



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

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DRAFT STATE PLANNING STRATEGY – SOUTH WEST GROUP SUBMISSION

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC). It comprises the Cities of Cockburn, Fremantle, Kwinana, Melville and Rockingham and the Town of East Fremantle. The South West Group is managed by a Board consisting of the Mayors and CEOs of its member local governments.

The South West Group seeks to work with these six local governments and through cooperation with industry, community and the other spheres of government to capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

Background

The Minister for Planning launched the draft State Planning Strategy on 19 December 2012 for a three month public review period closing on 29 March 2013.

The State Government should be commended on the draft State Planning Strategy, given that it has taken on a much holistic vision and broader perspective than the previously narrow focussed planning strategies. The draft State Planning Strategy also seeks to address drivers of change and challenges that will shape the future of WA.

The South West Group has prepared this submission from a regional perspective through a consultative approach with member Councils, noting that a number of member Councils will be lodging their own submissions addressing local issues.

The Strategy

The draft State Planning Strategy links to and builds upon other strategic planning positions of the WAPC including Directions 2031 and Beyond, Liveable Neighbourhoods, Urban Development Program (tracks land supply and infrastructure delivery) and WA Tomorrow (population forecasts).

There are a suite of initiatives produced across the State Government that will contribute to the outcomes of the draft *State Planning Strategy* including the strategic publications produced by the Public Utilities Office, Water Corporation, Department of Housing, Department of Regional Development & Lands, Department of Premier & Cabinet and Department of Treasury.

The framework set out in the draft State Planning Strategy has been influenced by the key drivers, which include:

- Population - projected to increase from 2.4 million currently to as many as 5.4 million by 2056 with the over 65 year sector to increase from 13% to 22%.
- Workforce - the workforce is predicted to increase from a 2011 figure of 1.2 million to as many as 1.5 to 2.2 million in 2051, necessitating the creation of as many as 10,000 to 26,000 jobs per year over this period.
- Global Economy - much of the world's economic growth is expected to come from China and the Asia-Pacific where the State's major trading partners are located.
- Diversification - the energy and mining sectors will underpin the State's economy but there is a need to diversify to create resilience by linking 'economic development opportunities to a high quality of life'.
- Urbanisation and Regional Expansion - with society becoming increasingly urbanised, the need to promote viable regional alternatives are needed to relieve population pressures on Perth.
- Technology - as Western Australia's regional neighbours are expected to invest heavily in technology in the coming years to raise standards of living, the opportunity to export the State's existing and newly developed technologies will be significant.
- Climate Change - adapting to the impacts of climate change will be critical along with mitigation approaches such as reducing carbon emissions through eco-technologies, renewable energy etc.

The draft State Planning Strategy includes a vision, principles, strategic goals and strategic directions as set out below.



The Vision, which is focused on ‘Sustained Prosperity’, comprises the following:

- A diverse State: offering the diversity of ecosystems, landscapes, enterprises, people and cultures.
- A liveable State: the place of choice for the brightest and best.
- A connected State: as connected to the rest of the world as any other place.
- A collaborative State: enabling alignments that progress the State’s prosperity

The six principles that underpin the draft State Planning Strategy and apply across regions, local governments and communities include:

1. Community - enable diverse, affordable, accessible and safe communities.
2. Economy - facilitate trade, investment, innovation, employment and community betterment.
3. Environment - conserve the State’s natural assets through sustainable development.
4. Infrastructure - ensure infrastructure supports development.
5. Regional Development - build the competitive and collaborative advantages of the regions.
6. Governance - build community confidence in development processes and practices.

Five interrelated Strategic Goals are then identified under the vision of ‘Sustained Prosperity’ for Western Australia, as follows:

1. Global competitiveness
2. Strong and Resilient Regions
3. Sustainable Communities
4. Infrastructure Planning and Coordination
5. Conservation

Under each of the Strategic Goals, there are general priorities under the headings of Diversity, Liveability, Connectedness and Collaboration.

The descriptions provided under the Strategic Directions have the greatest depth of information for the ten key areas, with the most relevant to the South West Group being the approach and challenges for Economic development and Physical Infrastructure. Other Strategic Directions of specific interest to the South West Group activities include:

- Education, training and knowledge transfer
- Environment
- Social infrastructure

Economic Development

The objective is “*to facilitate coordinated and sustainable economic development*”

This objective seeks to sustain WA’s economic performance and diversify into industries outside of those which have traditionally dominated the economy. This could include attracting people to desirable and well serviced urban communities and regional centres.

The table below extracted from the draft State Planning Strategy and outlines the key elements for achieving the economic development objective.

ELEMENT	2050 OUTCOMES	MEASUREMENT	ASPIRATIONS
Land availability	Land is available to meet the needs of enterprise	Availability and affordability of land for enterprise	<ul style="list-style-type: none"> Suitable and affordable supply of land for the long-term needs of people, enterprise and industries across the state Suitable land is reserved for business and industry such as project ready industrial lands and related buffers and infrastructure
Infrastructure	WA invests in smart infrastructure that stimulates productivity and economic growth	Total infrastructure capacity and investment across all industrial and business sectors	<ul style="list-style-type: none"> Infrastructure is well connected and coordinated and enhances business efficiency and liveability WA operates on the technological frontier integrating the most modern infrastructure and communications technology into economic development WA responds to infrastructure challenges with flexible financing and delivery approaches The provision of strategic industrial, research and digital infrastructure to support priority sectors
Global competitiveness	WA out-competes other areas for global investment in a range of new enterprises	Attracted global capital	<ul style="list-style-type: none"> The regions consistently attract and retain skills and workforce WA is enabling emerging enterprise to develop and raise productivity
Economic diversity	The state's economic diversity enables resilience to changing economic conditions	Economic resilience and diversity of the WA economy and regional areas	<ul style="list-style-type: none"> The regions have become more economically diverse WA has developed globally-recognised resources, medicine, agriculture, environmental technologies, value-added manufacturing and tourism industries WA provides international standard research infrastructure for priority sectors to enable it to become a regional and global hub
Industrial ecology and economic clusters	The state's industrial areas are eco-efficient and encourage co-location of similar enterprises	Levels of efficiency and innovation in industrial estates and synergies	<ul style="list-style-type: none"> Industrial areas produce optimal output and limited or minimal waste The clusters of industry drive productivity and stimulate new ancillary businesses in the sector
Innovation, knowledge, research and development	WA is a world leader in technological, organisational and service innovation	Level of innovation and creativity in WA for all areas of enterprise	<ul style="list-style-type: none"> WA is a globally-recognised world leader in mining and energy sectors, as well as in the supply of environmental and resource technologies and services WA has built on research in the bio and life sciences to develop world class food processing centred on supply chain integrity, health and wellness, and the targeted marketing of high value-added products WA continues to be a leading international education provider and a leading supplier of research services in science and technology

The South West Group supports the longer term outcomes (2050) identified in the draft State planning Strategy and is well positioned to partner with the State Government to ensure that the South West Metropolitan Region takes an active role in achieving economic development outcomes and aspirations for economic development.

Physical Infrastructure

The objective is *“to manage the movement of people, goods and services through an integrated network connected nationally and globally”*.

The region plays an important infrastructure role in the State in the key elements of moving networks (people, freight), connecting communities (people to jobs), modal shift (road to rail, car dependency to public transport) and freight logistics (corridors, intermodal terminals, ports).

The South West Group is actively working on a Regional Transport Action Plan which captures many of the issues related to physical infrastructure.

The South West Group also undertakes activities related to:

- Education, training and knowledge transfer - jobs expo, training and skills forum
- Environment – Beeliam and Rockingham lakes Regional parks, Regional NRM Strategy) and
- Social infrastructure - activity centres, affordable housing

South West Group Submission

The South West group commends the State Government for the preparation of the draft State Planning Strategy. The draft State Planning Strategy is a visionary plan with longer term aspirations for managing growth and leveraging WA's economic strengths and geographic positioning in the region.

It is considered however that the draft State Planning Strategy would benefit from having more locally specific targets and stronger links to implementation strategies. These improvements will enhance its ability to influence other agencies and stakeholders on its broad vision and aspirations and enable better monitoring of outcomes.

The South West Group is keen to actively partner with the State Government to facilitate improved outcomes and benefits for the South West Metropolitan Region, particularly in regards to key activity areas of the South West Group such as integrated transport and land use and planning.

There are a number of areas that the draft State Planning Strategy could be improved to achieve outcomes that meet both State and regional objectives as outlined below.

Priorities for Implementation

There are no priorities provided to differentiate between and within the Strategic Goals and Strategic Directions. This is important as some of the elements cross over goals and may have perverse outcomes of other 2050 outcomes and aspirations (e.g. infrastructure provision, affordability, efficient resource use, transport capacity and environmental conservation).

Recommendation: A process for determining priorities between and within the Strategic Goals and Strategic Directions is required to facilitate timely delivery, transparent implementation pathways and performance assessment.

Implementation Strategies

The context section of the report identifies a range of planning related documents that support the draft State Planning Strategy. Given the broad scope of the draft State Planning Strategy 2012, it will now be necessary to draw on a wider range of implementation strategies, with many being the responsibility of other State Government agencies and instrumentalities. Cross agency influence, participation and commitment will be critical for the implementation of the draft State Planning Strategy.

The South West Group has identified over 30 transport and land use plans recently completed or in preparation would have a direct impact on the draft State Planning Strategy. The Infrastructure Coordinating Committee (ICC) could be a conduit and provide a coordinating function for the implementation of the draft State Planning Strategy, however it would be necessary to provide regular reporting to stakeholders on progress and achievements through cross government agency collaboration.

The Western Trade Coast as an example of a 'strategic project' based approach to investigating and delivering on key infrastructure/land use for an area of strategic and economic significance to the State. Reference to working through existing collaborative structures or establishing new collaborative structures to address strategic projects of significance importance could be included in the State Planning strategy as an appropriate implementation mechanism.

Recommendation: Defined mechanisms and implementation strategies for the draft State Planning Strategy should be identified, prioritised and monitored to track progress and achievements. The mechanism needs to articulate measures to achieve cross agency influence, participation and commitment.

Roles and Responsibilities

In resolving priorities and strategies for implementation, it will be important to allocate roles and responsibilities for the implementation of the draft State Planning Strategy. This will ensure that there are clear accountabilities and transparency for delivering on the draft State Planning Strategy outcomes.

The prime responsibility for the overarching coordination role for draft State Planning Strategy will be required. It is assumed that this will be the Department of Planning (Minister for Planning) or Department of Premier and Cabinet (Premier).

There is also a need to identify roles and responsibilities of strategic issues, such as waste management, particularly in areas where the State Government is seeking to take on a greater role. Waste management is a major issue that impacts on all levels of community and all forms of development.

There is a need for the State Government to take a leadership role and initiate a serious dialogue with Local Government on waste management to ensure the provision of financially viable, practical and sustainable waste management infrastructure and services.

Recommendation: That roles and responsibilities for the implementation of the draft State Planning Strategy be defined, including responsibility of the overall coordination of its delivery and outcomes and the responsibility for lead roles in strategic issues of State significance such as waste management.

Transport and Congestion

Apart from a limited reference to congestion in the movement of people, resources and information under Physical Infrastructure, there are no outcomes or aspirations to address the congestion crisis that currently exists in the metropolitan region which will get worse as populations grow.

It will not be possible to efficiently “contain people, goods and services within integrated networks” as they will not function as a result of congestion. The congestion crisis is more than a “capacity” issue and it is significantly impacting on the State’s economy through lost productivity and the inefficient movement of freight.

There are a number of major facilities and developments in the South West Metropolitan Region that are constrained in their effective construction/operation as a result of transport and congestion impacts.

The allocation of infrastructure funding to support major developments centres should be considered on a cost benefit basis so that appropriate measures are implemented to determine the cost of congestion and the viability of expenditure outside the political spectrum. This is particularly important in the South West Metropolitan Region over the next 4 years where there has been a mismatch in the required level of investment to meet growing demands.

Recommendation: Include congestion as an element under a strategic approach to movement and identify outcomes, measures and aspirations to address congestion constraints on productivity, major facilities and future developments.

Climate Change

The strategic approach to environmental planning does not adequately address the role required by the State Government to address the impacts of climate change. There are many areas along our coasts and rivers subject to inundation and damage as a result of rising sea levels, placing houses, facilities, roads and other infrastructure at risk.

The State Government needs to take a much greater leadership role in assisting Local Government and industry to address the impacts of climate change and to facilitate solutions for effective and acceptable mitigation measures.

Recommendation: That the State Government take a much stronger leadership and coordination role in climate change risk assessment and adaption, with an emphasis on houses and infrastructure at risk in the short to medium term. Longer term responses will need to consider impacts on other factors such a energy use, extreme events, biodiversity and landscapes etc.

Liveability Elements

There is a lack of appropriate representation of “liveability” in the elements listed under each of “the approaches” in the strategic direction tables.

Liveability is a strong feature throughout the strategy, with specific reference in Vision (Liveability), Principles (Community), Strategic Goals (Strong Regions) and Strategic Directions (Social Infrastructure).

The elements outline priorities for the strategic approach, and therefore it is important for liveability to feature as a priority as either a fundamental component of the aspirations or as a stand alone element with its own aspirations and measurement.

Recommendation: That “Liveability” elements be included in the strategic approach tables as separate elements (with specific measurement and aspirations) or be integrated with other elements (with specific liveability measurement and aspirations).

Urban Growth Boundaries

Under the strategic approach to the sustainable supply of land for future development (Social infrastructure), there is reference to population and urban growth boundaries.

The aspiration seeks population growth that is contained within defined precincts and the distribution of population as determined through a robust strategic planning process. This element does not appear to be consistent with Directions 2031, which seeks to develop and link city growth centres including those strategic and regional centres located in outer metropolitan areas.

The need for rigid urban and population growth limitations should not be required if land is appropriately zoned for development in a coordinated manner that is informed by a transparent infrastructure delivery program.

The South West Group has developed population projections for the member Councils and the region that are considered more accurate than the WA Tomorrow and ABS population projections (refer to attachment).

Recommendation: That the introduction of population and urban growth boundaries be carefully considered before becoming an established State Government position. Consultation with Local Government, the development industry and other stakeholders is required before formalising a position on population and urban growth boundaries.

Infrastructure on Outer Metropolitan Areas

There is a lack of adequate community facilities and infrastructure planning and provision in growth areas, which inhibits the ability of these areas developing at a rate that keeps up with demand to accommodate population growth.

Appropriate investment in community facilities and infrastructure by the State government would support the following:

- creation of sustainable communities
- road network allowing local economy's to operate more effectively

- the ability of public transport to decrease car dependency
- timely development and release industrial and commercial land to provide local economic development and employment opportunities.

Recommendation: That reference to the need for greater investment in outer metropolitan growth areas be reflected in the State Planning Strategy, with appropriate specific elements, aspirations and measurement to track progress and outcomes.

In conclusion, the South West Group commends the State Government in the development of the draft State Planning Strategy and trusts that the issues raised in this submission will be considered in the finalisation of the strategy.

Should you require further information or wish to discuss this submission, please contact the South West Group Director, Mick McCarthy on ph: 9364 0631, mob: 0478 325 469 or email director@southwestgroup.com.au

Yours sincerely



Barry Sammels
Mayor City of Rockingham and Chair of the South West Group

Attachment – South West Group Population Projections Based on Capacity Forecasts

Attachment



A Co-operative venture of the municipalities of: Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

Population and Capacity Forecasts

South West Metropolitan Region

Endorsed by the South West Group – April 2012

LGA	ABS 2010 revised	ABS 2011 provisional	ABS 2027	WA Tomorrow 2026 Band C	Capacity Forecast 2026	Capacity Forecast 2031	Perth and Peel 3.5 million people
Cockburn	91 312	94 003	138 801	131 000	123 157	127 888	140 000
East Fremantle	7 534	7 751	6 994	8 600	8 668	8 974	10 000
Fremantle	28 626	29 383	32 045	33 700	34 543	36 263	40 000
Kwinana	29 029	30 433	49 099	51 900	59 204	67 493	110 000
Melville	102 433	103 767	104 188	104 500	120 916	126 634	160 000
Rockingham	104 129	108 022	181 359	172 900	178 049	201 392	300 000
South West Metropolitan Region	363 063	373 359	512 486	502 600	524 537	568 644	760 000
Metropolitan Perth	1 696 043	1 738 807	2 305 700	2 276 900			3 237 700
Peel	108 559	113 531	157 334	164 300			262 300
Perth and Peel	1 804 602	1 852 338	2 463 034	2 441 200			3 500 000
Western Australia	2 293 487	2 349 325	2 790 000	3 060 500			