

## **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 with the City', a representative group of about 100 its 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**

- The plan is of a scale that does not clearly show which suburbs fall within the three defined areas according to Figure 1.3 Network City Framework (noted hereafter as Areas 1, 2 and 3). This may cause public confidence in the proposed strategy to be compromised in the event that the public may have insufficient detail to determine what impacts the strategy may have upon them and their property.
- The City of Joondalup has been included in Area 2 which offers fewer opportunities than Area 1 for urban consolidation outside of activity centres and corridors within the City’s jurisdiction. Whilst it is acknowledged that the curvilinear/‘spaghetti’ pattern of roads in the subdivisional layout of most

- residential areas in the City of Joondalup are not conducive to readily facilitating increased residential density and street connectivity, there are nevertheless some opportunities to add additional housing and increase use of the activity centres and corridors.
- The general unsuitability of the ‘curvilinear/spaghetti’ subdivision layout that dominates the City of Joondalup’s built fabric to facilitate increased residential density and street connectivity needs to be taken into account in relation to achieving the objectives of Network City.
  - 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, and approximately 5 dwellings per hectare for the other outer areas.
  - The adverse impacts of battle-axe subdivision layouts on the amenity of the existing streetscapes and social connection of the community need to be acknowledged when considering how an increase in residential density could be achieved. In addition, such developments place particular constraints on redevelopment opportunities in the future because of their layout and also due to the fragmentation of land ownership that results from this form of subdivision.
  - There is no comment with respect to general community’s desire to keep the ‘status quo’ with respect to the form and density of development within their suburbs, and how the actions proposed within Network City are to be undertaken in a way that would be relayed and acceptable to the community as a whole.
  - There is no indication whether it is intended for the 60% of development in existing urban areas 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**

- The City is currently planning the development of the Ocean Reef boat harbour and, as such, may need to be recognised in Network City as an activity centre.
- Local authorities, representing their local communities, need to participate in the formulation and setting of targets.

**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.

- Refer comments in WAPC Action 1-2(a) above.

**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 give them statutory effect. In this way, local housing strategies could assist in fast tracking the approval process.
- Applying minimum residential densities in addition to the current maximum residential 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**

- 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 become involved with 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. (i.e. state concerns itself primarily with ‘ends’, local government with ‘means’)

- ii) *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*
- iii) *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 also be permitted to have input into the local direction and be appropriately funded/resourced to successfully implement the agreement.
- The State Government should look at how it can integrate the objectives of bodies such as WALGA and the WAPC to encourage local governments to enhance their 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 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 has produced some guides to community consultation and provided considerable support to a range of organisations undertaking this.
- The State Government needs to recognise that community engagement is a whole of Government issue and not restricted to only planning matters. The broad based support thus far provided by the Citizens and Civics Unit, or a unit of this calibre, will be an important part in achieving the objectives of Network City.
- 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 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 2-8(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 it is suggested that both such a unit and educational providers should combine the education on planning issues with general education about ‘sustainability’ and sustainability issues of which planning issues are an important subset. Also, school students may find holistic sustainability education more interesting than education that is confined to only planning issues.

**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**

- The proposal raises some questions, such as: What impact will it have on the current local government assessment and approval process? Will it in fact facilitate a more efficient system of assessment or further complicate/extend the current planning process? It is not understood how the above working group will oversee/coordinate the local governments’ planning approval processes.

**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**

- Local authorities, in consultation with its community and stakeholders, are in the most informed position to determine what elements of Network City should be given effect for the benefit of the local community. In this regard, increased resources will be instrumental to achieving the timely revision of local town planning schemes in accordance with Network City. It is noted that the City has already achieved many outcomes of Network City within its Joondalup 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 proposed action requires scoping, focusing on the current levels of competition between regions for key cultural resources, and the need for cooperation in this work.

*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.

*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. One factor that will need to be considered is the impacts of

commercial operations adjacent to residential developments, particularly in relation to noise generated by these premises and traffic generation, in order to provide an appropriate level of amenity.

- It is suggested that new housing in mixed use developments or adjacent to commercial uses could be required to include soundproofing.
- 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 input to identify the future roles of suburbs is a critical step in the Network City process to ensure short and long-term “ownership” of any strategies, and therefore, the success of those strategies. 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 input (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.
- It remains unclear, however, how the City’s statutory provisions will be affected, how this will be prioritised and what the impact upon human resources and approval timeframes is likely to be.

***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, it remains unclear how these competing objectives will 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 developed on a site specific ad hoc basis. Market demands, therefore, are generally the basis for the development provisions proposed in these Structure Plans, as in the development of residential estates overall.
  - Further direction regarding the composition of the partnerships and how the targets will be set will be necessary.

*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 is given to 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 or enhance the area 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. An action that could come from this is the provision, or permission for, the use of spaces for creative production in revitalisation projects.

- An effective framework to incorporate cultural facilities for incorporating public open space, parks, gardens, sporting and community facilities into development and redevelopments needs to be formulated.
- The strategy should redress the spatial bias which has historically favoured sporting and parkland facilities over other types cultural facilities because the latter require land more than capital.

*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**

- There is no reference to the community's perception of crime, or to the community crime and education programmes which are vital to the formulation of strategies to address safety and crime pervention.

#### **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

*[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 currently considering options to develop clusters between its education precinct and private industry, particularly in the areas of health and technology. Given that the Joondalup City Centre is a strategic centre which has enormous potential for regional development, diversification and development of existing industries and the workforce is a major goal that will assist in the clustering of private businesses with the existing education and training establishments.

***[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**

The City supports this proposed Action as a means of addressing these issues.

***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 and, therefore, the City supports this proposed Action.

***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.

***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. It must be questioned how we can adequately predict future changes to employment structure to accommodate these and perhaps even other types of employment and their predicted impacts.

- The City supports 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.

***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 economic/employment development unit. This proposed Action is therefore fully supported by the City.

***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 consultation 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 which would support the above proposed Action.

***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**

- How improved links between existing activity centres will be achieved have not been addressed, particularly with regard to activity corridors/transport corridors.

***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**

- It is noted that many decision makers in local government are unaware of the "Factor 4" concept and therefore recommend that the WAPC include education about Factor 4 in sustainability and planning education programs.

#### **Chapter 5 – Environment and heritage**

*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.*

#### **COJ Comment**

- It is noted that public participation guidelines are currently being progressed by the City and also by the Department of Premier and Cabinet.

*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**

- The City is fully supportive of this proposed Action and recommends that consideration also be given to genetic diversity issues relating to native vegetation 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**

- Rate relief programs have direct impacts on the resources of local authorities and would need significant financial support from State Government for the establishment and maintenance of conservation programs.

**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.

**COJ Comment**

- The City supports this proposed Action, however it notes that the success of an incentives program will depend on the level of supporting alternative services and facilities, as well as the availability of funding.

**Chapter 6 – Transport**

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

**COJ Comment**

- The City suggests that the high cost of public transport is prohibitive and therefore ways to increase affordability for families and regular users need to be addressed as part of a comprehensive transport strategy.

*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). Addressing these factors would improve 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 informed by local housing strategies developed with effective consultation with the community, with appropriate weight given to sustainable planning initiatives.

*(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 only 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.

*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. 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 is likely to encourage further dependence on private vehicle use which needs to be taken into account in terms of achieving a sustainable outcome.

*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**

- The City supports the promotion of the use of alternatives modes of transport and any programs that aim to achieve changes in commuting behaviour to this end.

*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**

- The City supports this proposed Action as a means of ensuring the early formation of a more sustainable and better-balanced transport system in 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 City notes that detailed guidelines for transit orientated development have not been provided. These guidelines would assist local governments to facilitate this form of development within future subdivision and development assessments or, alternatively, could consider incorporating them in planning schemes or policies.

**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**

- The City considers that it is important that the existing infrastructure capacity should not be adopted as a key determining factor in deciding whether the area should be developed as high density. Rather, densities should be decided by local housing strategies with sustainability initiatives.

**Other Comments**

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 benefits of less sprawl, higher density and transport orientated developments would need to be relayed and acceptable to the community as a whole.

There is an urgent need to finalise the Sewerage Infill Program, particularly in environmentally sensitive areas, some of which are within the City of Joondalup. The lack of sewer connection places significant constraints on the subdivision development potential of properties and, therefore, the capacity to infill and increase the densities inline with Network City objectives and also inhibits the opportunities to revitalise older established suburbs.

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 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.

It is noted that noted that the intent of Network City to increase residential density in existing suburbs may create other adverse impacts upon the natural environment with respect to loss of remnant vegetation and loss of subsequent microclimate. Moreover, the removal of native vegetation may require more dwellings to be air conditioned and therefore add to electricity demand with heating/cooling costs. The increased building footprints caused by increased density with the resultant loss of stormwater recharging opportunities due to increased or excessive built/paved areas is also an issue that requires addressing.

The City raises some concern with respect to the overall resourcing that will be required to implement Network City at both state and local government level. 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) may not. This raises equity and implementation concerns.

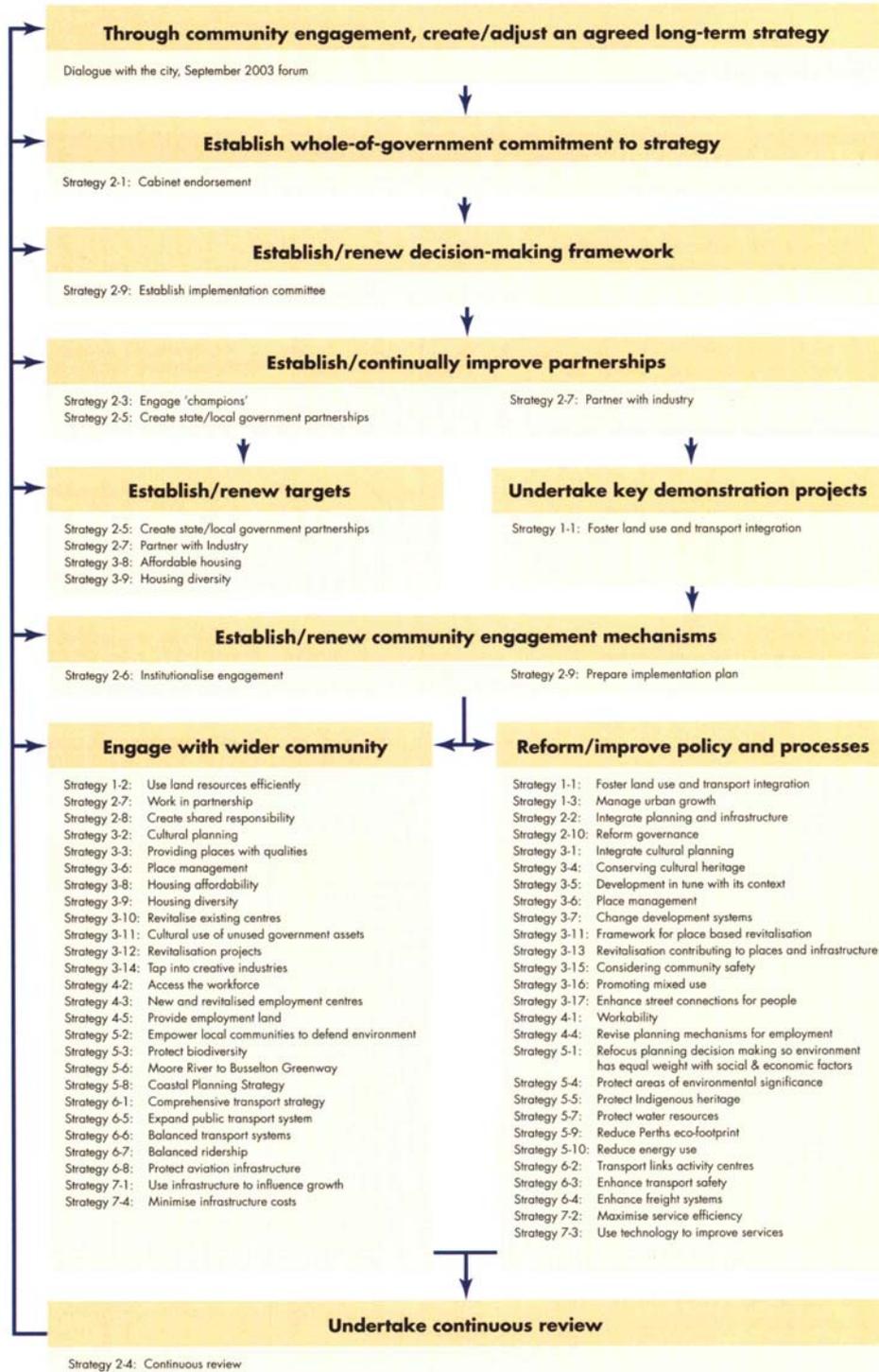


Figure 1.2: Continuing dialogue: The process for putting strategies and actions into practice