. How could the planning arrangements (across all three levels of government) operate differently to improve outcomes for Australia's cities?

Aligning planning priorities between the three spheres of government would assist in improved outcomes for cities. Local governments are working to address the needs of the local community with, in some cases, limited resources. Some of the targets set at a State level are done without sufficient consultation with the local governments and therefore are not cognisant of the local situation. This makes it difficult to achieve the targets set at a State level within the timeframes provided. An equitable distribution of funding would also assist local governments to meet targets and improve outcomes.

To address shortfalls in the current arrangements there should be less reliance on

submissions for Government funding for infrastructure projects with emphasis for funding placed on needs identified and agreed to by all levels of government as having national and regional significance and contributing to a long term strategic plan for infrastructure renewal and provision.

Integrated long-term strategies to manage land use planning, density, population and urban congestion along with agreed funding and timing priorities by all three spheres of government would improve outcomes for cities.

26. Do you think that COAG's current review of capital city planning systems should be expanded to incorporate more of Australia's major cities?

The current COAG review focuses on the eight capital cities and the long term capital city planning systems for these cities will be in place by January 2012. The economic performance of capital cities and regions is interrelated, and the growth of each depends on the success of the others in reaching their full potential.

Capital cities are facing increasing growth pressures and this can be tempered by the growth and support of cities with populations in excess of 100,000 to enable them to address strategic housing, transport, infrastructure, water, climate change, health, education and social policy. Through this process, smaller cities will be able to attract and retain people that may otherwise move to major cities. Once the current review of the eight capital cities planning systems has been completed, then the process should be expanded to include cities with a population in excess of 100,000. This will reduce the reliance on capital cities for economic growth and foster stronger regions that are more geographically spread and accessible.

27. What could governments do to improve planning and management of our major cities?

Alignment between land use plans and infrastructure provision across all jurisdictions is essential to enable strategic and long term direction. Capital City Strategic Planning Systems should be integrated across functions and government agencies, provide a consistent hierarchy of future oriented and publicly available plans, provide for nationally significant economic infrastructure and address nationally significant policy issues. Building cities and changing city design is a long term prospect well outside the shorter term economic and political cycles.

The National Urban Policy and long-term Capital Cities Strategic Planning Systems should be reviewed every five years and this review should include a public report showing the land and infrastructure impact since 2012, population growth, major infrastructure and transport systems. This information will provide the basis for a longitudinal study into the growth and management of major cities.

28. How can we better coordinate and plan across local government boundaries?

The Cities of Joondalup and Wanneroo have adopted a Regional Governance Framework to provide a coordinated and integrated regional approach to transport, major projects, infrastructure provision, employment and urban growth management. This will address urban sustainability into the future and take into account strategic priorities for the Perth North West region.

The Regional Governance Framework provides a robust regional governance model to enable major infrastructure coordination and provision, and to maximise economic development opportunities in the region through State Government, Local Government and key stakeholder collaboration.

The Regional Governance Framework will develop agreed Perth North West regional strategies that feed into State Government strategies such as Directions 2031 which will provide future oriented and publicly available long term strategic plans to manage population and economic growth and subsequently feed into the required long term planning for the Federal Government's Future Strategic Planning of Capital Cities.

The Regional Governance Framework can provide a structure through which the Perth North West region can proactively contribute towards the articulated direction of the Australian Government which states that all three spheres of government have roles to play in addressing and meeting the key challenges and opportunities to improve the productivity, liveability and sustainability of Australian cities.

General comments

The National Urban Policy should drive systemic reform to better integrate planning for land use, settlement, infrastructure and climate adaptation. Coordinated strategic and long term planning within and across all three spheres of government is essential in ensuring all major cities are resilient and able to adapt to future scenarios. This cannot be done in isolation of long term funding models, sound governance processes and innovative delivery mechanisms.

*Are you responding as an individual or on behalf of an organisation or government agency?

- Individual Organisation Government Agency

* Denotes a mandatory field

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