



## **Perth and Peel Draft Sub-regional Planning Frameworks Submission by the South West Group**

### **SOUTH WEST GROUP**

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC) comprising 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's vision is for the "South West Metropolitan Region – the economic gateway to the west". The South West Group will collaborate to maximise the quality of life within the region by influencing and informing future planning and infrastructure delivery.

The draft WAPC Sub-regional Planning Frameworks released in May 2015 will have major implications for the planning and development of the South West Metropolitan Region.

The South West Group submission identifies "Strategic Issues" from a regional perspective and puts forward "Recommended Responses" to address these issues.

The Recommended Responses relate to factors that need to be addressed in the development of Sub-regional Structure Plans or taken up by the Western Australian Planning Commission (WAPC) and/or the Department of Planning as future core business activities to improve implementation of the frameworks.

### **OVERVIEW**

The draft WAPC Sub-regional Planning Frameworks aim to cater for a population of 3.5 million people in Perth and Peel by 2050 and a vision to continue to be an innovative 21<sup>st</sup> century city delivering distinctive Western Australian lifestyle choices and global opportunities.

This population growth will increase demand on resources, social and physical infrastructure, services and the natural environment.

This Dispersed City Growth Pattern so prominent in Perth and Peel, where almost three quarters of new housing construction are in green field developments on the urban fringes, is not sustainable and more contained and connected growth patterns are required.

Greater infill and higher residential density, as well as better use of existing infrastructure, will need to be the centrepiece for sustainable city into the future through a range of measures including:

- Increased housing diversity and affordability for the 800,000 new homes required for the additional 1.5 million people
- Residential infill development reaching 47% to accommodate 380,000 people
- New houses and jobs located close to activity centres and supported by high quality public transport
- Maintaining liveability and increasing local work opportunities
- Reduced car dependency
- Efficient water use due to drying climate
- Protection of environmental assets in Australia's only global biodiversity hotspot

The draft Perth and Peel@3.5million plan identifies objectives and is supported by key strategies, actions and responsibilities based on:

- Liveable City
- Prosperous City
- Connected City
- Sustainable City
- Collaborative City

***Strategic Issue – Choice of Growth Pattern***

*Perth can develop a range of growth patterns. These have been identified as a Contained City (100% infill), Connected City (47% infill) and Dispersed City (30% infill).*

***Recommended Response***

*The South West Group supports the Connected City Growth Pattern as it makes the best use of existing infrastructure, facilitates an effective public transport network, is able to support local employment and provides a good balance between infill (47%) and green field (53%) development for the South West Metropolitan Region.*

Local Government is identified as having joint responsibilities for most strategies and actions identified in the implementation section, although there is limited information on exactly what the role of Local Government would entail.

The implementation section requires further clarification on the expected role of Local Government, together with greater definition of the role of the State Government and the key agencies.

In the past State Governments have used redevelopment authorities and LandCorp to resource, plan and undertake development in selected areas to promote infill, innovative development, resolve contaminated sites, create local employment, attract investment and develop infrastructure.

Currently the Metropolitan Redevelopment Authority (MRA) undertakes this role in a limited number of locations across Greater Perth.

This role should be extended to the development of major industrial areas, activity centres and activity corridors in suburban locations where coordination and integration of planning, design and construction is required.

Either the resources available to the MRA need to be increased or new governance models developed to encourage infill development, investment and local employment whilst facilitating coordination between industry and the three spheres of government.

Provision of infrastructure will also be crucial to supporting infill development. NSW, Victoria and Queensland have or will have strong bodies to guide infrastructure development and planning with industry input.

The model being developed in Victoria (Infrastructure Victoria) should be assessed for implementation in Western Australia.

**Strategic Issue – Infrastructure Planning and Prioritisation**  
*Other State Governments are moving to consultative and collaborative models for long term infrastructure planning and prioritisation. Western Australia should investigate a similar approach.*

**Recommended Response**  
*The South West Group supports creation of a body in Western Australia, similar to Infrastructure Victoria, to improve long term infrastructure planning and prioritisation.*

*A key output from this body would be the preparation of a State Infrastructure Plan to guide infrastructure priorities and investment.*

## GROWTH OF THE SOUTHERN SUBURBS OF GREATER PERTH

Perth is growing strongly in its southern suburbs and the centre of population growth is now in Como and moving south. Slightly more than 50% of Perth’s population growth will be south of the CBD.

This is a significant shift in the growth pattern of Perth, which up to a decade ago had greater growth in the northern suburbs.

Employment growth should also be strong in the southern suburbs supported by assets, such as the Western Trade Coast, being the only Strategic Industrial Area in the Perth and Peel regions. The draft WAPC South Metropolitan Peel Sub-region Planning Framework estimates that the southern suburbs will have the largest employment growth of all regions.

### PROJECTED NUMBERS OF JOBS BY REGIONS 2011 TO 2050

Region	2011	2050	Total Additional	Share Additional	% Change 2011 to 2050
North West	80 556	229 089	148 523	17.8%	184.3%
North East	82 379	187 986	105 607	12.7%	128.2%
<b>Total North</b>	<b>162 935</b>	<b>417 075</b>	<b>254 130</b>	<b>30.5%</b>	<b>156.0%</b>
<b>Central</b>	<b>546 121</b>	<b>831 958</b>	<b>285 838</b>	<b>34.3%</b>	<b>52.3%</b>
South West	74 028	195 969	121 441	14.6%	164.0%
South East	47 719	136 680	93 961	11.3%	220.0%
Peel	27 224	105 576	78 352	9.4%	278.8%
<b>Total South</b>	<b>148 971</b>	<b>438 225</b>	<b>289 254</b>	<b>35.3%</b>	<b>194.2%</b>
<b>Total</b>	<b>853 037</b>	<b>1 686 758</b>	<b>833 722</b>	<b>100.0%</b>	<b>97.7%</b>

Source: Table 1: Employment, Perth and Peel by sub-region, 2011 and 2050

**Strategic Issue – Poor understanding of Perth’s current growth pattern**

*Decision makers and investors need to be aware of the strong economic and population growth south of Perth. The structure of the WAPC frameworks, and the way statistics are presented, tend to disguise the strong current and projected growth of the southern suburbs.*

*It is important that accurate and contemporary information is used when considering investments in infrastructure and service provision.*

**Recommended Response**

*The South West Group will continue to present growth data to the WAPC, Department of Planning and other agencies in a format that clearly shows the recent growth and projected scale of development in the southern suburbs of Greater Perth.*

The Sub-regional Planning Frameworks are based on the following geographic areas:

- **Central** – 19 local governments, including the Cities of Fremantle and Melville and the Town of East Fremantle
- **South Metropolitan Peel** – 9 local governments, including the Cities of Cockburn, Kwinana and Rockingham
- **North-West** – 2 local governments (Joondalup, Wanneroo)
- **North East** – 3 local Governments (Swan, Mundaring, Kalamunda)

The South West Group submission focusses on the Central and South Metropolitan Peel Sub-regions that incorporate the member Council municipalities.

**CENTRAL SUB-REGIONAL PLANNING FRAMEWORK**

**Overview**

The Central sub-region is characterised by some of WA’s oldest urban settlement and has a high level of amenity due to its proximity to the river and the coast. The sub-region also contains the CBD and has the highest population and employment densities to support the established public transport network.

The focus for the future is residential growth in infill, higher densities and greater diversity in housing and employment in a manner that minimises impacts on the suburban character and amenity.

This will be achieved through urban consolidation and mixed use development around activity centres and public transport corridors and the protection of the green network that reflect:

- Urban growth
- Changes in demographics
- Housing affordability and diversity
- Heritage.

Activity centres, corridors, station precincts, industrial centres and the green network are the main urban consolidation elements, which are underpinned by principles also covering public transport, infrastructure, transport corridors, character, heritage and housing.

## Activity Centres

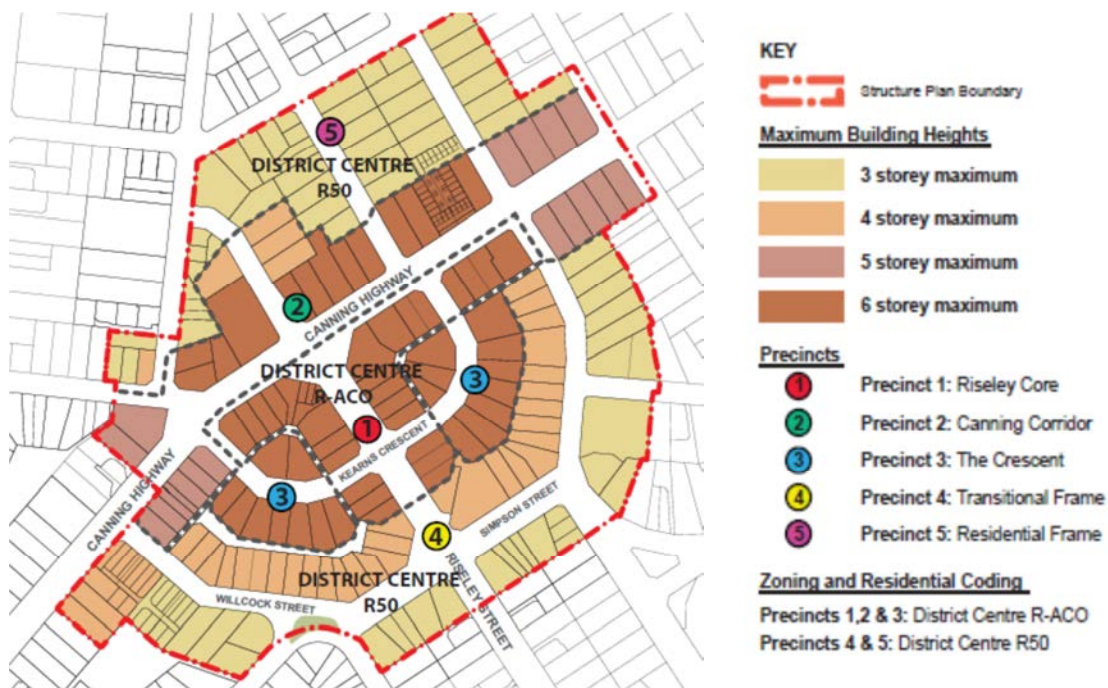
South of the river, Fremantle is the strategic metropolitan centre in the central sub-region, supported by Murdoch (specialised centre), Booragoon (secondary centre) and several district centres (Bull Creek, Canning Bridge, Kardinya, Melville, North Fremantle, Petra Street and Riseley Street).

The addition of the “activity centre frame” around the activity centre core indicates areas that should be investigated for higher residential densities or intensification, which is a minimum 200 metres around the core boundary.



**Figures 1 and 2: Canning Highway and Riseley Street, Ardross – Existing (left) and vision for higher density urban consolidation (right) at the Riseley Street district centre (Source, WAPC 2015)**

The City of Melville has utilised the “activity centre frame” concept on the Riseley Centre structure plan map in Figure 3 below (see Precincts 4 and 5) and Melville City Centre structure plan (Frame A and B - R100) as shown in Figure 4 overleaf, indicating that the WAPC initiative is already being applied at the precinct scale by local government.



**Figure 3: Riseley Centre Structure Plan Map - March 2015 (Source: City of Melville)**



**Figure 4: Melville City Centre – 2015 (Source: City of Melville)**

Although structure planning and local planning scheme amendments for activity centres has progressed throughout the region, the implementation of plans through new development or redevelopment has varied due to a number of factors including:

- Inadequate provision of infrastructure and services
- Lack of investment by Government and the private sector
- Community opposition to density and building heights
- Inability to consolidate land parcels
- Misalignment of landowner expectations
- Establishment of sub-optimal uses in prime activation locations

There is a need for more robust governance structures to be established for the development of activity centres involving representation from local government, State government agencies and the private sector.

The charter for these governance arrangements is to ensure the timely development and efficient use of infrastructure for the successful establishment of the activity centre and connecting corridors.

The use of governance structures, coordinating groups and innovative planning mechanisms has been instrumental in the successful establishment of activity centres elsewhere in Australia (e.g. Gold Coast University Hospital precinct).



The key objective of the precinct scale governance structures are to develop the precinct in the most cost effective way for Government from both capital investment and maintenance perspectives.

This is a good governance and best practice approach to precinct development that ensures financially prudent investments, value for money outcomes and the integration of infrastructure and services are achieved.

**Strategic Issue – Activity Centres Governance Structures and Investment Plans**

*The development of activity centres is complex and requires significant planning and resources to progress in a timely manner, particularly when a large number of landholders are involved.*

*There is a need for the establishment of a governance structures to oversee the planning and development of some activity centres. This is relevant for activity centres requiring precinct scale land assembly and consolidation and investment plans to underpin infrastructure provision and staging.*

**Recommended Response**

*WAPC, in partnership with Local Government, identify and prioritise those activity centres requiring a governance structure and/or investment plan to facilitate precinct scale and timely development.*

*WAPC, in partnership with Local Government, progressively establish governance structures and prepare investment plans for priority activity centres.*

**Activity Corridors**

Activity corridors are characterised in the framework as existing and future corridors served by good quality, high frequency public transport.

Activity corridor development and establishment has varied across Perth and Peel due to a number of reasons.

A number of elements identified in the sub-regional planning framework that may not be as well developed to date in the south western section of the central sub-region include:

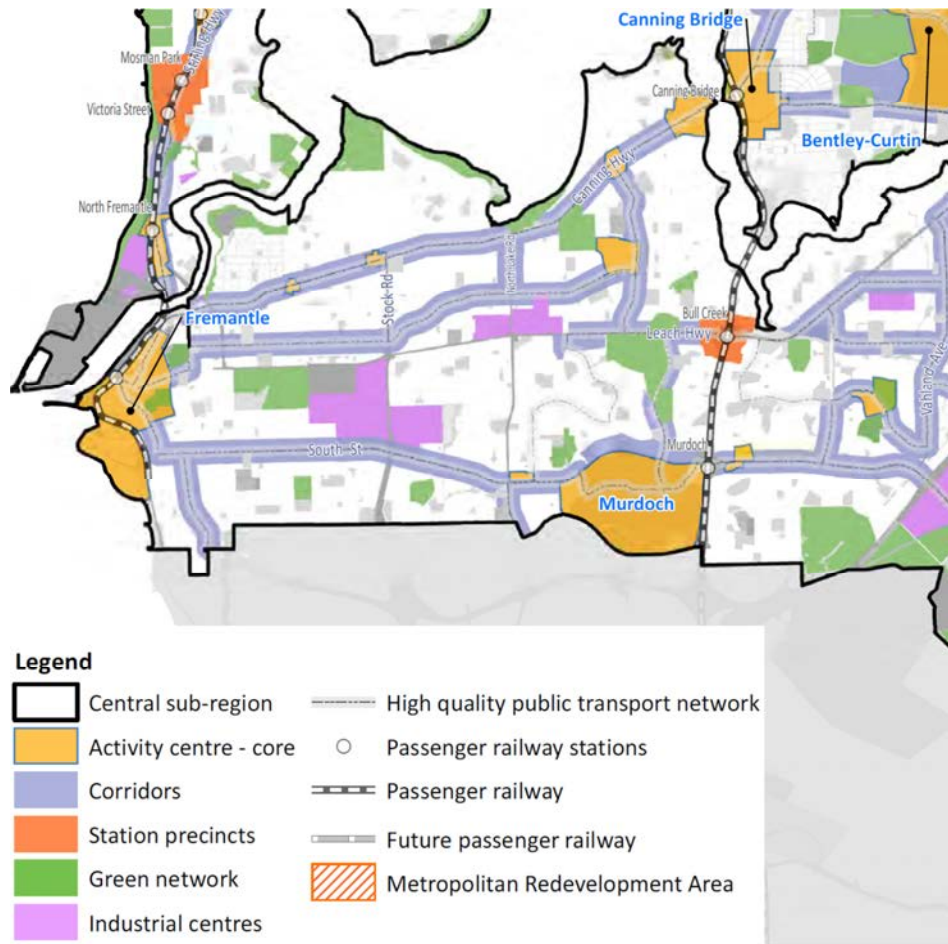
- Marmion Street as an major activity corridor
- North Lake Road as an activity corridor between Canning Highway and Marmion Street and south of South Street
- An expanded station precinct around Bull Creek
- Hampton Road as activity corridor south of South Street to Rockingham Road/Cockburn Road intersection
- An expanded Fremantle activity centre core extending eastwards to Hampton Road and southwards to South Beach (west of freight rail line)

The draft framework also outlines the need for an understanding of corridor function from both land use and transport perspectives.

Transport corridors can be highly variable depending upon access and traffic flows, with more residential corridors containing nodes of commercial or mixed use development.

The report also identifies high-quality public transport routes across the sub-region, and notes the need for future planning of routes to accommodate long term growth in areas such as Stock Road (between Leach Highway and Canning Highway). This suggested public transport corridor is not reflected in the corridors map (Figure 10 in the report) and may have

meant to refer to the section of Riseley Street between Leach Highway and Canning Highway, as this is indicated on the map and is emerging as a key public transport corridor connecting Bull Creek station to Booragoon, Riseley Centre and ultimately Canning Bridge.



**Figure 5: Extract of Central Sub-regional Planning Framework covering the City of Fremantle, Town of East Fremantle and City of Melville (Source: WAPC, 2015)**

The planning, development and intensification of land uses along activity corridors are being recognised as an important component of the urban fabric, with a number of Local Governments reflecting zoning and R-code amendments in the review of their local planning schemes to accommodate greater density and intensification.

**Strategic Issue – Activity Corridors Priority Plan**  
*Activity corridors provide important connections between activity centres and may incorporate activity nodes of economic significance in their own right. The prioritisation of activity corridors for development or redevelopment is required, including the preparation of corridor development plans. These plans should be done as a partnership between State and local government.*

**Recommended Response**  
*WAPC, in partnership with Local Government, to identify and prioritise activity corridors for the preparation of development plans*



### **Station Precincts**

Station precincts, which occur around train stations and other major transport infrastructure, have the potential to accommodate increased infill development additional to identified activity centres. This transit orientated development (TOD) usually includes a mix of housing, office, retail and other amenities integrated into a walkable neighbourhood.

There are 15 train stations identified in the central sub-region for urban consolidation. Bull Creek station is the only station precinct identified in the region that is outside of existing activity centres and considered suitable for urban consolidation.

The footprint for station precincts include nominal areas of 400 metres in diameter, which represent distances that are likely to achieve high levels of walkability. Connectivity within the precinct can be difficult to achieve, particularly if dissected by major road and rail corridors, resulting in separate quadrants with limited accessibility.

Although the intensification of station precincts is supported in principle, there has been limited detailed planning undertaken for these precincts. As a result, the land uses and densities are yet to be defined, as well as how these precincts integrate with existing land uses.

The preparation of development and investment plans for station precincts should be pursued similar to the recommended response for Activity Centres and Activity Corridors above.

### **Industrial Areas**

Myaree, O'Connor and North Fremantle comprise the main industrial areas in the south western section of the central sub-region, with Riverton and Canning Vale to the south east.

Conflict between competing uses, such as residential and commercial development, can place pressure on the remaining stock of industrial land, highlighting the need to protect these uses as major employers and generators of economic activity.

The framework seeks to avoid residential and commercial development encroachment of on industrial land, as identified in the Economic and Employment Lands Strategy (WAPC, 2011).

### **Green Network**

The Green Network provides for a range of natural and social uses such as venues for event, recreation spaces, biodiversity and cultural heritage and mitigating heat impacts resulting from climate change.

The Green Network is part of the urban fabric and contributes significantly toward landscape amenity and liveability. These are important characteristics required to be maintained for urban consolidation.

The Local Governments have developed public open space plans and strategies, with local parks reflected in local planning schemes. A number of Councils have also developed local biodiversity strategies or are working on the development of Greening Plans (e.g. City of Fremantle) with the aim of increasing tree canopy and vegetation cover.

In addition, the South West Group has identified high priority conservation areas and regional/local corridor links throughout the South West Metropolitan Region as part of the biodiversity mapping work undertaken through the Regional Natural Resource Management (NRM) Strategy. This mapping work has been provided to the Department of Planning as input into the Strategic Assessment of Perth and Peel Regions (SAPPR).

As a result of the above, the South West Group member Councils are well placed to incorporate the Green Network at a local level.

The work by Local Government in seeking to establish green networks across their municipalities would benefit with access to an overarching plan outlining a network of green spaces and corridors across Perth and Peel.

This plan could incorporate the outcomes of the Strategic Assessment of Perth and Peel Regions (SAPPR) and consolidate this with the regional open space, Regional Parks and Nature Reserves identified in the Metropolitan Region Scheme (MRS).

**Strategic Issue – Perth and Peel Regions Green Network Plan**

*The sub-regional frameworks have identified the green network and open space investigation areas, which will be further refined based on the outcomes of the Strategic Assessment of Perth and Peel Regions.*

*An opportunity exists to consolidate this information into a Green Network Plan for Perth and Peel that will inform future land use and identify priority areas for conserving biodiversity, landscape amenity and natural areas in the metropolitan area.*

**Recommended Response**

*WAPC and the Department of Planning prepare a Green Network Plan for the Perth and Peel Regions, incorporating the outcomes of the Strategic Assessment of Perth and Peel Regions.*

**Achievement of Urban Consolidation**

Based on a population of 3.5 million by 2050, Perth and Peel will need to plan for an additional 800,000 dwellings through infill development and new subdivisions.

The target set for infill development is 47% averaged across the Perth and Peel Regions.

The central sub-region needs to accommodate 215,000 new dwellings of the 380,000 new infill dwellings for the Perth and Peel Regions

The aim is for the majority of all new infill residential development, approximately 75% or 160,000 dwellings, to occur within the identified urban consolidation areas of activity centres, corridors and station precincts. The remaining 25% or 55,000 dwellings would be met by incremental infill growth in existing suburbs.

The infill targets for a city of 3.5 million set for member Councils in the central sub-region total 26,500 and include:

- Town of East Fremantle            900
- City of Fremantle                    7,100
- City of Melville                      18,500

Local Government has an important role to play in the implementation of the urban consolidation and infill dwelling targets through their local planning schemes, policies and strategies taking into account:

- Local characteristics
- Targeted areas for higher residential and employment densities

- The identification of alternative urban consolidation areas with high level access and amenity
- Determining measures and provisions to implement and activate urban consolidation areas.

The WAPC and Department of Planning will regularly review the effectiveness of urban consolidation measures and the progress being made toward the achievement of infill housing targets.

State Government agencies and utilities providers will be required to undertake the necessary infrastructure upgrades and improvements to support the implementation of the frameworks. This includes community and social infrastructure (health, education, public open space) and high-level public transport routes.

The implementation of the sub-regional frameworks will be achieved through the sub-regional structure plans and amendments to the Metropolitan Region Scheme (MRS) and local planning schemes, structure planning and the subdivision and development approvals process.

There is a clear inconsistency between these infill targets and the WA Tomorrow population projections produced by WAPC. For example the Town of East Fremantle is projected to decline in population when the infill targets will see it continue to grow.

The South West Group has reviewed the ABS population data against the WA Tomorrow 2015 projections and infill targets identified by the member Councils with the results set out in Table 1 below.

**Table 1: Inconsistencies in WA Tomorrow Population Projections – South West Group Member Councils in Central Sub-region**

Local Government	ABS ERP 2014	WA Tomorrow 2016	WA Tomorrow 2021	WA Tomorrow 2026	Local Government Estimate for 2026 based on Infill Targets
East Fremantle	7,831	8,020	7,490	6,890	8,668
Fremantle	30,883	31,310	32,460	33,560	34,453
Melville	107,239	106,930	110,290	112,870	120,916
<b>Total</b>	<b>145,953</b>	<b>146,260</b>	<b>150,940</b>	<b>156,940</b>	<b>164,037</b>

Sources: ABS 3218.0 released 31 March 2015, WA Tomorrow (2015) released May 2015

**Strategic Issue – Inconsistency between WA Tomorrow and Infill Targets**

*If the infill targets are realistic then they should be the most likely growth scenario.*

**Recommended Response**

*The South West Group write to the WAPC and request the WA Tomorrow projections reconcile with infill targets agreed by Local Governments.*

## SOUTH METROPOLITAN AND PEEL SUB-REGIONAL PLANNING FRAMEWORK

### Overview

The South Metropolitan and Peel sub-region contains a wealth of environmental attributes including the coastline, national and regional parks, banksia woodlands and internationally recognised wetlands.

The sub-region is expected to experience strong population growth from 523,400 currently to 1.26 million people in 2050.



**Figure 6: Map of the South West Group Councils coincides with the north-west portion of the South Metropolitan Peel sub-region (Source: WAPC, 2015)**

To provide the capacity to accommodate the predicted population growth, vacant and under-utilised urban land that can be serviced with the required infrastructure and that is located within activity centres, transit corridors or areas of high amenity is to be identified for increased residential densities.

New urban development, including areas subject to endorsed structure plans currently under or requiring review, are to use a residential density target of 15 dwellings per gross hectare of urban zoned land to guide the allocation of residential densities.

Local Governments should have regard to the principles for urban consolidation documented in the draft Central sub-regional Planning framework when identifying preferred locations for future infill development.

The framework sets out proposals to:

- Achieve more consolidated urban form
- Meet long term housing requirements
- Strengthen activity centres and employment nodes
- Identify requirements for key community and social infrastructure
- Facilitate and support future regional transportation network and the provision of infrastructure
- Identify sites to meet the growing requirements for regional sport and recreation facilities
- Protect areas with regional conservation and landscape value
- Encourage a guide connectivity and the green network
- Protect areas with basic raw materials for timely extraction
- Provide ongoing protection of public drinking water source areas
- Retain land for rural purposes
- Guide the staging and sequencing of future urban development

A number of key principles developed for the delivery of the framework include:

- Avoid, protect and mitigate the sub-region’s environmental attributes
- Consolidated urban form that limits new greenfield areas
- Limited support for new rural residential development
- Sustainable management of water resources
- Avoid development in areas that are high risk of bushfire
- Promote shared infrastructure corridors
- Maximise use of infrastructure where there is a concentration of urban and employment opportunities
- Increase the number of people living close to their work at strategic employment sites
- Protect employment land from other competing land uses
- Integrate land use and public transport
- Identify ultimate land uses for industrial and public purposes sites

### Urban Expansion and Infill

There is a significant amount of future development on urban zoned land between the Kwinana and Rockingham, with urban expansion/investigation clusters around Baldivis and Karnup and between Kwinana and Rockingham.

Based on existing development trends, the WAPC predicts that there will be sufficient capacity in the proposed consolidated urban form to meet additional dwellings beyond 2050.

Projected total additional dwellings and the urban infill dwelling targets for member Councils have been revised for 2050 based on the following figures outlined in Table 2.

**Table 2: Total Additional and infill Dwellings for South West Group Member Councils ( WAPC, 2015)**

<b>Council</b>	<b>Total Additional Dwellings</b>	<b>Dwelling Infill Target</b>
<b>Cockburn</b>	30,119	14,678
<b>Kwinana</b>	19,549	1,365
<b>Rockingham</b>	51,131	14,678

Source: AEC, 2014

The City of Cockburn's population is expected to grow from 95,036 (2011) to 161,993 (2050), the City of Kwinana's population is expected to grow from 30,697 (2011) to 80,196 (2050) and the City of Rockingham's population is expected to grow from 109,415 (2011) to 235,935 (2050).

Appendix 2 of the Draft Planning Framework shows the City of Kwinana 2050 population as 80,196. WA Tomorrow shows a Kwinana population of 84,250 by 2026 under the most likely scenario.

These figures are clearly inconsistent and need to be reconciled.

**Table 3: Inconsistencies in WA Tomorrow Population Projections – South West Group Member Councils in South Metropolitan Peel Sub-region**

Local Government	ABS ERP 2014	WA Tomorrow 2016	WA Tomorrow 2021	WA Tomorrow 2026	Local Government Population Estimate for 2026 based on Infill Targets
Cockburn	106,540	110,750	126,950	143,550	152,101
Kwinana	36,145	55,890	70,560	84,350	62,695
Rockingham	125,889	131,930	154,060	167,520	165,811
<b>Total</b>	<b>268,574</b>	<b>298,570</b>	<b>351,570</b>	<b>395,420</b>	<b>353,607</b>

Sources: ABS 3218.0 released 31 March 2015, WA Tomorrow (2015) released May 2015

The use of the term “existing population” is not correct as this would be expected to be the latest available figure (ABS ERP 2014) or a 2015 figure.

For instance, the latest available population figures give the estimated residential population of Cockburn in 2014 as 106,540 and the document quotes the “existing population” of Cockburn as 95,036. It is considered most preferable to quote the exact date relating to the population data or use the latest available figure.

The cities of Cockburn and Rockingham have one of the highest infill targets in the South Metropolitan Peel sub-region, with both expecting to accommodate an additional 32,292 residents within existing urban areas.

The City of Kwinana is expected to accommodate 1,365 dwellings (or 3,003 residents) in existing urban areas.

Collectively, the member Councils are projected to provide an additional 100,799 dwellings from 2011 to 2050, with urban infill accounting for 30,721(30.5%) of new dwellings.

### Activity Centres

#### Rockingham

Rockingham, as the principal centre of the south-western sector, has a large and increasingly urban catchment. Increased retail and commercial development activity will support this population growth, although there is a need for better connectivity between heavy rail and the city centre through transit priority routes.

The existing secondary centres of Cockburn Central and Kwinana are important for the region for employment, services and retail.



### Cockburn Central

Cockburn Central has the potential to be a key commercial and retail service provider in the sub-region, while leveraging synergies between health, sport/recreation and education facilities to become a sports/recreation and health precinct.

Transit priority routes between Cockburn Central, Armadale and Fremantle are proposed in the framework, as well as the North Lake Road Bridge over the freeway to reduce traffic congestion.

A diversity and mix of land uses around healthcare and social assistance will establish the precinct as an important centre of cross sectional services and employment.

*Note: The Map on Page 17 of the South Metropolitan Peel Sub-regional Planning Framework Report identifies Cockburn Central as Cockburn.*

### Kwinana

Kwinana is a key employment node with a mix of retail, health and commercial office based employment. Opportunities to target key support sectors, such as training for industrial activities, are identified in the framework.

#### **Strategic Issue – Activity Centres Governance Structures and Investment Plans**

*The development of activity centres is complex and requires significant planning and resources to progress in a timely manner, particularly when a large number of landholders are involved.*

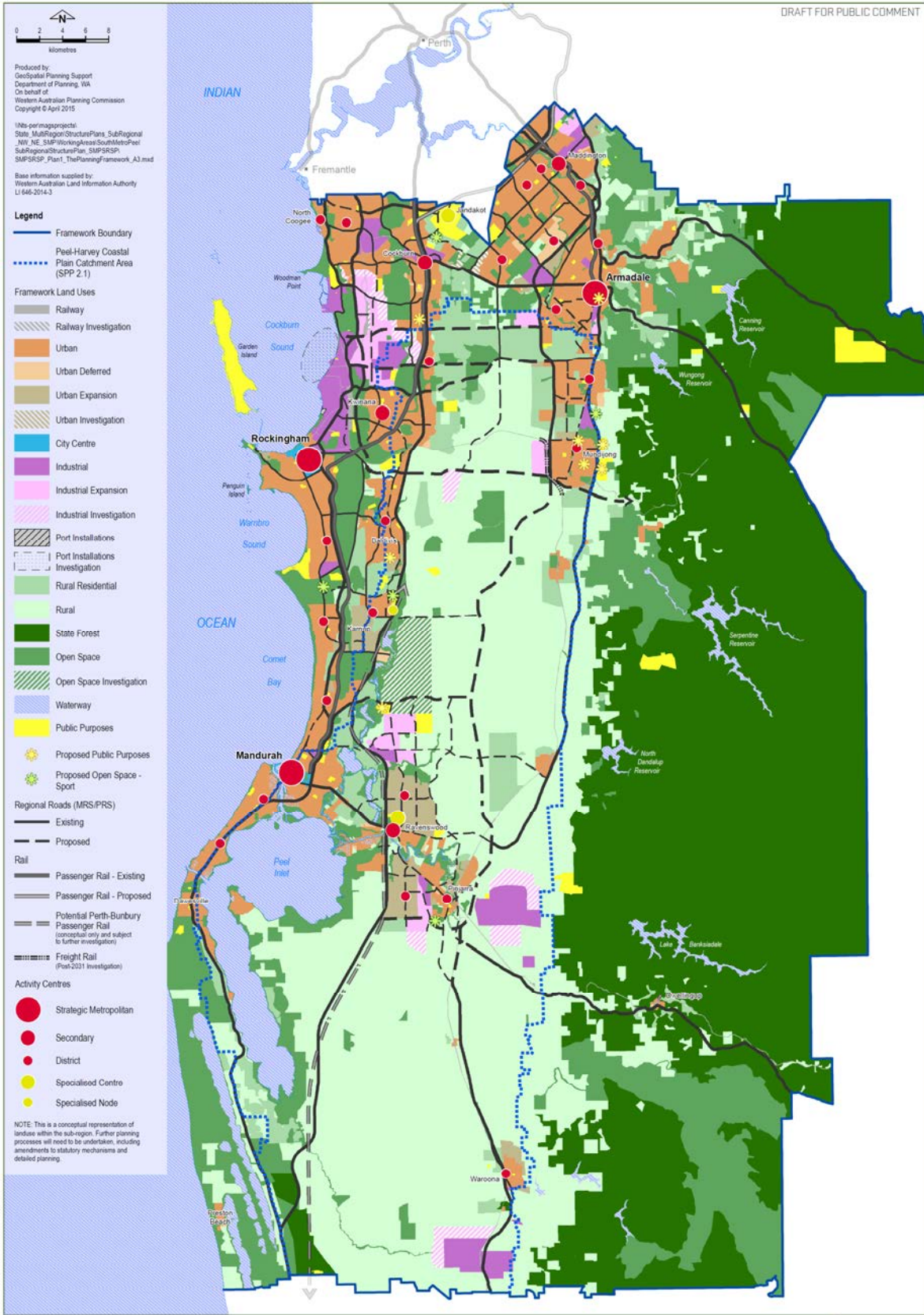
*There is a need for the establishment of a governance structures to oversee the planning and development of some activity centres. This is relevant for activity centres requiring precinct scale land assembly and consolidation and investment plans to underpin infrastructure provision and staging.*

#### **Recommended Response**

*WAPC, in partnership with Local Government, identify and prioritise those activity centres requiring a governance structure and/or investment plan to facilitate precinct scale and timely development.*

*WAPC, in partnership with Local Government, progressively establish governance structures and prepare investment plans for priority activity centres.*

The extract below (Figure 7) outlines the key activity centres identified in the South Metropolitan and Peel Planning Framework relevant to the South West Metropolitan Region.



SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK PLAN 1

Figure 7: South Metropolitan and Peel Sub-regional Planning Framework (Source: WAPC, 2015)

### **Rural Residential**

The creation of new rural residential lots/areas beyond those identified and zoned are unlikely to be supported by the WAPC on the basis of low demand and additional costs such development places on community and services infrastructure.

The WAPC estimates that there is in excess of 5,500 hectares of available rural residential land in the South Metropolitan Peel Sub-region.

### **Economy and Employment**

Population driven business and employment are significant contributors to total employment within the sub-region, although there is considerable reliance by the sub-region on jobs located in the CBD and central sub-region.

Future job opportunities are expected in manufacturing, construction, retail, health and social assistance, with education and training, public administration and safety also featuring.

Employment self-sufficiency across the sub-region is projected to increase as follows:

- South Western sector – from 65% to 83%
- South Eastern sector – 45% to 61%
- Peel sector – 72% to 79%

Employment needs will have to better match the sub-regional labour force. Additional non-heavy industrial land located on the key east-west routes will provide local employment options, particularly in the South East sector around manufacturing and agriculture.

Expansion of existing industry and commerce is expected along the Western Trade Coast including the proposed new Outer Harbour container port in Cockburn Sound and the intermodal terminal and industrial development at Latitude 32. Improved linkages between the south west and south east sectors will improve freight transportation to these strategic sites.

The established activity centres are expected to play an important role in providing employment outside the Perth CBD.

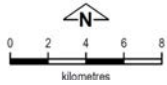
The number of jobs (2011) and anticipated jobs growth in the activity centres for 2031 and 2050 is outlined below for the South West Metropolitan Region.

**Table 4: Employment Projections 2011 to 2050 – South West Metropolitan** (Source: WAPC, 2015)

<b>Activity Centre</b>	<b>Jobs 2011</b>	<b>Jobs 2031</b>	<b>Jobs 2050</b>	<b>Additional Jobs 2011-2050</b>
<b>Rockingham</b>	6,792	9,849	12,292	5,500
<b>Cockburn Central</b>	1,767	4,537	5,544	3,777
<b>Kwinana</b>	1,297	4,609	5,760	4,463
<b>Jandakot Airport</b>	1,258	1,729	2,078	820

Source: AEC, 2014

Employment self-sufficiency across the western section of the sub-region (incorporating Cockburn, Kwinana and Rockingham) is expected to grow from 65% in 2011 to 83% in 2050, representing 18% growth.



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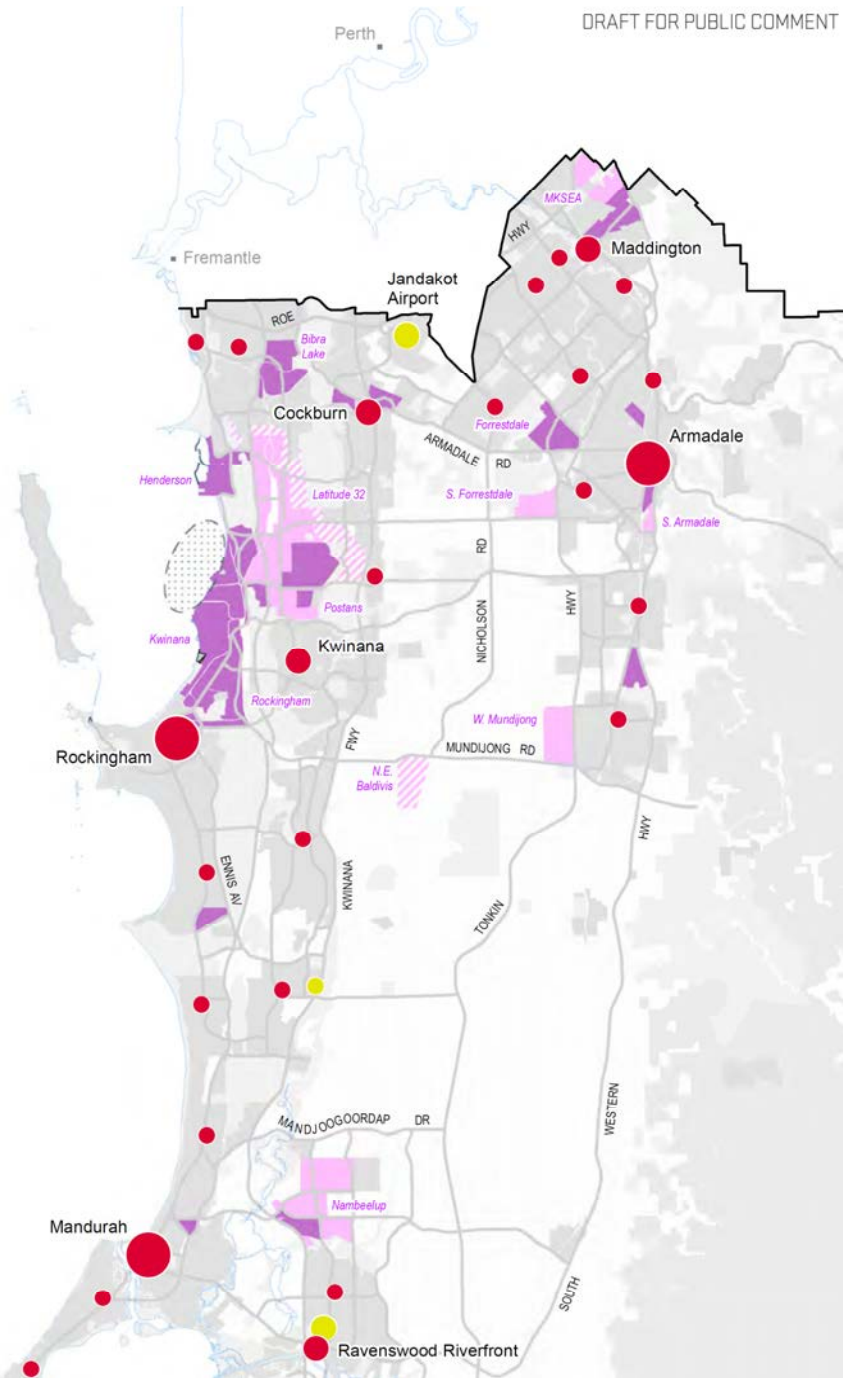
**Legend**

**Activity Centres**

- Strategic Metropolitan
- Secondary
- District
- Specialised Centre
- Specialised Node

**SMP\SRSP Zones**

- Existing Industrial
- Industrial Expansion
- Industrial Investigation
- Port Installations
- Port Installations Investigation



**Figure 8: Employment Opportunities South Metropolitan and Peel (Source: WAPC, 2015)**

Existing employment areas in the western part of the sub-region and outside of activity centres include Kwinana Industrial Area and Bibra Lake Industrial Area, with future employment areas out to 2050 identifying Latitude 32 and East Rockingham Industrial area as growth areas.

Jandakot Industrial area and Port Kennedy Industrial area are also expected to contribute to employment growth (<5,000 jobs) by 2050.

**Strategic Issue – Employment Centres**

*The establishment of employment centres throughout the sub-region will be critical for increasing employment self-sufficiency and reducing traffic congestion caused through car based travel to work.*

*A better understanding of the key economic drivers and competitive advantages in each sub-region is critical to identifying employment growth opportunities at the sub-regional scale.*

*This information is also critical to examine opportunities for the establishment of “innovation hubs” which are seen as the future centres of emerging industries and employment opportunities*

*Better alignment between the jobs required for the future and workforce development/training needs is required to improve employment self-sufficiency and containment.*

**Recommended Response**

*Department of Planning and Department of Finance develop an Action Plan for Priority Sub-regional Economic Drivers.*

*Department of Planning and Department of Commerce jointly develop an Innovation Hubs Development Priority Plan for each of the sub-regions in the Perth and Peel.*

*WAPC and Department of Training and Workforce Development to develop sub-regional workforce development and employment plans to better align future jobs with workforce skills. This should be undertaken as separate plans for the Western, Eastern and Peel sectors of the sub-region.*

**Industrial Centres**Strategic Industry

The Western Trade Coast includes strategic industrial areas such as Kwinana Industrial Area (KIA), Australian Marine Complex (AMC), Latitude 32 and East Rockingham industrial area.

KIA is the State’s heavy industry precinct and accommodates a cross section of fabrication, construction and processing facilities for alumina, nickel, titanium, oil and fertiliser production. KIA is serviced by separate deep water port facilities and has access to regional road and rail networks. KIA is expected to be fully utilised by 2050.

AMC at Henderson is a major contributor to the export economy of the sub-region as a strategic industrial asset. Projections indicate that a further 42 hectares of land will be required for AMC by 2050.

The planned Outer Harbour in Cockburn Sound, and adjacent Latitude 32 industrial area, have direct implications for the expansion and further development of AMC.

The State Government recently disbanded the Western Trade Coast Industries Committee that was set up on 2011 to align the region’s governance framework to coordinate and drive Government action within the Western Trade Coast.



The 1,150 hectare East Rockingham Industrial area represents a major industrial growth centre to service the heavy/general industry, transport, warehousing, fabrication and maritime related industries.

The Department of Planning are currently preparing a Land Use Strategic Plan for the Western Trade Coast project area with the aim of achieving a coordinated planning approach and guiding future development of the entire Western Trade Coast project area.

There is a need to re-establish a governance structure to oversee and support the development of the Western Trade Coast Land Use Strategic Plan, with representation from government, industry and other key stakeholders such as the South West Group.

***Strategic Issue –Western Trade Coast Land Use Strategic Plan Stakeholder Reference Group***

*The KIA and AMC are the major heavy industry sites within the Western Trade Coast and represent industrial estates of state-wide economic significance. These strategic sites need to be developed and optimised to achieve maximum economic development and employment outcomes.*

*AMC has reached its capacity and requires additional land to support the precinct. Both facilities will be closely linked to the proposed Outer Harbour.*

***Recommended Response***

*The Department of Planning establish a Stakeholder Reference Group to oversee and support the development of the Western Trade Coast Land Use Strategic Plan.*

*The South West Group would seek representation on this Stakeholder Reference Group.*

Non- heavy Industry

The total industrial land demand for non-heavy uses is expected to be about 5,900 hectares, with a significant portion being in the South West Metropolitan Region which has some of the largest, but least developed industrial land in the metropolitan area.

Latitude 32 comprises critical industrial land catering for light and general industries, as well as the key intermodal transfer facilities that ultimately integrate with the future Outer Harbour.

It is recognised that road and rail infrastructure is required to provide for the continued activation of the industrial precinct and to realise the extensive employment opportunities in sectors such as manufacturing, transport and logistics.

***Strategic Issue – Timely Provision of Serviced, Non-Heavy Industrial Land***

*The member Councils in the South Metropolitan Peel Region (Cockburn, Kwinana, Rockingham) have some of the largest, but least developed non-heavy industrial land in the metropolitan area as identified in the Economic and Employment Lands Strategy (April, 2012).*

*There is an urgent need for a coordinated approach to the planning and development of non-heavy industrial land in the region, given the requirement to support existing industries and plan for the future Outer Harbour and proposed intermodal terminal.*

*This coordinated approach should form a key component of the Western Trade Coast Land Use Strategic Plan being developed by the Department of Planning.*



**Recommended Response**

*That the provision and servicing of non-heavy industrial land be included in the scope of work for the Western Trade Coast Strategic Plan, with an emphasis on Latitude 32, the Kwinana Intermodal Freight Terminal and East Rockingham Industrial Area.*

*The Department of Planning establish a Stakeholder Reference Group to oversee and support the development of the Strategic Plan for the Western Trade Coast.*

*The South West Group would seek representation on this Stakeholder Reference Group.*

**Education and Health**

Providing a wide range of community and social infrastructure is necessary to support the health and wellbeing of the community, whilst meeting the community's health, education and recreational needs.

The focus of the sub-region is in the co-location of key community and social infrastructure to make better use of infrastructure and facilities.

Murdoch University campuses at Rockingham, TAFE campuses at Rockingham and specialised TAFE campuses at Jandakot, Henderson, Munster and Kwinana place the South West Metropolitan Region in a strong position to meet the needs of students in the area being fuelled by the expansion of high schools.

Regional health facilities such as the Rockingham General Hospital will need to expand to establish satellite sites in growth areas such as Karnup.

Sport and recreation in the region will be boosted by the Cockburn Aquatic and Recreation Centre at Cockburn Central, with future sites for regional sporting facilities being identified at Jandakot, Lark Hill and Karnup (east).

**Strategic Issue – Health and Education Innovation Hubs**

*The western sector of the South Metropolitan and Peel Region sub-region is well represented by health and education uses and has a distinct competitive advantage in better integrating of health, education and recreation (sports science) services with research, development, entrepreneurship and commercialisation opportunities.*

*The clustering of these uses into innovation precincts or hubs has the potential to provide significantly more employment and commercial outcomes than those predicted in the sub-regional framework.*

*The economic data and supporting information gathered through the Department of Planning's Economic Development Study (AEC, 2014) may assist in identifying the most appropriate hub locations and principle uses.*

**Recommended Response**

*WAPC to identify and determine priority uses for the establishment of innovation hubs in the sub-region, including potential synergies and alliances with hubs in the Central sub-region such as Murdoch Activity Centre (Murdoch University, Fiona Stanley Hospital, St John of God Hospital), Fremantle (Notre Dame University, Fremantle Hospital) and Curtin University.*

**Movement and Access**

Projected population growth will place additional pressures on all levels of the existing road and rail transport network for the movement of people and freight.

The framework proposes upgrading and adding new transport infrastructure to the network.

The movement network in the sub-region undertakes a significant function and will be important for the State's economy linking the Western Trade Coast industrial areas, naval facilities, proposed deep water port container facility as well as links to the Perth CBD and other regions.

Challenges for the sub-region include the management and upgrading of road infrastructure and improved public transport infrastructure to alleviate current and future road congestion.

### Regional Roads

Even with major increases in public transport, population growth will increase demand on the regional road network requiring increased capacity on existing roads and new roads.

The sub-region's future regional road network includes a number of new and upgraded primary distributor and integrator arterials. Other road extension, upgrades or re-alignments specific to the region include Rowley Road, Anketell Road, Thomas Road, Mundijong Road and Henderson Road.

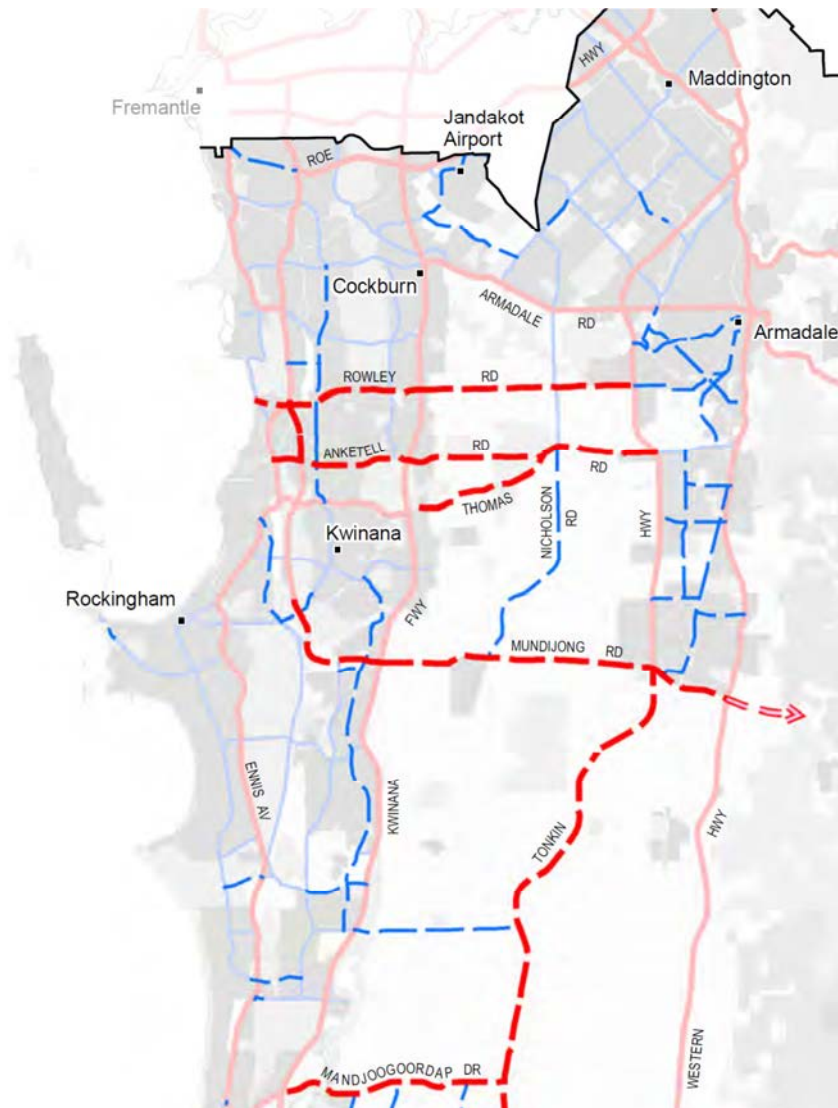


Figure 9: Extract of Regional Roads – South West Metropolitan Region (Source: WAPC, 2015)

A strategic link between north and south of the river, to complement and alleviate traffic volumes on Kwinana Freeway, is being investigated.

The WAPC have indicated that this “cross river” link could also provide a freight function, suggesting it could be an extension of Stock Road or an additional river crossing elsewhere.

The additional road connections include:

- Jandakot Eastern Link – Berrigan Drive extended east from Jandakot Road through the western and northern sectors of the airport to connect with Ranford Ave.
- Spearwood-Wattleup-Postans (Henderson Road) – strategic north-south link to connect Spearwood Ave in Beeliar through Latitude 32 Industrial Area and Postans Industrial Area to Gilmore Avenue in Medina.
- Kwinana-Rockingham-Karnup – Wellard Road/Baldivis Road running parallel to the Kwinana Freeway and connecting to Henderson Road in Karnup
- Rowley Road – proposed primary distributor (red road) connecting Outer Harbour site to Tonkin Highway as a strategic freight road
- Anketell Road – proposed primary distributor (red road) connecting Rockingham Road to Thomas Road, with Thomas Road east to Tonkin Highway as the strategic freight road. Thomas Road west to retain major freight road function.
- Fremantle Rockingham Controlled Access Highway (FRCAH) to connect Rockingham Road in Wattleup to Kulija Road in East Rockingham, with upgraded connection to Mundijong Road through to Tonkin Highway and South Western Highway.

***Strategic Issue – Regional Roads Classification and Freight Function***

*Regional freight roads and their classification have a major influence on their function and responsibilities for management. All regional freight corridors should be the responsibility of the State Government.*

*Anketell Road and Thomas/Rowley Road are critical links to the proposed Outer Harbour and their upgrading to strategic freight roads and corresponding “red roads” classification is required.*

*This process will assist in protecting these significant road freight corridors from encroaching land use.*

***Recommended Response***

*Main Roads prepare a Regional Freight Roads Alignment and Classification Study for each of the sub-regions.*

*Main Roads to undertake detailed road alignment and design investigations for Anketell and Rowley Roads (Naval Base to Tonkin Highway) and seek red road classification to facilitate State Government control of these strategic freight corridors.*

## Freight

By 2050, the volume of freight transport on regional road and rail networks will increase substantially, with container trade projections expecting to grow from 750,000 twenty foot equivalents (TEUs) currently to 3 million TEUs.

This growth will require additional road networks as identified above.

The freight industry relies on extensive supply chains and includes a range of sectors important for employment such as transport logistics and warehousing.

### **Strategic Issue – Freight and Road Transport of Containers**

*The region plays a significant role in the freight logistics supply chain, with a number of strategic container freight pack and unpack locations in the vicinity of the port.*

*According to the Fremantle Port Container Movement Study (2012), O'Connor/Spearwood/Bibra Lake and Kwinana/Rockingham/Naval Base/Henderson comprised 19% of unpack destinations and 34% of pack destinations.*

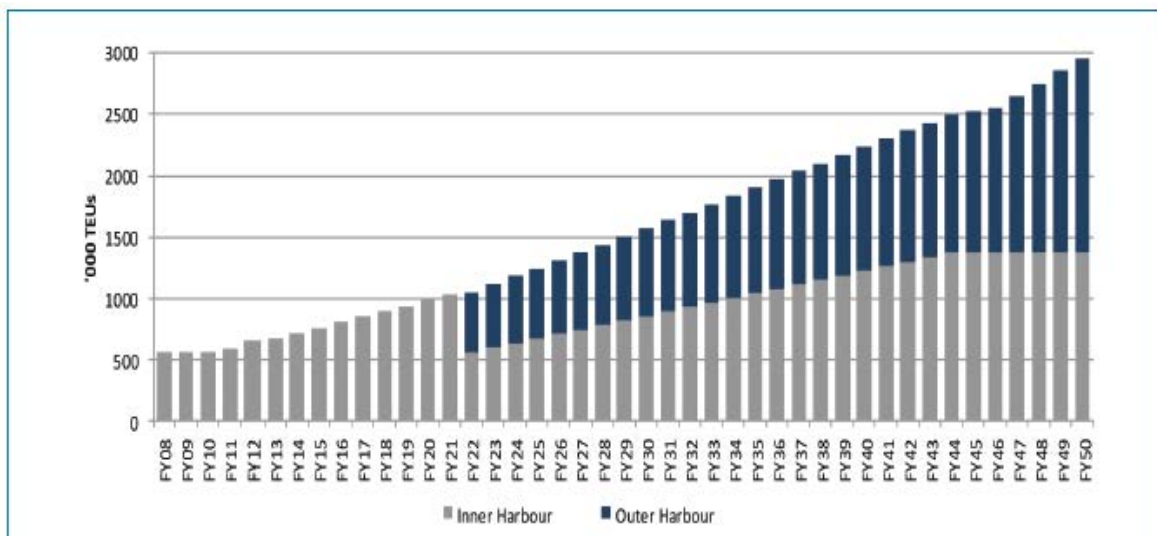
*As well as direct access to the port, there are significant intra-regional container transport movements and a developed freight logistics sector in the region supporting the export and import of goods for the metropolitan area.*

### **Recommended Response**

*Ensure that zoning and future planning for industrial areas provide the road network, lot layout and lot sizes able to meet freight industry requirements (access, turning areas, extended hours of operation etc.).*

## Port

A new port at the Fremantle Outer Harbour will be required in the mid-2020's as the Fremantle Inner Harbour reaches its capacity.



**Figure 10: Indicative Scenario for Transition of Container Volumes – Inner and Outer Harbour**  
(Source: Main Roads Business Case Summary for Perth Freight Link, December 2014)

Research has identified a suitable location in Cockburn Sound, between James Point and Naval Base, for a new container port.

The recent announcement by the State Government for the sale of Fremantle Port as part of the Department of Treasury's asset sales program has created further complexity and uncertainty on the future development and operation of WA's major container port.

It is understood that the transition phase from the Inner Harbour to the Outer Harbour is still under investigation, with the State Government yet to make a firm decision on the timeframe for the construction of the Outer Harbour.

The Ports Operations Taskforce, established by Fremantle Ports and including industry representatives, is well placed to advise the State Government on issues related to the transition arrangements.

The development of a Ports Transition Infrastructure Plan is required to provide greater certainty to industry and key stakeholders on the process and assist in attracting investment from the private sector.

The requirement to prepare the Ports Transition Infrastructure Plan should be transferred to the new port operator, should the sale of Fremantle Port proceed.

***Strategic Issue – Fremantle Inner and Outer Harbours***

*Uncertainty on the timeframe for transitioning container freight to the proposed Outer Harbour has the potential to create significant negative economic impacts across the metropolitan area and for trade in WA.*

*This uncertainty is compounded by the recent announcement on the privatisation of Fremantle Ports.*

*A Ports Transition Infrastructure Plan, supported by a coordinated and transparent structure and process, is required to provide certainty and encourage private sector investment in future port infrastructure and operations.*

*The Ports Transition Infrastructure Plan could be facilitated as a priority activity of the WA Ports Operations Taskforce, which has been established since 1987 to provide a forum for the identification, discussion and resolution of port-related issues.*

***Recommended Response***

*The WA Ports Operations Taskforce develop a Ports Transition Infrastructure Plan for the Inner Harbour and Outer Harbour, including the timing and establishment of the Kwinana Intermodal Freight Terminal at Latitude 32. The plan should include an infrastructure priorities plan that is integrated with the transition process.*

Aviation

The establishment of a new or second general aviation airport in the Perth Peel Region will have major implications for Jandakot Airport and Jandakot City.

Planning studies to identify suitable locations for future general and civil aviation airports, together with possible measures for new facilities, are currently being undertaken.

Jandakot Airport and Jandakot City are is a major employment centre in the sub-region, providing over 1,200 jobs currently and expected to provide over 2,000 by 2050.

**Strategic Issue – General Aviation Airport**

Jandakot Airport is currently located in the region and plays an important role in aviation training, emergency services, movement of goods and related aviation uses and support services. The airport land also contains Jandakot City, a developed and expanding commercial centre and business park.

**Recommended Response**

Planning studies for the new general and civil aviation airport requires consultation with the relevant Local Governments and other key stakeholders.

Any changes in land use resulting from reduced aviation activity at Jandakot Airport and the transition to a second general aviation airport requires determination as part of the planning studies.

Public Transport

An effective public transport system is essential for reducing congestion and providing accessibility to place of employment. The Public Transport Plan for Perth (July 2011) has not been finalised and the State Government recently announced that this plan is to be superseded by the “Perth Transport Plan” planned for release in 2016.

The draft framework identifies existing and proposed public transport infrastructure, with the Aubin Grove and Karnup west rail stations being proposed for the region as well as a network of proposed transit priority routes.

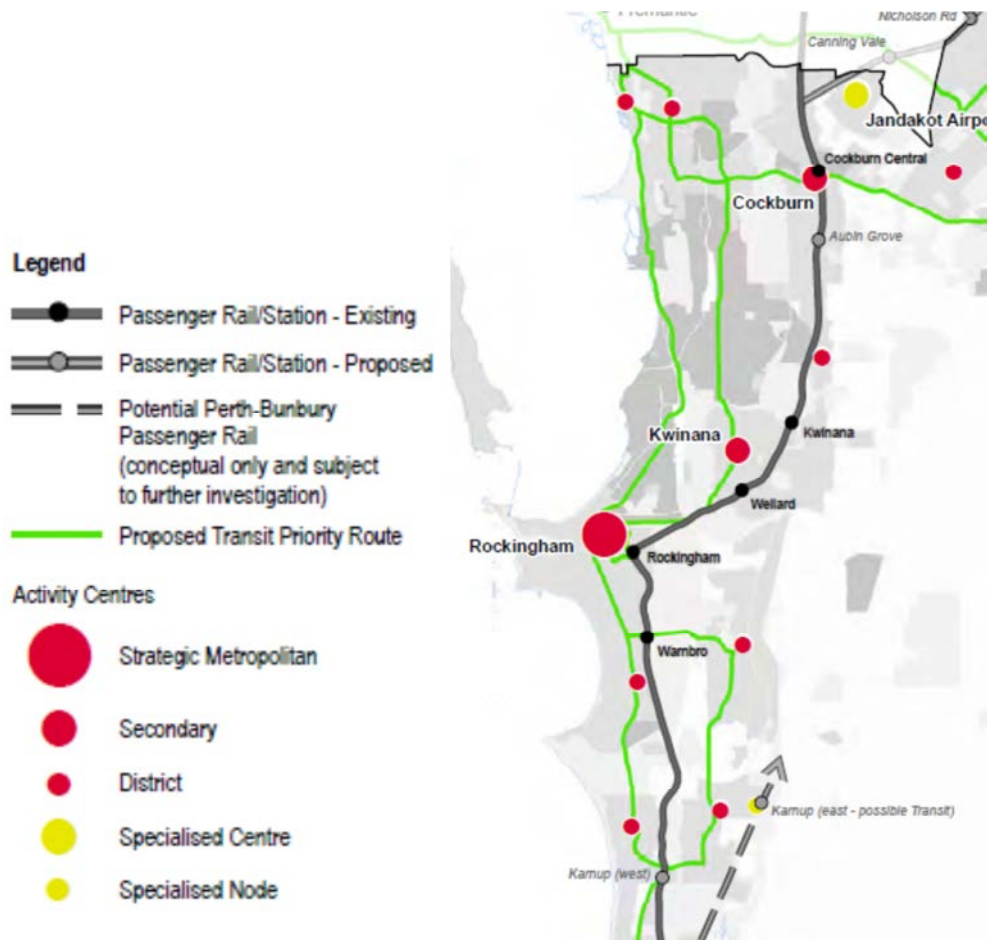


Figure 11: Extract of Public Transport – South West Metropolitan (Source: WAPC, 2015)



Given the State Government's recent decision not to finalise the Public Transport Plan for Perth and consolidate this into a Perth Transport Plan to be prepared in 2016, it is considered appropriate that Sub-regional Public Transport Priorities Plans form part of the proposed Perth Transport Plan.

**Strategic Issue – Sub-regional Public Transport Plans**

*Land use planning and development require certainty around key infrastructure plans provided by the State Government. The development of Sub-regional Public Transport Plans will assist Local Governments to align their plans and provide greater certainty for private sector investment.*

*The establishment of transit priority transit routes across the metropolitan area will require a collaborative approach involving the Department of Planning and the key transport agencies.*

*Funding models are required examine opportunities for private sector investment through value capture and the uplift in zoning and development potential.*

**Recommended Response**

*Public Transport Authority to prepare Sub-regional Public Transport Plans as key inputs into the development of the Perth Transport Plan in 2015/16.*

*A joint Transit Priority Route Taskforce be established to prioritise and develop funding models for the establishment of Priority Transit Routes in the metropolitan area.*

*The Taskforce should include representation from the Department of Planning, Department of Transport, Public Transport Authority, Main Roads WA and key industry and stakeholder groups.*

The South West Group has advocated for investment in public transport infrastructure and supports the identification of priority transit routes.

Further definition on the establishment of transit priority routes is required including:

- Planning, land use and zoning responses to facilitate development
- The development of investment models to facilitate development
- Staging and prioritisation of segments
- Investment required by the State Government and those requiring to be private sector led

This work should be jointly undertaken between the Department of Planning and the key transport agencies (Department of Transport, Public Transport Authority, Main Roads WA) through a collaborative approach involving stakeholder input.

Cycling and Pedestrians

Principle shared pathways along major transportation reserves is supported and requires further investment by the State Government, particularly paths around activity centres and adjacent to activity corridors and not just CBD focussed paths.

**Strategic Issue – Shared Bike Paths**

*The current Principle Shared Pathway (PSP) network for the metropolitan area is primarily Perth CBD centric and does not cater for PSPs to be established within the catchments of Activity Centres or along Activity Corridors.*

**Recommended Response**

*Principle Shared Pathway networks are required in Activity Centre catchments and should be acknowledged and established as key sustainable transport infrastructure for servicing Activity Centres and along Activity Corridors.*

Main Roads WA has developed a Congestion Management Program involving \$40 million package of road improvements for the Perth Metropolitan area..

This initiative should be extended to include the development of sub-regional Traffic Congestion Management Plans that provide clear priorities and funding timeframes for investment in addressing congestion hotspots.

These sub-regional plans would enable Local Governments to align their road investment plans with the State Governments to achieve synergies and improved investment outcomes.

**Strategic Issue – Sub-regional Traffic Congestion Management Plans**

*Greater understanding and certainty on the State Government's medium and long term planning for road upgrades to address traffic congestion investment would enable synergies and efficiencies when integrated with Local Government road asset plans.*

**Recommended Response**

*Main Roads to extend its Congestion Management Program to develop Sub-regional Traffic Congestion Management Plans for Perth and Peel.*

**Services Infrastructure**

Most services within the sub-region are planned and coordinated by relevant agencies.

Improved coordination of service delivery and the establishment of shared service corridors is a logical approach to services consolidation and should enable efficiencies in service upgrades and replacement.

Water supply and wastewater management are adequately catered for in the region and the new East Rockingham Wastewater Treatment Plant under construction will ensure there is adequate capacity to service the growth areas around Kwinana and Rockingham.

Waste management is a key issue and high cost service provided by Local Government. There are two major waste to energy plants planned for the South West Metropolitan Region (Phoenix Energy - Kwinana and New Energy – East Rockingham), which combined will have sufficient capacity to meet the majority of the sub-region's future municipal solid waste disposal needs.

These proposed waste technology facilities should be reflected as key future waste management sites in the sub-regional structure plans.

**Environment and Landscape**

The South Metropolitan and Peel sub-region and the South West Metropolitan Region are rich in environmental and biodiversity values.

**Strategic Issue – Green Network and SAPPR**

*The plan to strengthen and increase the capacity of natural areas and establish a green network through flora and fauna linkages is supported.*

*The South West Group is represented on the Strategic Assessment of Perth and Peel Region (SAPPR) Stakeholder Reference Group and supports the incorporation of environmental matters protected under Federal and State legislation into the sub-regional planning process.*

**Recommended Response**

*Further guidance from the Department of Planning on planning responses is required regarding Local Government's role in the implementation of SAPPR outcomes and the management of uncertainty resulting from the strategic assessment process related to development assessments, offsets, monitoring and compliance.*

**Natural Resources**

Water

The Jandakot Groundwater Mound and Perth Seawater Desalination Plant in Kwinana are regionally significant water sources that support the metropolitan area and need to be managed to ensure highest use and efficient consumption.

Water resources for irrigation purposes is becoming increasingly important in the region as the climate dries and groundwater utilisation becomes more restricted

**Strategic Issue – Jandakot Groundwater Mound**

*Parts of the Jandakot Groundwater Mound and associated bore fields are located in areas with established urban development.*

*More recently, the North Banjup area in the northern section of the water catchment protection area was rezoned Urban and is currently under construction for urban development.*

*There are other parts of the water catchment protection area may be suitable for urban development, particularly on the western side adjacent to established high value infrastructure and services (freeway, rail, activity centres, hospitals, universities).*

**Recommended Response**

*Further investigation is required, as part of the review of State Planning Policy 2.3 Jandakot Groundwater Protection, to identify areas within the water catchment protection area that may be suitable for urban development without compromising water quality and quantity.*

**Implementation**

The poor implementation and lack of performance monitoring of key recommendations and actions is commonly responsible for the failure in policy and strategic planning.

There appears to be a large gap between planning aspirations and objectives and actual planning and development outcomes that occur on the ground. This gap is recognised and acknowledged by Senior Department of Planning staff.

Experience learned from Directions 2031 and Beyond has highlighted the importance of the implementation phase and the risks of a “business as usual” approach in meeting targets. Rather than relying predominantly on the Local Government to implement the plans, there is

a need for a more collaborative and shared approach where responsibilities, accountabilities and timeframes are agreed.

The Sub-regional Structure Plans should include implementation strategies that:

- Focus on achieving TOD objectives and employment self-sufficiency targets
- Provide greater certainty for investment and timely development of activity centres
- Incorporate fatal flaw assessments of Urban and Industrial Investigation areas
- Resolve and define structural and governance issues

The structural and governance issues are critical to successful implementation and include:

- Whole of government approach to activity centre development, particularly related to alignment with agency forward planning and budgets for investment and infrastructure provision
- Increased role of State Government in planning approvals, supported by additional funding and resources to ensure this work is undertaken in a timely manner
- Revamped Infrastructure Coordinating Committee or the establishment of Infrastructure WA to facilitate active agency participation in implementation of frameworks/structure plans and to properly oversee State Government investment and infrastructure provision
- Metropolitan Redevelopment Authority (MRA) type delivery models required to address complexity and variable development expectations associated with activity centre establishment and development
- Decentralisation of government agencies to act as catalysts for private investment and encourage growth/activation of Strategic, District and Specialised centres

In addition, it is recognised that there has been limited consultation with Local Government during the preparation of the sub-regional frameworks, which has resulted in:

- Inaccuracies in data and information
- Limited understanding of rationale behind WAPC/Department of Planning goals and targets
- Poorer outcome compared with one enabling greater active involvement of Local Government

Local Government therefore forced to adopt adversarial position on issues or areas of contention that could have been averted through better engagement during the process.

More engagement with Local Government is required to develop the frameworks into Structure Plans. Through this process, the goal should be to form strong partnerships between the State Government and Local Government and a commitment to work together.

***Strategic Issue – Consultation and Partnerships***

*The South West Group member Councils were generally disappointed in the level of consultation with Local Government undertaken by the Department of Planning in the development of the sub-regional planning frameworks.*

*The member Councils are keen to adopt a collaborative and partnership approach in the development and implementation of the Sub-regional Structure Plans.*

***Recommended Response***

*That Department of Planning establish a consultation program and collaborative structure to partner with Local Government in the development of the Sub-regional Structure Plans.*

The sub-regional planning framework objectives are presented under the key headings of:

- Consolidated urban form
- Economy and employment
- Community and social infrastructure
- Movement and access
- Service infrastructure
- Environment and landscape, and
- Natural resources

The sub-regional framework implementation objectives are fairly generic and logical.

The actions and responsibilities identified in the sub-regional frameworks reflect the current arrangements operating at State and Local Government levels, and therefore are unlikely to bridge the policy-implementation gap referred above or achieve targets identified in Directions 2031 and Beyond or Perth and Peel@3.5 Million.

Collaborative structures established in partnership with Local Government and industry have been successful in delivering precinct scale planning and development outcomes (density, mixed use, clustering, innovation hubs, integrated transport solutions) elsewhere in Australia.

This is particularly relevant to the planning and development of Activity Centres.

***Strategic Issue – Activity Centre Collaboration Structures***

*A new approach involving more active participation of State Government and improved collaborative structures between State Government, Local Government and Industry is required to bridge the gap and successfully implement the sub-regional frameworks and structure plans.*

*This is particularly relevant to the planning and development of Activity Centres.*

***Recommended Response***

*The formation of precinct scale governance structures tasked with implementing the planning and development of activity centres is required. This governance structure should facilitate the development of funding options and investment plans for activity centres subject to major development or redevelopment.*

An output/outcome based approach to sub-regional structure planning is required to support this recommendation.

This will encourage collaboration and transparency in the planning implementation process and ensure that the planning and development sectors are progressing on a continual improvement pathway.

Examples of outputs and responsibilities relevant to the identified sub-regional objectives and outlined in this submission as “Recommended Responses” are consolidated in Table 5.

**Table 5: Sub-regional Outputs Summary Recommended by the South West Group**

<b>Sub-regional Objective</b>	<b>Outputs</b>	<b>Lead/Support Agencies</b>
<b>Consolidated urban form</b>	<b>Activity Centre Governance Structures</b>	WAPC/Department of Planning/Local Government
	<b>Activity Centre Investment Plans</b>	WAPC/Department of Planning/Local Government
	<b>Activity Corridors Priority Plan</b>	WAPC/Department of Planning/Local Government
<b>Economy and employment</b>	<b>Action Plan for Priority Sub-regional Economic Drivers</b>	Department of Planning Department of Finance
	<b>Sub-regional Workforce Development and Employment Plans</b>	Department of Planning/Department of Training and Workforce Development
	<b>Western Trade Coast Land Use Strategic Plan Stakeholder Reference Group</b>	Department of Planning
	<b>Innovation Hubs Development Priority Plan</b>	Department of Planning/ Local Government
<b>Movement and access</b>	<b>Regional Freight Roads Alignment and Classification</b>	Main Roads WA
	<b>Priority Transit Routes Taskforce</b>	Department of Planning/ Public Transport Authority
	<b>Sub-regional Traffic Congestion Management Plans</b>	Main Roads WA/ Department of Transport
	<b>Sub-regional Public Transport Priorities Plan</b>	Public Transport Authority Department of Transport
	<b>Ports Transition Plan Infrastructure Priorities Plan</b>	Fremantle Ports Department of Transport
	<b>Principal Shared Path Network Plan for Activity Centres</b>	Department of Transport
<b>Service infrastructure</b>	<b>Infrastructure WA and State Infrastructure Plan</b>	Department of Premier and Cabinet
<b>Environment and landscape</b>	<b>Green Network Plan</b>	Department of Planning
<b>Natural resources</b>	<b>Jandakot Mound Urban Development Investigation</b>	Department of Planning

In addition to the above, “Strategic Issues” and “Recommended Responses” have also been provided by the South West Group in regard to:

- Growth pattern and employment in the South West Metropolitan Region
- Inconsistency between WA Tomorrow 2015 projections and Infill Targets
- Consultation and the formation of partnerships to develop the Sub-regional Structure Plans

The development and implementation of these outputs will provide rigour and accountability to the implementation of the sub-regional frameworks and structure plans, thereby enabling outcomes to be assessed, monitored, reviewed and improved.

The information gained from the progress of outputs implementation will also guide the staging and sequencing of development to optimise infrastructure provision and funding availability. Local Government would undertake a key role in the implementation of the outputs, in partnership with State Government agencies.