



Good afternoon everyone. I'll start with a quote ...

"It was and still is confusing. Accusations of vote buying and rigging, player interference due to lobbying from each side and even violence at (meetings) including the brandishing of weapons and ugly fist fights, have characterised our (elections) for as long as I can remember."

No, this is not a quote from this week's party room spill motion – thankfully – but from the 2011 Cowdrey Lecture by Sri Lankan cricketing legend Kumar Sangakarra.

He was, of course referring to AGMs and board elections of the Sri Lankan Cricket Board which did its best to interfere with the selection and performance of their 1996 World Cup winning team, and I am pleased that the week's events have not led to Minister being unable to address us today.

Scene setting

Implementing the Strategic Plan – great theme, timely dialogue.

In fact it is unusual at the moment to open our daily paper (for those of us who have not yet succumbed to reading the news – with increasing difficulty - on an iPad or Smartphone) and not see a headline about planning, decentralisation, infill, densification, urban sprawl, public transport, stations, local government planning performance or overworked Development Assessment Panels (and overwrought residents!)

24 LETTERS

the west thewest.com.auThe West Australian
Wednesday, August 24, 2016

A decentralised vision for the State

The area of WA is one third of the entire land mass of the Australian continent, approximately 2.53 million square kilometres.

The population of WA is roughly 2.6 million, about 77 per cent of whom live in the Perth metropolitan area.

Is it any wonder that we have traffic congestion, air pollution, and a shortage of potable water? Back in the 1960s and 1970s the governments of the day encouraged the development of the Pilbara region.

The mining companies built mines, railways and ports and towns to support the move and the Government provided essential infrastructure, such as police, hospital staff and teachers.

People went and lived in the new towns and the region thrived. The State actively decentralised.

Now we find that, with fly-in, fly-out schemes, these towns are dying and more strain is being placed on the demand for housing, water and roads in the Perth metropolitan area.

I would vote for any government that adopted a policy of decentralisation for WA.

Tax relief or cheaper housing could be offered, for example, to encourage people to get out of Perth and go out into that vast,



The vast majority of West Australians live in Perth.

almost empty hinterland.

There is water there in sub-artesian basins and this could supply both houses and market gardens.

The soil in the north is not poor. It is just dry and will grow almost anything given water.

Electric power could be generated by solar panels, wind farms and tidal power.

Railway networks could be constructed and West Australians could live in all of their State instead of crowding into one corner of it.

Has any political party got the intestinal fortitude to proceed with such a scheme, or have all the visionaries passed away with David Brand and Charles Court?

Peter Baker, Binningup

Here's a small collection from the past month alone



So it appears we sit within a period of unprecedented broad community interest and concern in planning and development, to some degree sparked by the obvious strains of a growing city such as increasing congestion on our roads and public transport ...

RPS



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INSIDE P76
Murdoch gets \$250 million knowledge precinct.

Edited by Helen Shield
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PROPERTY

Focus on train stations urged

Helen Shield

Planning Minister Donna Faragher has urged local councils to update planning schemes, particularly around train stations, to make better use of expensive, publicly funded infrastructure.

Local councils have been under fire for poor planning performance, with many accused of creating a planning fiasco with hopelessly outdated planning schemes, creating an inability to shoulder their share of residential infill necessary to accommodate another 1.5 million Perth residents by 2050.

Committee for Perth chief executive Marion Fulker and Department of Planning director-general Gail McGowan have, independently, expressed concern that the needs and desires

of a silent majority, in favour of well-designed density and increased housing choice, are being drowned out by a vocal minority.

These concerns have taken on greater urgency with the Public

Transport Authority's admission that it was considering closing under-used train stations in inner-city areas.

Mrs Faragher said the Department of Planning was working closely with the Shire of Kalamunda and the City of Belmont to ensure land near new stations on the Forrestfield line was zoned to encourage density and amenity.

In response to TRG Properties chief operating officer Tanya Trevisan, who last week urged the Government to launch "surgical strikes" to ensure intelligent sharing of infrastructure

resources near under-used inner-city train stations, Mrs Faragher said this was a "key priority".

Ms Trevisan said there had been a communication breakdown between density-resistant inner-suburban residents and the Government, which is committed to planning for a Perth population of 3.5 million by 2050.

"There is a culture of fear of change and (about) what that could mean for their communities," Ms Trevisan said.


Donna Faragher


Marion Fulker


Gail McGowan


Tanya Trevisan

➤ CONTINUED P79



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and local resistance to proposals which make great sense in a regional context but which in many cases bring out the best – or is that the worst? – in NIMBYism

....

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The West Australian
Wednesday, August 31, 2016

Cottesloe residents campaign against infill village

4 FROM P12

given the mining and oil and gas downturn, and save outer suburban areas from land clearing.

"We are not greedy developers, we are local ratepayers and we want to build a small community that demonstrates a sustainable approach to housing," he said.

"The project won't adversely affect anyone. We feel the silent majority in Cottesloe and Claremont support our project."

However, a rowdy City of Cottesloe council meeting, at which Mayor Jo Dawkins used her deciding vote in a bid to block the development — later voided because rules weren't followed — has left the project in limbo.

The Post community news-



An artist's impression of the 13 home, energy-friendly village.

paper reported that meeting attendees who were opposed to the development were rude and heckled those who spoke in

favour of it. One resident, Jeremy Shellabear, was quoted saying that he had never spoken at a council meeting before and the

silent majority needed to speak. "It's time the council showed some leadership and approved it," he said.

His comments echo remarks by Committee for Perth chief executive Marion Fulker who has urged residents who are in favour of well-designed density to have courage and speak up.

Ms Fulker said a vocal minority were opposed to change, which inevitably lead to "incrementalism", low-rise cities that were less green and cost more.

MCDF Architects' Dean Fehlberg described Mr Baverstock as a "sensitive" architect. "It's a totally appropriate location for a higher-density development," Mr Fehlberg said.

Colliers International director

John Del Dossio said State and local governments should be more supportive of well-designed infill.

"We not only need to educate our communities, we need to educate our local councillors," Mr Del Dossio said. "I believe their role is not just to look after their community now but to have an eye on the bigger picture."

"I have attended a number of community groups where the majority of people in the audience have been my age or older and all those people are thinking about is them and not the next generation."

Mr Baverstock and his wife Julia Hayes, with friends, want to keep up to seven of the 13 units to live in as a community.

and puts huge pressure on grass roots governance at the local level

PROPERTY

Cambridge density plan rejected

Dan Wilkie

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SIX years of surveys, community consultation and planning have come to nought in the Town of Cambridge, after Planning Minister Donna Faragher rejected proposed changes to the area's town planning scheme.

Earlier last week, Ms Faragher told Town of Cambridge council that she had refused Amendment 31 to the town's planning scheme, changes that had been designed to foster higher-density living.

The amendment was initiated in February last year to allow for strata developments on corner lots, two-storey apartments along Cambridge Street, and manor house apartments, which are multiple dwelling projects designed to look like large single houses.

It was opposed by many residents and was considered a key reason for big changes during the council's election process, which



INTENSIFY: New planning schemes are being developed to encourage more residential development along Cambridge Street. Photo: Attila Csaszar

saw previous Mayor Simon Withers ousted.

The process to make those changes began in 2010, after residents in a survey undertaken by market research group Catalyse on behalf of the Town of Cambridge made it clear that they wanted more housing options.

In 2012, the Town of Cambridge worked closely with CODA

Architects to investigate what sort of different housing types would be appropriate for the area, resulting in a housing options brochure being produced in 2013.

Another survey of ratepayers was conducted in 2014, prior to the council adopting the changes last year.

Ms Faragher said she had rejected the amendment because

the Town of Cambridge was simultaneously progressing a new local planning strategy, which would address the state government's objectives with respect to density, housing diversity and infill.

"It is apparent that progressing with the current course of action is unlikely to result in an outcome I would be able to support," Ms Faragher said in a letter to council.

Recently elected Town of Cambridge Mayor Keri Shannon said the opportunity to start fresh on a planning strategy was a win for the community.

However, Property Council of Australia WA executive director, Lino Iacomella, said the rejection of Amendment 31 was a disappointing outcome for local residents seeking more housing diversity.

"The decision also highlights a common problem in local government in Perth – the lack of early strategic planning to inform the community and industry about future housing needs," he said.

"The only good thing out of this is the Town of Cambridge now recognises that it has a responsibility to prepare a new strategy to achieve greater housing density."

The Town of Cambridge is also preparing a planning strategy for its town centre, known as the Wembley Activity Centre, which is open for public comment until the end of the month.

with unfortunate consequences



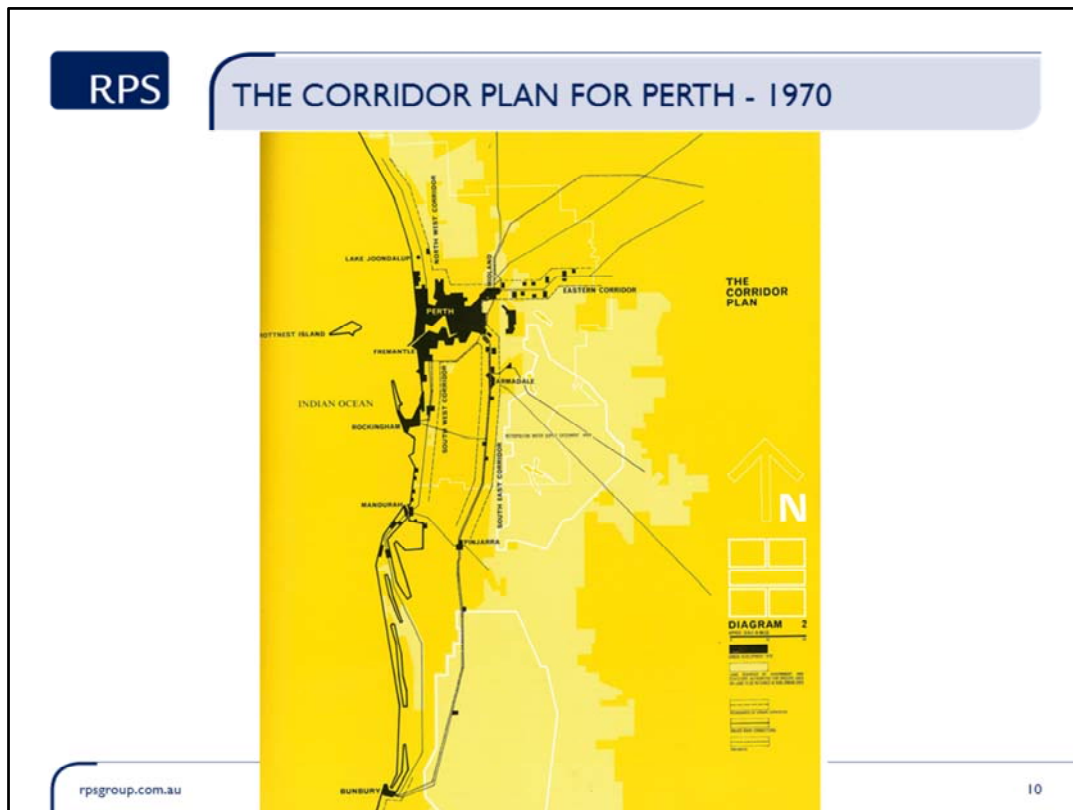
So I think it is fair to say there is a high degree of accord among those who see Perth as a great place to live and would like it to remain that way but with the realistic appreciation that Perth's population will continue to grow and that development to accommodate that growth needs to respect what it is that makes Perth great and will not be to the detriment of Perth's liveability.



UDIA's invitation to a senior member of the Institute to take the stage is always fraught with the danger that words like "back in the good old days" will come out, so I'll get it out of the way early – yes I was alive when Stephenson & Hepburn produced their famous plan in 1955 and indeed I arrived in WA in 1963, the year we first saw our Metropolitan Region Scheme, but more relevantly I was a wide eyed planning student at Curtin – or WAIT as it then was – when we first saw the 1970 Corridor Plan for Perth, a hard copy of which I was able to procure from my friend Ian Everett, who is clearly a great collector of planning memorabilia.



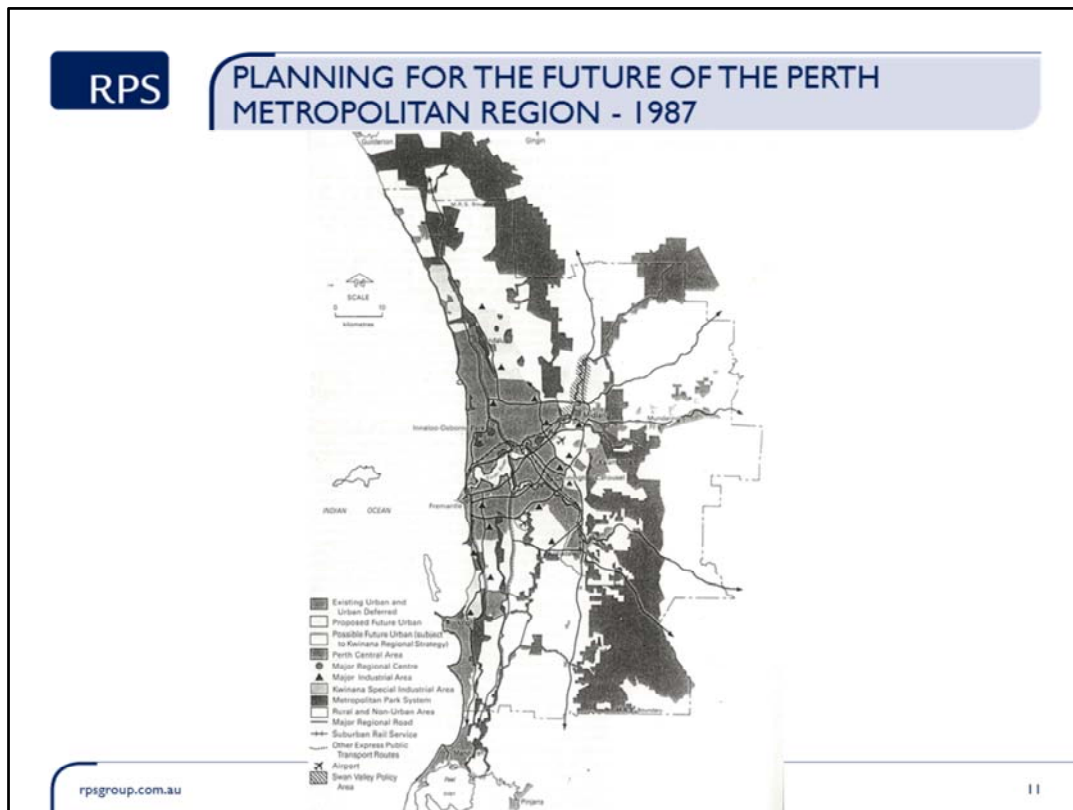
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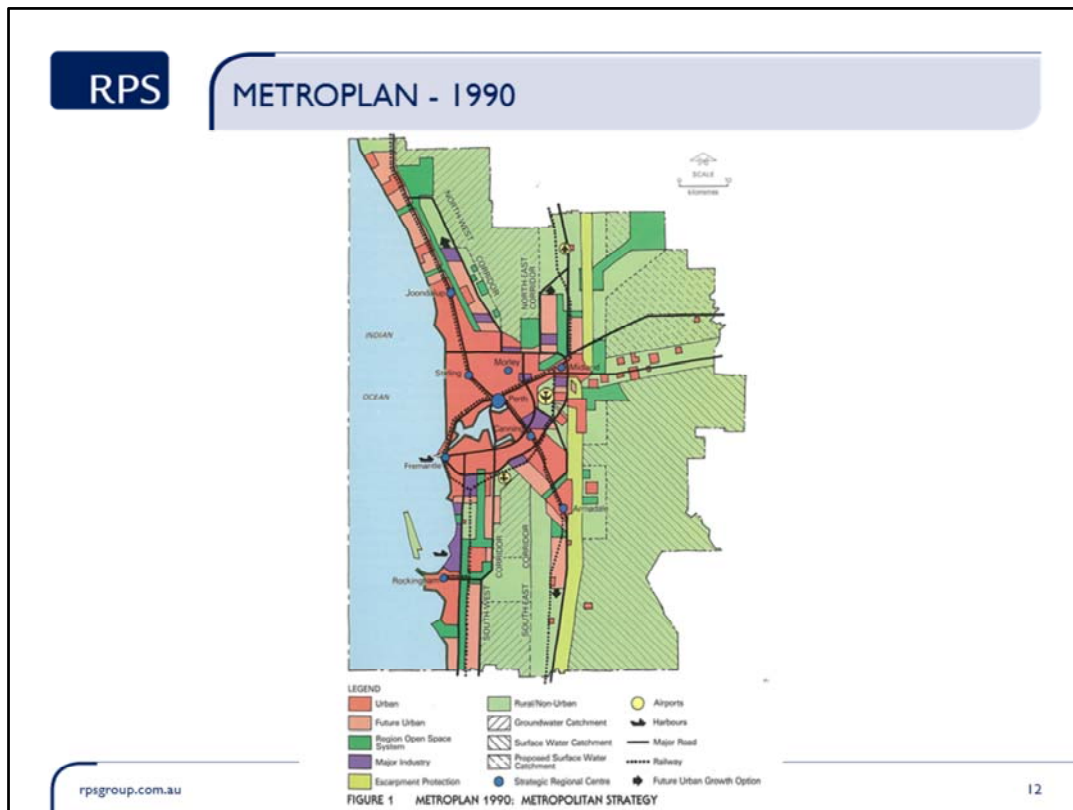
While the plan's focus was the Metropolitan Region, the report included this figure which in a bigger scale included Mandurah, Pinjarra and Bunbury but no destination in the north – perhaps what's where the overuse of the term “South Geraldton” started! What is interesting about this plan 46 years on, however, is the recognition of the Perth-Bunbury rail line, which interestingly doesn't get a mention in the draft Perth Transport Plan, but more on that later.

Given the focus today on Implementing the Strategic Plan, I was pleasantly surprised to find that 3 ½ pages of the 68 page document were devoted to Implementation. Most importantly – and remember this was written 46 years ago - there is a subsection on the Development of Sub-Regional Centres and it is worth quoting these words: “It must be recognised that the implementation of sub-regional centres is unlikely to be given initial impetus by the private sector”, “If left to the free market offices will probably develop as a straggling outward expansion of the central area along major highways, draining its vitality and compactness” and “The Government's ... primary task will be to create the favourable conditions, after which the private sector would provide further capital for growth”.

This, of course, is exactly what happened at Joondalup more than 10 years later. More on Joondalup as we go.



After the Corridor Plan came 1987's "Planning for the Future of the Perth Metropolitan Region" – a particularly grim looking monochromatic plan – this is from the bound report, not a photocopy Implementation got a front seat in this report, being the last half page of an 11 page Executive Summary, but to the credit of co-author Ray Stokes and the Commission of the day the report did recommend and deliver the Metropolitan Development Programme which consulted with industry for several years to ensure the co-ordinated delivery of infrastructure to Perth's urban growth areas.

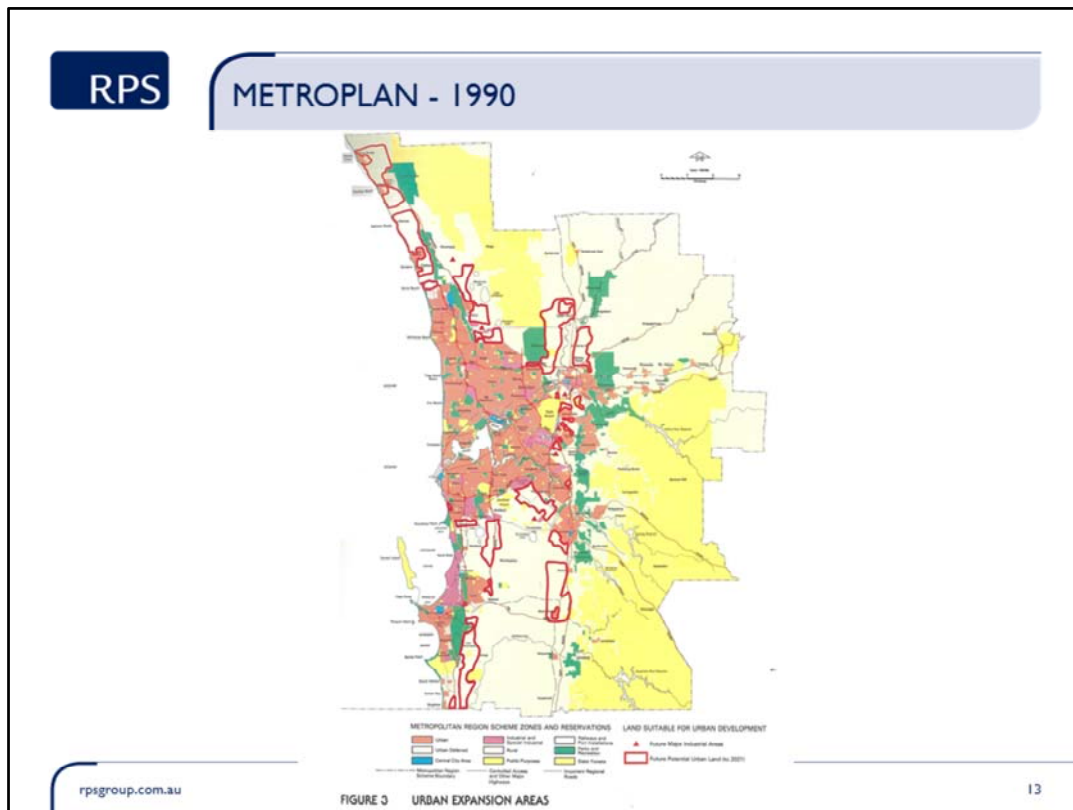


Next followed – rather quickly in 1990 - the technicolour age with Metroplan, even more stylised than the 1970 plan and heralding the arrival of the North-East Corridor, around a core Swan Valley protection area.

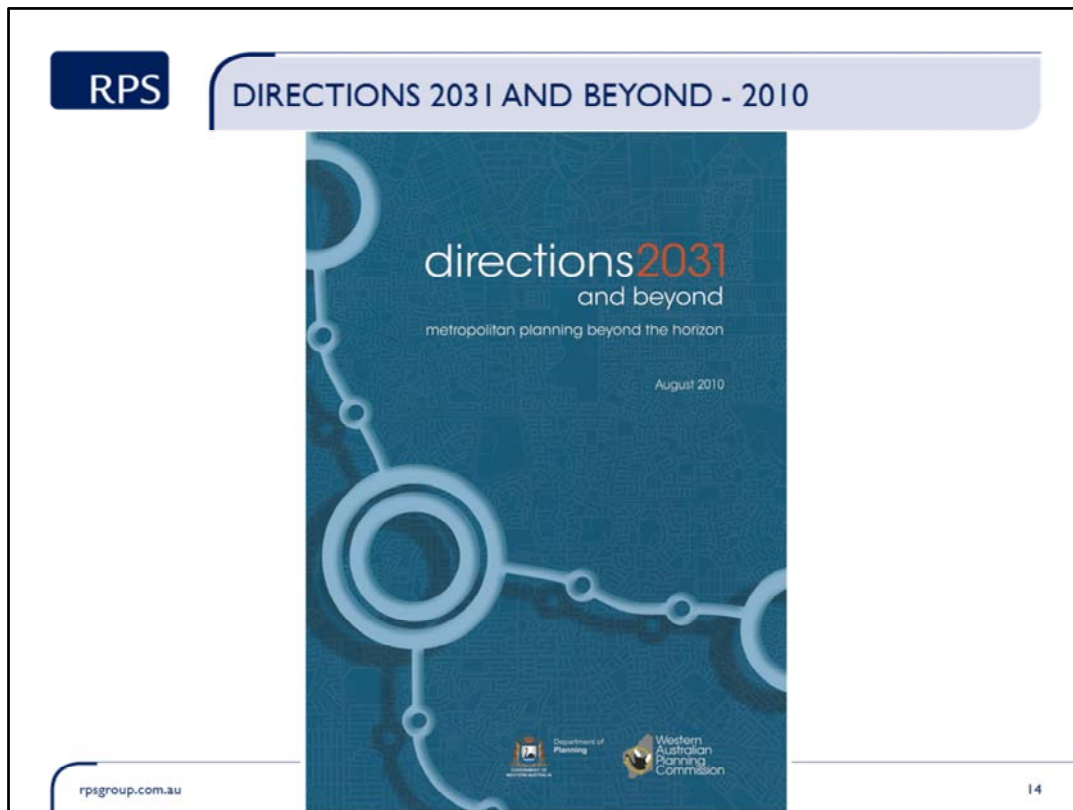
While Metroplan's relatively silent on Implementation it does have 1 page on "Making Metroplan Work" up front in its Introduction and a half page at the back headed "Special Measures to Promote Opportunities", one of which is headed "Measures to promote regional commercial centres."

I'll quote it as follows: "Statutory planning controls alone are not normally sufficient to encourage development. More positive measures under consideration include advice of government office relocation, structure planning and design assistance, support in marketing the centres to potential developers and users, and advice on land assembly."

Interestingly this was written 3 years after the Joondalup Development Corporation built the first office building in the Joondalup City Centre, to house itself - later becoming LandCorp - with a Water Corporation customer service centre on the ground floor, when the private sector was not ready to commit to Joondalup, and look at the growth there now.




A key component of Metroplan was the section on Urban Land Requirement which included this figure depicting broad areas, primarily within each of the growth corridors but flagging a widening of some of the corridors into areas hitherto not on the strategic plan, effectively a consolidation of the existing urban pattern which was then picked up by the 2004 Network City policy enroute to Directions 2031.



Fast forward to 2010 and Directions 2031 and Beyond, which is incredibly now 6 years old – where did that time go? What was once more than 2 decades is about to be less than 15 years and where are we?

Directions brought a welcome renewed focus on Implementation, with a series of tables based upon five key themes, being:



DIRECTIONS 2031 AND BEYOND: KEY THEMES

- Initiatives for a liveable city
- Initiatives for a prosperous city
- Initiatives for an accessible city
- Initiatives for a sustainable city
- Initiatives for a responsible city

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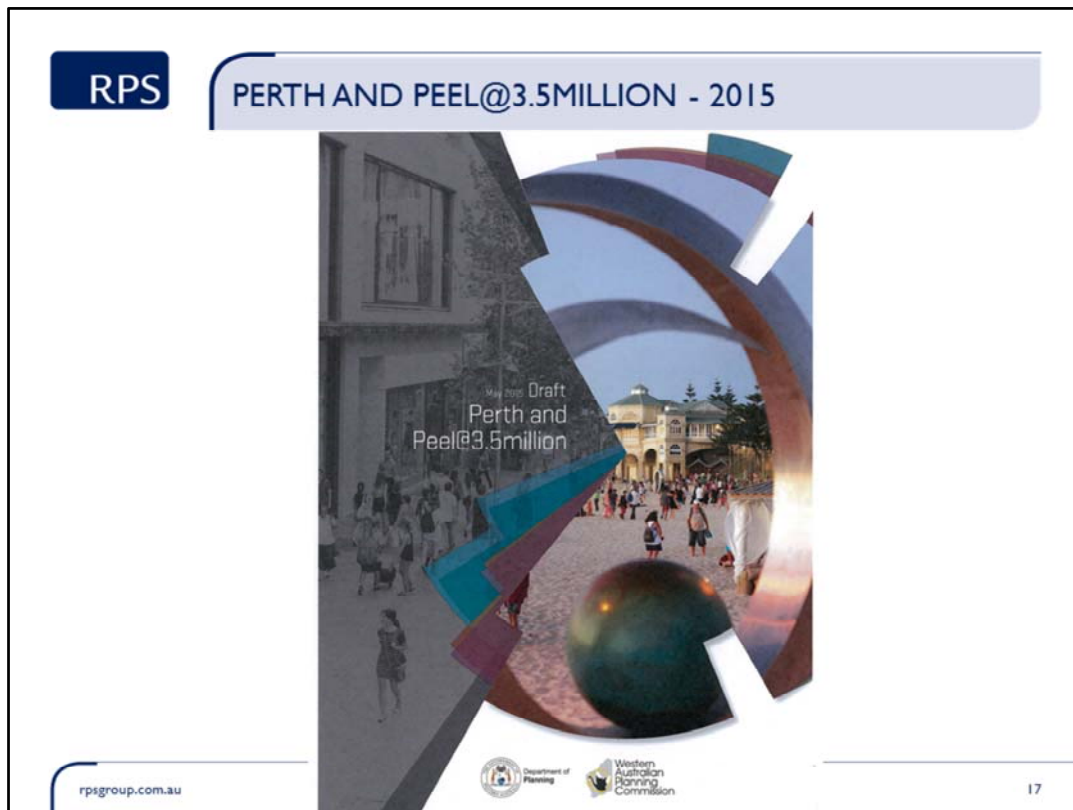
No less than 46 initiatives are listed, which are given a timeframe for their achievement and cross referenced with government agencies and industry stakeholders who will either lead or support the delivery of the initiatives. A number of these 46 initiatives were seen as “Short Term” and the last page of the document promises a five-yearly performance review, to be undertaken in line with the release of census data. A five-yearly report card on the 46 initiatives of Directions 2031 would be an interesting document, however given that Directions 2031 has morphed into the current draft Planning Framework for Perth and Peel & 3.5 Million which moves the target from a city of 2.2 million in 2031 to a city of 3.5 million by around 2050, the Commission should be congratulated on issuing annual “Delivering Directions 2031 Report Cards”



which, despite consolidating the initial 46 initiatives into 22 as at the 2014 version, indicated the completion of several initiatives and sound progress on many others.

Perth & Peel suite of docs

So what does this mean for Perth and Peel @ 3.5 Million?



Well right up front the draft report released in May 2015 acknowledges that land for development is a finite resource and we need to challenge the traditional notions of what constitutes a household, a home and a community, affectionately known as the “Great Australian Dream” and often tagged “the quarter acre block”.

It acknowledges that Perth’s projected growth to a population of 3.5 million by 2050 will increase demand on the State’s resources, services and natural environment and as you will all know it delves into the detail in a series of draft Framework plans, which we understand are approaching finalisation.

The Implementation section presents 5 pages of Implementation Strategies which are grouped under the five themes of Directions 2031 and the key strategies are further reduced to 20 in number, but it is pleasing to see that the vision of Directions 2031 is maintained. In fact I would like to congratulate the Barnett Government, the long serving Minister for Planning John Day, the Commission and its Chairmen over the journey, Gary Prattley and Eric Lumsden for maintaining the consistency of the message since work commenced on Directions 2031 around 8 years ago.

But for mine, the key to delivering on the strategy is elsewhere in the document, where in a section headed “Growth Patterns – Our Choice” under a sub-section headed “Achieving the Directions 2031 Vision”, the overarching objectives of the Frameworks are listed as:

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PERTH AND PEEL @ 3.5 MILLION: OVERARCHING OBJECTIVES

- Consolidated Urban Form
- Economy and Employment
- Community and Social Infrastructure
- Movement and Access
- Service Infrastructure
- Environment and Landscape
- Natural Resources

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There is a paragraph of text for each objective and most relevant to today's session are the following extracts:

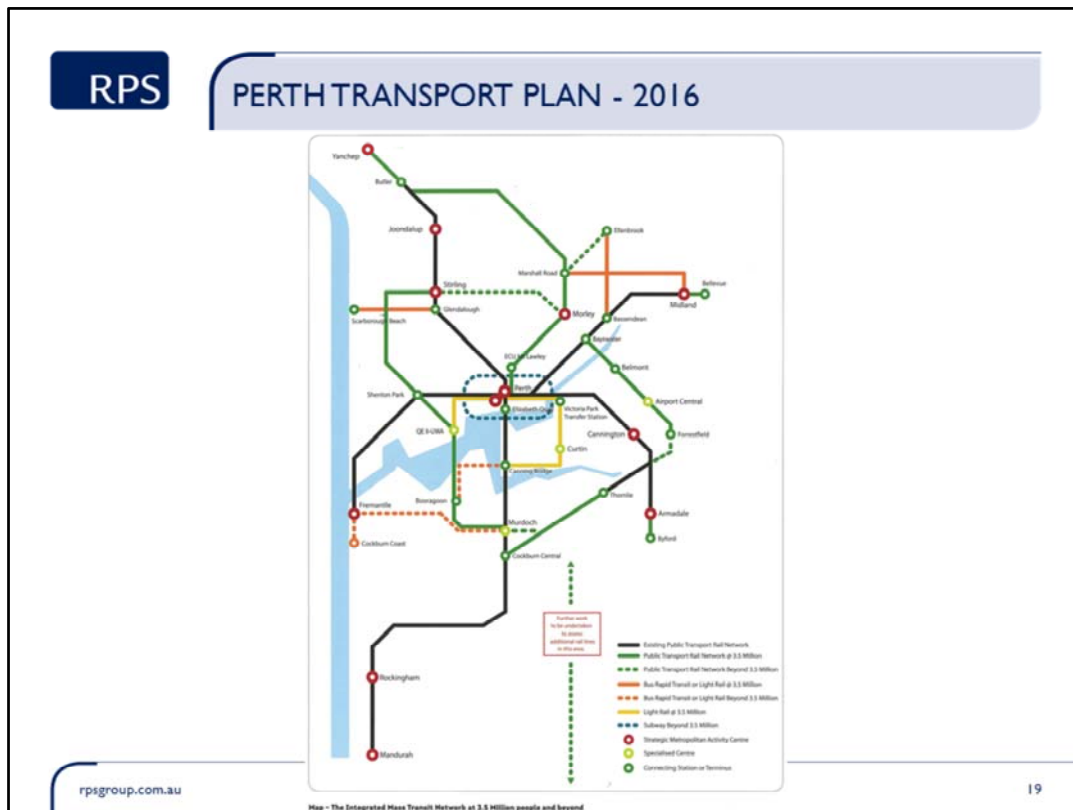
from "Consolidated Urban Form" ... "To create sustainable communities that are attractive places to live and work."

from "Economy and Employment" ... "To promote opportunities and increase the number of people who live and work within the sub-regions ..."; and

from "Movement and Access" ... "To provide an efficient and effective regional movement network ... that is integrated with landuses, links key employment opportunities and connects the sub-regions to the greater Perth and Peel regions ..."

With respect to other reports within the Perth and Peel @ 3.5 Million suite of documents I won't address the Green Growth Plan as that is already the subject of stakeholder workshops, the first of which was recently hosted by UDIA, and it is relevant to today that those workshops are among other matters addressing the Green Growth Plan's implementation and funding thereof.

But I will address "Transport @ 3.5 million", the Perth Transport Plan which, curiously for a document within the Perth and Peel suite of documents leaves Peel off its title and pretty much off its plans as you can see ...

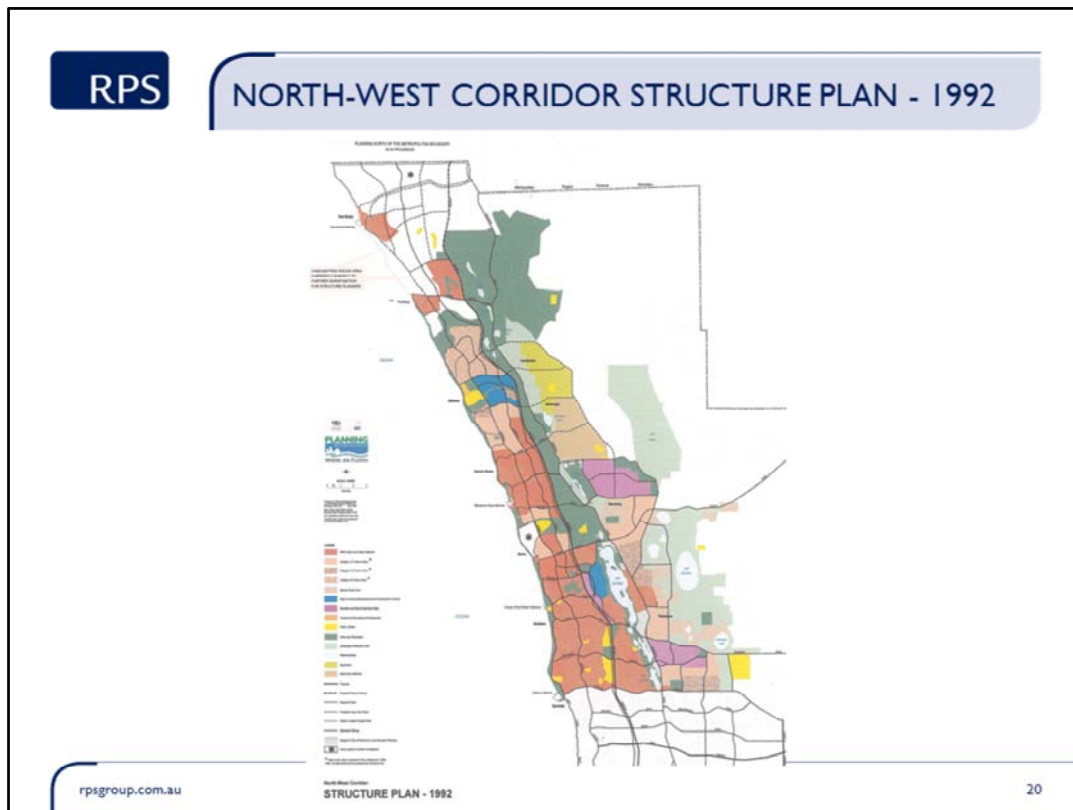


With the development of Mundijong – a recognised Urban Growth area for a number of years and across a number of strategies - gathering speed, I'm not sure that a "Connecting Station or Terminus " at Byford will meet expectations come 2050 but I'm sure the Department of Transport can expect some submissions on the Plan on that matter.

Likewise I'm sure the Shire of Murray will be taking great interest in the red box which says "Further work to be undertaken to assess additional rail lines in this area" and will contemplate the opportunity presented therein along the established Perth- Bunbury rail line.

Which leads me to my own view on the draft Transport Plan – it seems to me unduly centralistic and out of step with the previously quoted objectives of Perth and Peel @ 3.5 Million.

While I understand need to address short term problems of overcrowded peak hour trains into the CBD every morning and out in the afternoon, the Plan also needs to be about forward thinking, subregional employment, public transport working in both directions and supporting subregional employment in Transit Oriented Developments, commonly known as TODs.

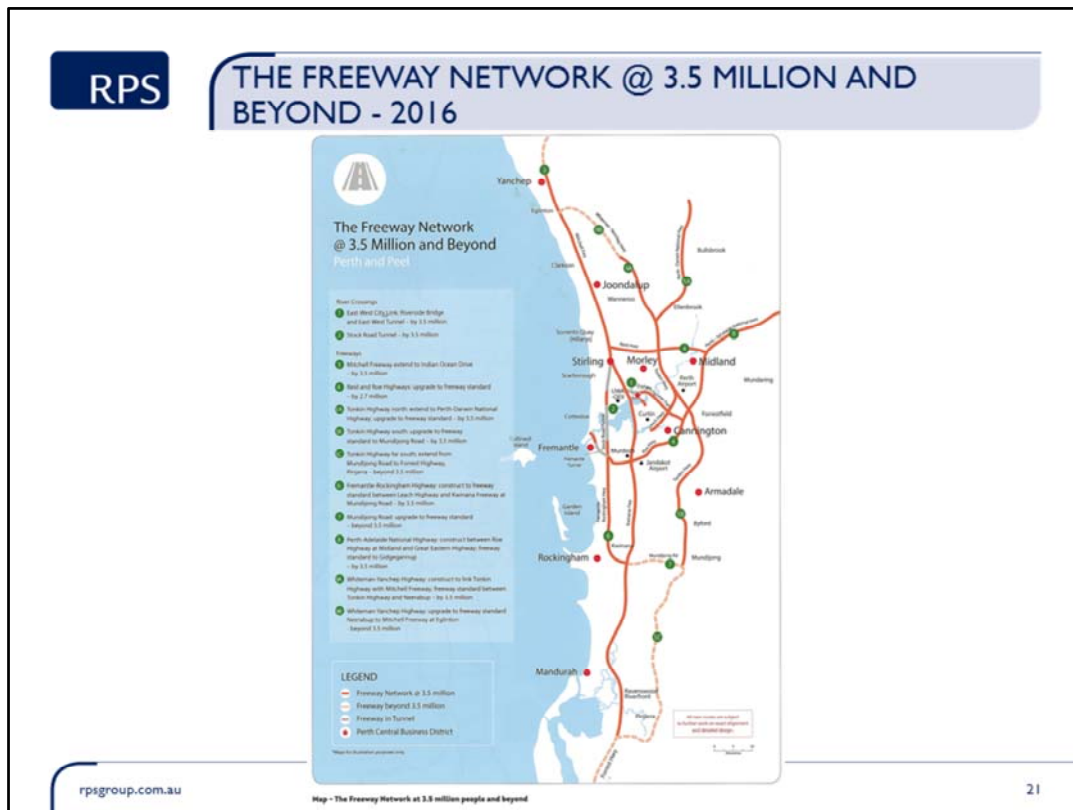


TODs - Alkimos

I have a particular interest in Perth's North-West Corridor, having been involved in its development from Hillarys to Alkimos over the past 36 years. This slide is the 1992 Structure Plan for the Corridor and what stands out for me is the sheer size of the "Major Commercial, Institutional and Employment Centre" at Alkimos, potentially bigger than Joondalup at that stage but no less important to the Corridor today.

Yet in the planning of the Joondalup City Centre around 5 years ago I found myself while working for Lendlease in an unwinnable battle with the PTA as to the timing, nature and design of the station within that planned City Centre. The fundamental issue was, at that time, the PTA's obsession with Park and Ride and its absolute mandate for hectares of car park isolating commercial and business development from the station. There were too many issues to mention today but I'd happily share the story at another time and I hope that common sense may by now have prevailed, but at the time there was even a threat that pushing against the PTA's mandate might mean no station at all, which if any light could be found in the situation caused us to conclude that a TOD without the T would just be OD!

But it's not just about trains.



Roads

More recently I have been involved with East Wanneroo. You may notice a proposed road inland of that area – it is dubbed the Whiteman-Yanchep Highway and you may notice that it is depicted in part as a solid line and in part as a broken line – that is in accordance with the legend to suggest that the solid line, the part which will take traffic towards the Airport via the Tonkin Hwy, should be prioritised over the northern section connecting with the Mitchell Freeway around Eglinton. While this might be great news for FIFO workers looking to settle in East Wanneroo, would it not be better for the Region as a whole and more in line with the 1970 plea to support sub-regional centres if the Transport Plan could contemplate prioritising the northern section, thereby connecting the future residents of East Wanneroo with Alkimos and Yanchep?

I'm sure that notions such as this will be the subject of submissions on the Transport Plan and while such notions may be arguable, I sincerely hope that in considering submissions the Department of Transport will refer to the "Movement and Access " key objective of the Perth and Peel strategy which, may I remind you, is "To provide an efficient and effective regional movement network ... that is integrated with landuses, links key employment opportunities and connects the sub-regions". The need for whole-of-Government support for the Sub-regional centres flagged by the 1970 Corridor Plan is no less critical now than it was then.

Which leads us to Activity Centres, Activity Corridors and intelligent densification

and infill.



Activity Centres

Activity Centres aren't new, and while I've borrowed this one from Queensland, Lendlease's Varsity Lakes on the Gold Coast is a great early example that has become something of a mecca for planners. Admittedly in a masterplanned community rather than an infill setting, Varsity Lakes is more than shops, the density around its commercial hub is high, with apartments and streets of townhouses like this, and most importantly home to the "SOHO" concept – Small Office Home Office – which gets a big tick in the objective of living close to employment.

Here in Perth it is great to see what Peet and the Department of Housing have achieved at Wellard, capitalising on the train station and now boasting award winning apartments clustered around the town centre within an award winning master planned community. I'm pleased that Paul Lakey is on the panel today to tell us more about this success and its important place in the broader urban landscape of Kwinana.



Activity Corridors

The Activity Centres Policy also addresses the role of Activity Corridors, where the activation of land blighted by traffic numbers on our major suburban roads is not only intelligent, but desirable. The Town of Cambridge has taken a bit of a hit recently for its ill-conceived Amendment 31 which proposed to blanket zone City Beach for higher density, now pleasingly rejected, but Cambridge has on the other hand taken a more pragmatic approach to Cambridge Street which is taking on the character of an Activity Corridor thanks to Activity Centre plans for West Leederville, Wembley and Floreat Forum.

The attraction in Activity Corridors is the focus of densification on the land closest to the high volume traffic routes, supporting the use of public transport, activating streets full of ageing rental housing and low rent commercial uses such as car yards, while protecting the existing character of the residential areas behind the corridor. This is intelligent densification.



Intelligent densification – the good

When we do it well we do it very well. In my recent role as a judge of the UDIA Awards for Excellence I have seen an absolute transformation in the high and medium density product our industry is producing and I think we would all agree there is a whole new appetite for a denser form of living – in the right places of course.

While Blackburne's outstanding Aria development at Swanbourne in this image – this year's winner of the High Density category – is at the upper end of the market, it is often the upper end of the market that leads innovation which ultimately filters down to all levels of the market – are all after all somewhat aspirational. Professor Geoffrey London from UWA has recently suggested we could benefit from display villages for higher density living and that's an interesting thought, but I think the great challenge here is the cost of building higher, which is clearly not as much of a problem for premium product in premium locations as it is for the lower end of the market. It will be interesting in the panel session to hear Nick Allingame's take on that from a developer/builder's perspective.



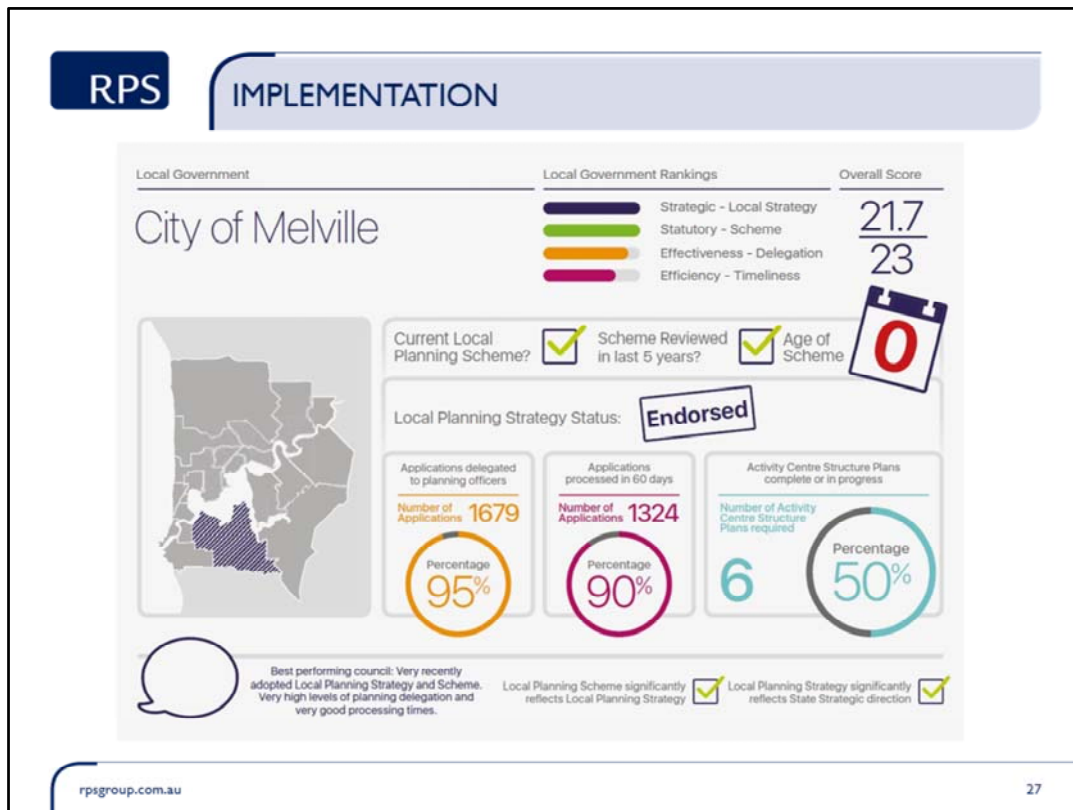
Yet there are lots of missed opportunities – just left of this picture is Beaufort Street Mount Lawley, off to the right is a laneway which runs parallel with Beaufort Street from First Ave to Tenth Ave and beyond into Inglewood. What's good? A run down rental on a quarter acre block facing Beaufort Street has been replaced by 5 townhouses facing Third Avenue. What's not so good is it should be denser ... and higher. Regrettably these great suburbs are losing their character as back yards are chopped off and filled in. We should be bolder in the obvious places – Activity Centres and Corridors – and we should ban blanket up-coding of the suburbs.



Intelligent densification – the ugly

In case you think I'm on my own here, this image is also courtesy Ian Everett. Apparently it's in Wembley Downs of all places. Ian sees this as a row of headstones so we've dubbed it "Tombstone, a grave situation"!

Lex Barnett is also on the case and I understand his "Urban Infill Challenge" was a big hit at the recent PIA conference, where Lex's paper described the filling in of suburban backyards as "Dumb Density" – and I agree. We now have local Council's adopting tree retention policies while pursuing densification – it can be done, but it's not easy and we need to do it better to protect Perth's liveability.



Implementation

So how do we fix this? The State's Strategy is good, where's the missing link? Local Government has taken a bit of a hiding lately most recently with the Property Council's Benchmarking Report Card on Planning Performance. I'm going to break the mould by looking at the top performer rather than name and shame those on the bottom. What's notable about Melville topping the table is that they scored top marks (as did Belmont just behind them) for having a current Local Planning Scheme and Local Planning Strategy. What we need is for all Local Governments to get on board and adopt sensible Local Planning and Local Housing strategies that respond to the State's strategies and produce great outcomes. And boy will performance improve on both sides of the fence as we'll all spend less time at SAT and development Assessment Panels.

RPS

CONCLUSION

Coolbellup School Sites

RPS was commissioned by LandCorp and Lend Lease to provide planning and urban design services as well as environmental management and remediation advice on the former primary school sites. The first two sites of this complex and sensitive urban infill redevelopment have won UDIA Awards for Excellence.



Cambridge Activity Centres

The Wembley Town Centre and Floreat District Centre required a vision for their future, to improve their quality and steer foreseen infill developments in the right direction. RPS made the Activity Centre Master Plans for both centres, providing urban design, planning and landscape architecture services.



Vue Apartments Maylands

The team designed a social garden with a series of private yet connected spaces, providing modern, city apartment living with a private landscaped garden. The sloping site is used to advantage to create distinct zones providing residents with a range of entertainment spaces and private escapes.



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Conclusion

So after 61 years of regional planning, 53 years of the MRS and 46 years of strategic plans for the Metropolitan Region do we get a Cross or Tick?

While I probably won't be around to see it, I'm frankly more interested to know how the work we are doing today will be marked in 2050, which at 34 years in the future is really not that far away.

Joondalup was identified and planned in the 70s, developed from the 80s and has really only hit its straps as sub-regional centre in the 2010s.

What we do today – strategically and in its implementation – is vitally important to achieving the objective of delivering a liveable, prosperous, accessible, sustainable and responsible city.

Thank you for listening.