Feedback on current and proposed initiatives in Western Australia, as requested:

State/Territory: WESTERN AUSTRALIA

This response covers the following Western Australian planning and infrastructure agencies:

- The Western Australian Planning Commission (WAPC), the State Government's statutory authority with statewide responsibilities for urban, rural and regional land use planning and land development matters;

- The Department for Planning and Infrastructure (DPI), the State Government's land and transport planning agency, which aims to enrich the quality of life for all Western Australians, by connecting and delivering economic and social networks;

- LandCorp, the State Government's land and property development agency, facilitating major government land and infrastructure projects to assist the achievement of economic and social prosperity for all Western Australians;

- The four redevelopment authorities: Armadale, East Perth, Midland and Subiaco, the State Government's agencies for planning, undertaking, promoting and coordinating the development and redevelopment of land in, and the revitalisation of, these existing suburbs of the Perth Metropolitan Area.

- Main Roads Western Australia (MRWA), the State Government's road authority, managing a network of some 17,800 kilometres of National Highways and State Roads, and working in conjunction with local government and its local road network to create an integrated and efficient transport network that supports the needs of all road users throughout the State;

- The Public Transport Authority (PTA), the State Government's agency for rail, bus and ferry services in the Perth Metropolitan Area, public transport services in regional centres, bus and rail passenger services in regional areas, and school buses, and for designing and building transport infrastructure, to increase the use of public transport through the provision of customer-focused, safe and cost-effective passenger transport services.

In Western Australia, planning is administered at three levels by the Minister for Planning; Culture and the Arts, the WAPC and the 139 local governments. The WAPC is a statutory authority, and DPI is a public sector agency which provides professional and technical advice to the Minister and the WAPC. Both the WAPC and DPI are responsible to the Minister.

Applicants have a right to appeal (or review) to the State Administrative Tribunal against WAPC and local government decisions to refuse applications for planning approval, including land use, development and subdivision.
The system of planning consists of:

. *Statement of Planning Policy No 1: State Planning Framework Policy*, which sets out the general principles for planning and development and brings together state and regional policies, strategies and guidelines into a central comprehensive framework;

. A regional planning framework, comprising statutory region schemes and non-statutory regional strategies that are prepared and administered by the WAPC - the regional strategies provide the broad framework for planning at the regional level and the strategic context for statutory region and local planning schemes; and region schemes provide the statutory mechanisms to implement regional strategies, coordinate the provision of major infrastructure, and enable the acquisition of land for regional open space and other public purposes; and

. A local planning framework, comprising local planning strategies and schemes that are prepared by local governments and approved by the Minister on advice from the WAPC. Local planning strategies interpret state and regional policies at the local level and provide the rationale for the zones, reservations and planning controls in the land scheme. Local planning schemes provide the statutory mechanisms to implement local planning strategies through zonings, reservations and development control.

The Western Australian planning system has some differences from its Eastern States counterparts, reflecting a stronger degree of centralised control at the State level. Key differences are:

. The retention of the WAPC as a special purpose authority responsible for statutory and strategic planning at the state level;

. A system of statutory region schemes which provide for effective coordination of planning (because local schemes must be consistent with region schemes), a means of reserving and acquiring land for regional purposes, including special funding arrangements, and development control powers for the WAPC on matters of state and regional significance; and

. A centralised system of subdivision control whereby the WAPC is responsible for the determination of all subdivisions throughout the State.

The system of planning is underpinned by the *Planning and Development Act 2005* and associated regulations which prescribe the functions of the Minister, the WAPC and local governments, and the statutory powers for the adoption of planning instruments and approval processes.

The key planning priorities for Western Australia in 2008 and the years ahead are:

. Accommodating a rapidly increasing demand for housing, industrial and commercial land, against a background of unprecedented population and economic growth, both in metropolitan Perth and regional centres;

. Developing whole-of-government mechanisms for implementing the Government's strategic directions and growth for metropolitan Perth;

. Updating state and regional policies and strategies to respond to new and emerging issues, particularly population change and economic growth, coastal planning and management, climate change, infrastructure demands and conservation of environmental assets;
Facilitating the development of areas with a high degree of public transport accessibility, at both greenfield and brownfield locations, along the new Southern Suburbs rail line and on the existing metropolitan rail network;

- Facilitating and developing significant urban regeneration and improvement projects which contribute to sustainable, vibrant and attractive communities; and

- Recruiting and retaining experienced planning staff in all areas - strategic, statutory, policy development and planning reform.

**Growth Management**

*How is your state/territory performing in developing and approving growth management plans for regions that integrate social, economic, environmental and transport issues?*

Updated growth management strategies are essential in Western Australia to manage urban growth and change associated with the unprecedented population and economic growth of recent years.

Key initiatives include:

1. The development of a framework for growth management, including underlying principles that guide the future growth of the Perth and Peel Regions;

2. Preparation of growth management strategies (Urban Development Program) for the major growth areas in the Perth and Peel Regions;

3. Developing population and housing targets with local governments for metropolitan Perth, to maximise opportunities for infill and consolidation and direct growth to areas with the necessary infrastructure and services (scheduled to be finalised in December 2008);

4. Promoting the growth of activity centres and areas with a high degree of public transport accessibility through demonstration projects currently underway;

5. Reviewing the Metropolitan Development Program and its transition to a more effective staging and infrastructure program;

6. Updating and reviewing the Country Land Development Program, focussing on regional cities and towns experiencing major development pressures;

7. Preparing a new South West Framework Plan, which will provide a comprehensive policy statement for the South West of the State. The first draft has been out for public comment since June 2008. A response to submissions is due in early 2009;

8. Releasing a strategy for the Lower Great Southern and formation of a local implementation committee to support advancement of the proposals;

- Reviewing and implementing a growth strategy for the Avon Arc sub-region, comprising peri-urban communities under pressure from land demands and land use change;

9. Preparing growth strategies and structure plans for regional towns and centres in the north of the State to ensure they are able to respond to growth as a result of resource development and lifestyle growth, including Broome, Onslow, Geraldton and the Dampier Peninsula;
11. Preparing a Mid West Strategic Infrastructure Strategy and infrastructure corridor planning during 2007 and 2008 to respond to growth pressures;

12. Supporting the development of a growth stimulation strategy for Wheatbelt communities in the Central Midlands sub-region;

13. Preparing structure plans for various regional towns to ensure adequate supply of land for housing and planning for supporting infrastructure;

14. DPI's provision of land to LandCorp to enable LandCorp's Townsite Development Program, which aims to provide sufficient land to stimulate sustainable social and economic growth in regional areas, enhancing lifestyle and job opportunities and attracting new residents, investors and visitors - LandCorp helps revitalise regional towns, which can provide greater protection and enhancement for cultural heritage;

15. LandCorp's development of industrial land to meet State needs as well as market demand - increasingly, this is being generated by the resources boom in key regional centres;

16. LandCorp's infill developments, which maximise amenity and the activity of places and centres by increasing densities and improving access to, and activity around, key public transport routes; and

17. Review of the Greater Bunbury Structure Plan, which is now underway and will provide for future growth in Greater Bunbury as well as addressing issues pertaining to other major infrastructure and land uses including rural and open space. Identification of the overall urban form is anticipated by the end of 2009.

**Sustainability Indicators**

*How is your state/territory performing in developing sustainability indicators that are used to measure the performance of plans?*

Sustainability has been the underlying objective of all planning in Western Australia, and was made one of the Government's decision-making criteria in *Hope for the Future: the Western Australian State Sustainability Strategy (2003).*

Key initiatives include the following:

1. The Government's publication of the draft *State of Environment Report* in 2007, which resulted in discussions around headline indicators for human settlements to be used for state-of-environment reporting and for the planning framework. This approach allows consistency to be developed across Government and the use of indicators by the WAPC in the tracking and review of core urban sustainability indicators.

2. Further work by DPI and Environmental Protection Authority officers, with support from Curtin University planning academics, involving the development of meaningful indicators and targets for the following themes and objectives: Settlements, Transport, Water, Energy and Greenhouse Gases, Waste, Biodiversity and Housing.

3. WAPC's trialling of the indicators and targets in the planning framework for a more adaptive response to urban policy initiatives, while this work is still under development.
4. Creating and trialling, in cooperation with leading developers, sustainability assessment of development plans revolving around the use of a sustainability management system and best practice design criteria or indicators. Based around a range of government policies, this is designed as a voluntary approach for developers to implement best sustainability practices through a system that allows for review and improvement.

5. The Midland Redevelopment Authority's sustainability appraisal of its masterplan with Arup's international SPEAR tool which evaluates current performance and sets targets for future improvements across a broad range of indicators.

6. The Armadale Redevelopment Authority (ARA) has introduced a Sustainability Audit which must be passed by developers before a Development Application is accepted.

7. The ARA, across all areas under its planning jurisdiction (2,000 ha), mandates rainwater harvesting and in-house and in-factory plumbing connection in addition to solar orientation in residential estates.

8. LandCorp's use of Corporate and Project Sustainability Indicators and its development of a Sustainability Charter, which will enable development projects to be measured against minimum performance criteria under Community Wellbeing, Environmental Leadership, Growing the Economy and Design Excellence.

9. LandCorp's Annual Report, which reflects its performance and the directions for the coming year, to be revised around a new sustainability framework which will enable both projects and business performance to be monitored against international sustainability standards.

10. MRWA working towards adopting a formal sustainability reporting framework that aligns with the Global Reporting Initiative.

11. MRWA development of a Sustainability Strategy which has enabled sustainability to be adopted in the business process, including the core contract and project management systems. Performance-based Sustainability Plans have been developed on a project-to-project basis.

**Governance**

*How is your state/territory performing in having governance structures in place that can support the development and implementation of effective growth management plans?*

The Western Australian planning governance model comprises:

- The Minister for Planning; Culture and the Arts, with the ultimate authority for town planning in Western Australia;
  - The WAPC, providing independent professional and community based advice to the Minister on land use planning policies, and responsible for statutory decision making on development matters;
- DPI, providing the professional planning and administrative support to achieve the government and WAPC outcomes;
  - Local governments, which are responsible for planning their local communities through preparing and administering local planning schemes and strategies; and
the Metropolitan Region Scheme and local government schemes.

The WAPC and its committees, including the Infrastructure Coordinating Committee (ICC), provide the governance structure to oversee the development of growth management plans, as the WAPC is responsible for subdivision approval in Western Australia. This centralised approval role ensures that the WAPC is able to oversee implementation of growth management plans.

Key initiatives include the following:

1. Updating growth management plans for the majority of the Perth and Peel metropolitan growth corridors.

2. Establishment of a stakeholder reference group to oversee the development of the Urban Development Program and a new approach to the superseded Metropolitan Development Program, and make recommendations to the ICC.

3. The trialling of alternative planning instruments, such as PlaceCodes by the Armadale Redevelopment Authority, linking the private and public domains.

4. The State Government appointment of a Land Release Coordinator (LRC) in mid-2006 arising from residential lot shortages. The LRC delivered her report in February 2007 with 20 key recommendations to improve land release. A major recommendation of the LRC was the establishment of a Ministerial Council for Land and Housing Supply to provide high-level direction on the strategic management of land and housing supply and infrastructure impediments to land delivery. The current Government is reviewing the means by which these objectives will be achieved in the future. An industry stakeholder reference group has also been established.

5. LandCorp’s development of a new Design and Sustainability Framework, and a Sustainability Performance Rating Tool to articulate its governance structure. The governance framework will be addressed through measurable sustainability principles to be applied to LandCorp’s business and all its projects.

6. DPI has commenced a review of the Model Scheme Text (MST) to identify how the instrument should be amended to improve local planning schemes and the development assessment process generally.

7. The WAPC continues to provide guidance to local governments on a wide range of planning issues, by the release of Planning Bulletins on restrictive covenants, small bar licensed premises, incorporation of MST provisions by reference, and planning requirements for the Prostitution Amendment Act 2008.

8. The WAPC has released a draft policy on Development Contributions for Infrastructure, which requires local governments to plan for growth and future development and identify infrastructure needs.

9. The DPI has commenced a review of statutory processes to identify and subsequently implement measures to reform and streamline the planning process.

6 Infrastructure

How is your state/territory performing in having a timetable and funding commitment for major social and physical infrastructure in accordance with a growth management plan?
The State has prepared a *State Infrastructure Strategy*, which identifies the State's 20-year infrastructure program across all government agencies, and provides the overarching framework for major social and physical infrastructure planning.

Key initiatives include the following:

1. Developing, at the metropolitan level, a more coordinated and strategic program for each of the major growth areas, through the Urban Development Program (UDP). The UDP is strategic, long-term program, focused on linking infrastructure and land use planning. Planned changes include:
   - incorporation of data from infrastructure agencies and a more collaborative approach to the exchange of information between DPI and key stakeholders; and
   - business process reforms in DPI to direct more resources to critical analysis and strategic planning.

   The direction for the program is to involve key urban infrastructure agencies in developing integrated urban growth management strategies and infrastructure plans to facilitate future development and redevelopment opportunities in each metropolitan planning sector. This is designed to promote coordinated capital works planning for urban infrastructure and provide an input to the State Budget process.

2. In regional Western Australia, focusing the Country Land Development Program (CLOP) on growth centres and priority towns, and working with the private sector to deliver significant rail and port infrastructure to meet the demands of mining development such as in the Pilbara and at Oakajee in the Mid West.

3. DPI's work with Fremantle Ports, LandCorp, the Department of Industry and Resources and the PTA, to determine whether there is a need to plan, and reserve land, for a new intermodal freight facility in the Kwinana area. Stage 1: demand assessment has been completed. Stage 2 was completed in late 2007 on selection of a site for a terminal in the Latitude 32 Industry Zone. Community consultation on the proposal is likely to commence later in 2008, with the proposal eventually to be considered for inclusion in LandCorp's structure planning for Latitude 32.

4. LandCorp continues to facilitate the significant upgrade of the Australian Marine Complex Common User Facility to improve multi-user facilities (floating dock, transfer system and wharf upgrade).

5. LandCorp's development of the industrial land supply pipeline and its work with the private sector and Government Employees Housing Authority to address housing demands for industry workers and local residents in regional areas.

6. LandCorp's work with the Department of Industry and Resources on the State Communications Strategy proposal to roll out a fibre network across Western Australia.

**Transport**

*How is your state/territory performing in having a commitment to fund improvement and expansion of public transport integrated with a growth management plan?*

Western Australia's recognition of the importance of public transport dates back
people out of their cars and onto public transport.

Key initiatives include the following:

1. Building on prior investments such as the northern railway, including completion of the new Southern Suburbs Railway. This is the single biggest expansion of public transport infrastructure in the State's history ($1.6 billion budget commitment).

2. Preparing a 20-year plan for public transport projects to identify extensions to the passenger rail network and new future light rail/rapid bus routes to serve urban growth and intensification. New stations on the southern suburbs rail and northern rail extensions are planned for construction as demand increases with stages of urban growth. A review of funding options for public transport infrastructure is part of this program.

3. The preparation of a business case, by the developers of the Alkimos-Eglinton area in the North West Corridor, to provide intra-district bus services with medium frequency of service from the inception of urban development. These services would initially connect the urban areas to the nearest passenger railhead, and would be modified over time to connect with local stations as the Northern Suburbs Railway is extended into the district. The proposal would see the developers prefunding local transit infrastructure and the bus fleet, and meeting operating costs. An agreement to transition the service to the PTA will be incorporated.

4. An increased push for more efficient use of existing infrastructure and the planning of new developments to facilitate the delivery and promotion of public transport and the setting of threshold levels of density to ensure patronage generation is balanced with the need to retain park-n-ride facilities for commuters from a broader catchment.

5. LandCorp's facilitation of development in areas with a high degree of public transport accessibility to address the expected growth of Perth and Peel over the next 25 years. The aim is to deliver social and environmental benefits by reducing community reliance on cars and increasing social interaction at the local level, and enhancing economic benefits such as increased local employment.

6. Current demonstration projects at Subiaco, Armadale, CityWest, Cockburn Central, Leighton, Joondalup and Midland, and future projects planned at Maddington, Guildford, Murdoch, Mandurah and Alkimos.

7. The State funds three Central Area Transit (CAT) bus networks in the Perth CBD which are free to passengers. The service is funded by a levy on car parking in the CBD, thereby encouraging modal change to public transport. Similar CAT services are being introduced in outlying centres (eg Midland) via a variety of funding mechanisms from State and local sources.

8. Western Australia pioneered the TravelSmart Program to encourage a shift to more sustainable (and healthy) modes via a range of initiatives implemented in settings such as schools, local government authorities, workplaces and the community. The program continues to be supported by the Government and is managed through OPI. The TravelSmart Household (community) program has been integrated into the Living Smart demonstration project launched in early 2008. This world first initiative has a broader focus on sustainable household based behaviours with a particular focus on the areas of energy, water, waste and travel.
Centre (PATREC) on strategic initiatives to deliver sustainable transit focussed development, through an interagency committee.

Demographic Change?

*How is your state/territory performing in developing a sea change/tree change strategy to address the impacts of population shifts?*

While this question is pitched at sea change/tree change population shifts, it should be noted that Western Australia is experiencing population growth throughout the State, with the main pressures being experienced in the Perth Metropolitan Region, towns of the south west and mining regions, not just 'sea change' and 'tree change' areas.

Combined with this rapid population growth, there are significant changing demographic trends in household formation and occupancy rates that are driving housing demand in terms of housing type and location. Changing community values and lifestyle aspirations are also driving a higher demand for inner city living, access to public transport, facilities and services and greater expectations of urban amenity, including access to cultural and entertainment services.

Key initiatives to respond to these changes include the following:

1. Regional planning programs. The WAPC undertakes a comprehensive regional planning program to address a combination of specific regional issues, together with the more general phenomenon of catering for regional growth in many parts of Western Australia. This has been in place for at least the past 20 years and has delivered plans for the Goldfields-Esperance Region, Geraldton in the Mid West, Kununurra-Wyndham in the Kimberley, Karratha and Port Hedland in the Pilbara, the Gascoyne Coast, with specific attention being paid to the Ningaloo Coast, the Central Coast, the Avon Arc area on the fringe of the Metropolitan Region, the Lower Great Southern and the South West Region. Structure plans for the major regional centres have been incorporated into many of these documents.

2. Preparing the South West Framework, which is reviewing the various strategic plans in the south west of the State. This is being done in response to the extremely high growth rates being experienced in this part of the State and is designed to provide a strategic overview of the region in order to direct the rapid growth in the region into sustainable settlement patterns, supported by appropriate physical and social infrastructure. As part of the South West Framework, the WAPC will be producing a number of position papers outlining the approach that will be taken in response to specific issues such as housing affordability and sea level rise. (Note also the connection of the Mandurah rail-line to this area.)

3. Identifying the trends in occupancy rate by suburb in the Perth metropolitan area as a basis for the assessment of housing needs and opportunities for infill housing to accommodate metropolitan population shifts.

4. Providing a much greater focus on urban regeneration projects and the provision of higher density housing in locations well served by public transport and public facilities.

5. Increasing the focus on inner city development projects to provide cultural and entertainment facilities to meet the growing demands for an urban lifestyle and to
6. Researching community perceptions of the attractiveness of living in proximity to transport hubs, including recent research on housing affordability.

7. Including design criteria in housing to develop adaptable lifelong housing in residential low-, medium- and high-density development. LandCorp intends to develop a demonstration of adaptable and accessible lifelong accommodation for medium-density housing.

8. An update to the publication *Western Australia Tomorrow*, which provides new population projections for the State and its regions (to 2036) and all its local government areas by age and gender (to 2026) is currently underway. This publication will provide analysis on demographic trends including 'sea change' and the growth of urban coastal communities, and 'tree change' - the growth of regional non-coastal townsites. It will also examine intrastate and overseas migration trends to assist policy makers in considering these factors.

9. New research to develop a small area forecasting model that will provide forecasts for regional townsites has also been instigated, which will assist in regional areas where townsites do not follow local authority boundaries. This will assist communities and local governments that need advice in regional areas where they may experience completely different demographic pressures between their towns.

**Housing**

*How is your state/territory performing in developing a housing strategy that addresses affordability, housing choice and sustainable design?*

Housing affordability, choice and sustainable design have been long-standing objectives which have been incorporated in a wide range of planning policies, strategies and guidelines, including, but not limited to:

- Liveable Neighbourhoods (Strategic Policy)
- *Network City* (State Planning Policy draft)
- Planning to Support Transit Use and Transit Oriented Development (Development Control Policy 1.6)
- The Preparation, Form and Content of Local Housing Strategies (Guidelines)
- Residential Design Codes (Statement of Planning Policy 3.1)
- State Planning Framework (Statement of Planning Policy 1)
- Urban Growth and Settlement (Statement of Planning Policy 3)
- Basic Raw Materials (Statement of Planning Policy 2.4)

The draft SPP *Network City* specifically addresses the issue of affordable housing at Strategy 3-8:

*Develop initiatives to increase the availability of affordable housing, including Homeswest and community housing, in locations with high accessibility to facilities and services, including public transport.*

The strategy is supported by a number of key actions including:

1. Development of strategies to ensure an adequate proportion of affordable housing is maintained throughout the Perth Metropolitan Area;
housing diversity and affordability and reflect those considerations in local planning schemes;

3. Examining and reporting on the impacts on housing affordability levels in the Perth and Peel regions when setting and implementing population and dwelling targets and determining the sequence and staging of urban growth; and

4. Association with the housing and development industries, undertaking further research into housing affordability and investigating additional policy and fiscal measures to promote and deliver affordable housing.

Key initiatives include the following:

1. Maintaining a steady flow of land supply. The WAPC issued final approval for just over 18,000 residential lots statewide in 2007-08. The State also has in the order of 10-20 years land already zoned urban to cater for future land supply levels.

2. The $300 million First Start Program launched in February 2007 to assist Western Australian families to purchase their own homes. The Department of Housing and Works purchases a share in the property and the homeowners are provided with a Keystart low deposit loan to purchase the balance. The State Government has announced another $70 million to keep the program operating until June 2009.

3. Other affordable housing initiatives, including:
   . first homeowners grants
   . stamp duty exemptions for first home buyers
   . the development and sale of residential lots by Government in lower price ranges

4. Proposed significant increases in the stock of public housing, with $367 million invested over the next four years to provide 1,000 extra public and community dwellings.

5. Further ongoing work on providing a policy response to the issue of affordable housing in the planning portfolio. The State Government has implemented the 5 Star Plus Building Code of Australia program to enhance the sustainability of housing and is awaiting the outcome of a review of sustainability tools being undertaken at the national level, prior to reconsidering the adoption of the BASIX-type approach developed in New South Wales.

6. Developing housing targets to encourage more intensive and diverse housing development in areas served by public transport and other infrastructure.

7. Review of the residential design codes (particularly multi-residential codes) is underway to promote more housing diversity.
8. LandCorp's development of an organisation-wide affordable housing policy, of which an important initiative is to address the key worker demographic particularly through the not-for-profit affordable housing organisations.

9. LandCorp's implementation of high performance environmental building design guidelines which mandate and/or encourage passive solar design, Six-Star thermal energy rating, potable water reduction strategies such as rainwater tanks for household use in toilets, and cold water washing. Emphasis is being put on architectural outcomes through structured design tenders and other initiatives, particularly on significant sites.

10. The East Perth Redevelopment Authority's Affordable Housing Policy includes the delivery of Shared Equity Owner Occupier affordable housing. This affordable housing policy includes a three-tier approach to housing delivery, including social housing, affordable housing and market delivered housing, with a focus on innovating new models of affordable dwelling delivery. The Affordable Housing Policy is being developed in conjunction with a Housing Diversity Policy, which establishes a framework to address diversity in the form of adaptability, accessibility and the provision of a range of dwelling types, in addition to affordability issues.

11. Liveable Neighbourhoods Subdivision Policy promotes more sustainable subdivision design. This policy is being further refined to increase solar orientation requirements.

12. The Armadale Redevelopment Authority (ARA), through its PlaceCodes in the Wungong Urban Water masterplan project, requires 80% east/west solar orientation, rainwater harvesting, third pipe connection and public/private domain interaction.

13. The ARA facilitates private development through pre-funding developer contribution schemes (estimated value $300 million) to increase land supply.

14. Executive support is provided to the newly reconstituted Housing Industry Forecasting Group (HIFG), an independent government advisory body on housing and land supply which is expected to provide short- to medium-term dwelling commencement forecasts and long-term outlooks for the industry. The HIFG forecasts are provided to the Ministerial Taskforce on Land Supply and Housing and advice is also provided on emerging issues and constraints that impede the provision of housing and land.

**Public Participation**

*How is your state/territory performing in having effective mechanisms for public participation in developing planning strategies?*

DPI has been at the forefront of developing innovative ways in which to consult with the people who are affected by planning decisions and policies. It has taken a leading role in exploring innovations in community engagement, with 21st Century Town Meetings (Dialogues), Deliberative Surveys, Citizens’ Juries, Multi Criteria Analysis Conferences and Consensus Forums.

Key initiatives for the State include the following:

1. Hosting of numerous community engagement activities related to specific planning projects.
2. The distribution of around $400,000 in grants for local governments which have held mini-dialogues, enabling a further 20,000 people to have a direct involvement in the future of their suburbs.

3. The Scarborough Deliberative Survey, which involved a sample of local residents brought together to determine preferred options for development of the coastal node at Scarborough Beach.

4. The Perth Coastal Planning Strategy - Community Engagement Program, a two-stage program of engaging with key stakeholders and community members to identify visions and priorities for development and conservation of Perth's coastline.

   The community engagement for the Perth Coastal Planning Strategy was subjected to an external evaluation at the end of the main phase of consultation. A full report on this process is available at www.wapc.wa.gov.au/Publications. The evaluations showed the process was highly successful with 95% of respondents supporting the processes.

   DPI, in conjunction with the WAPC, was awarded the 2006 PIA Western Australian Division Special Commendation for Community-Based Planning award for the Perth Coastal Planning Strategy - Community Engagement Program.

5. LandCorp's community consultation and engagement on major developments including the Perry Lakes Redevelopment.

6. The East Perth Redevelopment Authority's recently completed extensive consultation program on its Northbridge Link draft Masterplan. Focused on engaging with both key stakeholders and the wider community, the consultation program used a range of initiatives to seek meaningful and diverse input into the master planning process, including facilitated workshops, market research, stakeholder presentations, a peer review and an interactive project website. The consultation attracted more than 270 written submissions on the draft Masterplan and over 330,000 page views on the project website.

7. The Midland Redevelopment Authority's continuing engagement with the City of Swan and local community with a review of achievements over the last 10 years and challenges for the decade ahead through an Enquiry-by-Design process and associated briefings, scoping workshops, presentations, displays and public comment period.

8. DPIIWAPC has been recognised for its high quality work consulting with and planning for indigenous communities in remote Western Australia.

9. The WAPC continues to provide opportunities for the public to provide input into its policies and has a legislative requirement that State Planning Policies be subjected to a minimum of 60 days public consultation. In 2007-08, the WAPC released a draft State Planning Policy on Development Contributions for Infrastructure for public consultation. Many submissions were provided by interested parties.
Planning Workforce

**How is your state/territory performing in having a well-resourced and skilled professional workforce to provide expertise to the planning process?**

Western Australia is under considerable growth pressure. In general, there has been a trend of the loss of planners from DPI and local government to the private sector and corporatised government land development agencies.

Key initiatives include:

1. Approval by the Department of Consumer and Employment Protection for Specified Callings for statutory planners employed by DPI. The Specified Callings are aimed at assisting in the attraction of staff, particularly at lower levels. Interstate and overseas recruitment programs are also being pursued.

2. Developing and rolling-out a coordinated program to attract people to the planning profession and to public sector planning. The strategy, which is being further developed on the basis of market research, includes:
   - an overseas recruitment program which has attracted considerable interest, particularly in the United Kingdom and South Africa;
   - a new degree course at The University of Western Australia which commenced this year;
   - a TAFE Certificate Traineeship in Local Government (Planning) which will commence shortly;
   - information sessions for high school and tertiary students promoting planning as a career choice; and
   - implementation of a cadetship program for planning graduates to provide work experience and promote the public sector as an employer for newly graduated planners.

3. The trialling of diversification of planning roles, such as the integration of traditionally separated statutory and strategic functions into project planner positions by smaller planning agencies, such as the East Perth Redevelopment Authority. By combining development control responsibilities with scheme and policy development work for specific localities, a greater variety of tasks, and therefore professional development opportunities, are provided.

4. Commitment to a strong graduate program.

Streamlined Assessment

**How is your state/territory performing in having a streamlined planning assessment in place?**

Strong population and economic growth has increased demand for residential land, which has focused on the need to streamline subdivision and development approvals to expedite housing provision.

Key initiatives include the following:

1. Developing the Electronic Land Development Process (eLDP), an on-line centralised system for the management of subdivision approvals from lodgement to registration of titles. The system commenced in 2007 and will take four years to complete under a $25.3 million Government-funded program.

2. Government agencies giving priority to expediting approvals for major residential subdivisions and development projects in both greenfield and brownfield locations and through other initiatives, such as expediting infrastructure provision and government housing projects.

3. Streamlining statutory subdivision referrals through memoranda of understanding
4. Continued improvement and reform of statutory approval processes and planning practices, including the introduction of joint rather than sequential assessment of major subdivision and structure plan proposals.

5. Prototyping a fast-track system for 1-5-lot subdivision applications, including electronic referral and processing by support staff. The fast-track system has so far reduced the timeframe for small subdivisions from an average 90 days to 30 days.

6. Appointment of a Land Development Coordinator who identifies policy and procedure changes (as well as process blockages) to streamline and speed up planning approvals.

7. Development of a proposal to gather data from local government to better monitor the performance of assessing development applications to support the practice of continuous improvement and identify areas in need of reform to support streamlined assessment.

Urban Design

*How is your state/territory performing in having clear policies that promote quality buildings and urban spaces?*

The WAPC has a range of planning and operational policies and strategies and guidelines which address individual planning issues, including the following that deal with buildings and urban spaces:

- The Preparation, Form and Content of Local Housing Strategies (Guidelines)
- Liveable Neighbourhoods (Strategic Policy)
- Public Open Space in Residential Areas (Development Control Policy 2.3)
- Regional Residential Density Guidelines for the Perth Metropolitan Region (Strategic Policy)
- Residential Design Codes (Statement of Planning Policy 3.1)
- Residential Subdivision (Development Control Policy 2.2)
- Special Residential Zones (Development Control Policy 2.5)
- Urban Growth and Settlement (Statement of Planning Policy 3)
- Use of Land Reserved for Parks and Recreation (Development Control Policy 5.3)

Key initiatives include the following:

1. Finalising guidelines for solar orientation of subdivisions to improve the design and environmental performance of residential development by the WAPC.

2. Financial support for the establishment of the Urban Design Centre of Western Australia by the State Government working with the tertiary education sector. This Centre has roles in the development of a postgraduate education in urban design, advocacy, research and projects.

3. Establishment of the Office of the Government Architect to help promote discussion and provide input on the quality of both public and private developments.

4. DPI's preparation of policy and design guidelines for medium-density residential development to improve the built form of residential flat buildings and investigating new design codes to achieve this.

5. The Armadale Redevelopment Authority (ARA) has appointed a Town Architect to produce design guidelines for retail, commercial, industrial and residential developments, covering around 18,000 new building developments.

6. The ARA has replaced the State’s Residential Codes and Liveable...
suburban, urban and town centre precincts.

7. LandCorp’s consistent search for ways to improve urban design outcomes in all its developments includes the use of structured sales, design tenders, development guidelines and peer design reviews.

8. Under the East Perth and Subiaco redevelopment schemes, the seeking of advice by the East Perth Redevelopment Authority and the Subiaco Redevelopment Authority on architectural and urban design merit and consideration of comments provided from qualified professionals as a part of the development control process. This allows the redevelopment authorities to consider not only compliance with planning provisions, but also how a development might contribute to the public realm, which directly relates to the quality of buildings and public spaces.

9. Midland Redevelopment Authority’s use of detailed design guidelines and area plans which are outcomes-based and responsive to the heritage context allow density to be derived from building envelopes and address sustainability, safety, streetscape quality and amenity.

Climate Change

How is your state/territory performing in having a strategy to mitigate and adapt to climate change?

In May 2007, the Premier released a whole-of-State Climate Change Action Statement in response to climate change mitigation and adaptation. Key initiatives include the following:

1. Reducing community reliance on cars through continuous expansion and improvement of the already extensive bus, train and ferry public transport system, for example by: completing the new Southern Suburbs Railway - this is the single biggest expansion of public transport infrastructure in the State’s history ($1.6 billion budget commitment);

   - preparing a 20-year plan for public transport projects to identify extensions to the passenger rail network and new future light rail/rapid bus routes to serve urban growth and intensification - new stations on the southern suburbs rail and northern rail extensions are planned for construction as demand increases with stages of urban growth; a review of funding options for public transport infrastructure is part of this program; and

   - development of a Transport Emissions Reduction Strategy, to further reduce greenhouse gas emissions from Western Australia’s transport sector through a range of measures, including the exploration of alternative fuels.

2. The development of a planning strategy which provides an overarching planning framework for urban growth that embodies key principles to respond to climate change issues, including:

   - enhancing the efficiency of urban land use and infrastructure; and

   - protecting and rehabilitating the environment and improving resource efficiency and energy use.

and priority strategies which relate to climate change including:

   - refocusing planning decision-making on sustainability principles; . protecting biodiversity and areas of environmental significance; . protecting water resources through total water cycle management;
car dependency; and

encouraging local mixing of uses to reduce the overall need for people to travel.

These strategies form the basis of current policy development, urban growth management and transport planning and are being advanced through the development of growth strategies and transport planning as referred to in the relevant sections of this report.

3. Reducing community reliance on cars and making more efficient use of existing infrastructure by:

- setting appropriate threshold levels for development at activity centres to ensure patronage generation is balanced with the need to retain park-n-ride facilities for commuters from a broader catchment;
- researching community perceptions of the attractiveness of living in proximity to transport hubs, including recent research on housing affordability;
- developing current projects at Subiaco, Armadale, CityWest, Cockburn Central, Leighton and Joondalup, and future projects in the planning stages, including Maddington, Guildford, Murdoch, Mandurah and Alkimos;
- promoting the growth of activity centres through demonstration projects currently underway; and
- integration of the TravelSmart programs encouraging and supporting community members to make more sustainable transport choices, and assisting businesses and institutions with travel planning to reduce car dependence of their staff and customers.
4. DPI, in conjunction with PTA and M RWA, continues to deliver enhancements and extensions of the already extensive Perth Bicycle Network to provide an alternative to motorised transport. Key initiatives include:

- a major review of the Perth Bicycle Network plan to identify key improvements and extensions to the network across the Perth Metropolitan Area and to better integrate the bicycle network with transit;
- the provision of approximately $2 million dollars in bicycle grants to local government authorities to facilitate the construction of new local bicycle paths and cycling facilities;
- community education programs and promotional events such as Cycle to School and Bike to Work events to encourage a greater take-up of cycling as a mode of transport; and
- preparing new and updating current bicycle maps and where-to-ride publications, which have proved to be a major catalyst in encouraging people to cycle as a mode of transport.

5. DPI is facilitating Living Smart, a comprehensive household sustainability behaviour change program based on the framework of the successful TravelSmart program to encourage behaviour change in respect to travel modes, energy use, water use and waste minimisation and recycling. A demonstration project has been offered to 15,000 households to date (10,000 in Mandurah and 5,000 in Joondalup). Early results indicate that Living Smart is tracking well against the projected greenhouse gas abatement of 15,000 tCO2-e in the first year. The program will continue to offer information, home assessments and feedback to households until 30 June 2009.

6. Implementing water sensitive design for all new land developments by DPI in partnership with the Department of Water and other key stakeholders.

7. Reducing community reliance on cars by continuing the development and delivery of Travel Demand Management initiatives through the highly successful TravelSmart Household program (now integrated with the Living Smart sustainable household demonstration project), schools, workplace, institutions and local government suite of programs which commenced in the mid-1990s (see www.dpi.wa.gov.au/media/12548/tenyearson.pdf).

8. Taking parking issues and the provision of end-of-trip facilities into consideration in respect to new major developments in the Perth CBD to assist in reducing greenhouse gas emissions.

9. Seeking assistance from the Commonwealth Government to map the coast of Western Australia. Given Western Australia's large coastline, it is important to map the coast in sufficient detail to allow appropriate modelling of sea level rise, to better predict the effects of major storm events which are expected to increase, and to inform the planning and construction of maritime structures and related developments.

10. The Armadale Redevelopment Authority (ARA), in conjunction with CSIRO and the National Water Initiative (Water Smart Australia), is using its planning and development powers to create the 1,580 ha Wungong Urban Water as a national demonstration project in urban water management resulting in an 85% reduction in potable water use and a 60% reduction in Total Phosphorus and 45% in Total Nitrogen (compared to a normal urban development) in storm water runoff.
12. LandCorp’s development of a Climate Responsive Design Policy which seeks to add to the WAPC *Liveable Neighbourhoods* framework through optimising subdivision design, lot shape, orientation and building design and performance criteria to reduce energy consumption, and through environmental leadership (including elements such as climate responsive design, energy efficiency and renewables, water sensitive urban design, greenhouse gas reduction, biodiversity enhancement, landform retention and restoration, alternative building materials and alternative transport). Such initiatives are being pursued by the redevelopment authorities, eg Midland Redevelopment Authority’s installation of a ‘purple pipe’ network for non-potable supply of water to properties.

13. Launching the landmark Alkimos project, situated between Joondalup and Yanchep, in June 2007, marking the start of the largest coastal development in Perth for more than 50 years. It will work towards carbon neutrality and set new standards in the reduction of greenhouse gases.

14. The proposed 140-lot development at Gracetown in the South West, which is setting new standards in community engagement and sustainable coastal living, including options for self-sufficiency in ‘green’ water and power supplies and estate design which preserves the local natural environment.

15. On 29 February 2008, the Australian Transport Council (ATC) agreed to the development of a new National Transport Policy Framework and plan. The former Minister for Planning and Infrastructure agreed to lead a national Ministerial Working Group on Climate Change, Environment and Energy under this framework. A discussion paper was prepared for consideration by ATC Ministers in May and a work plan to progress some key national projects identified through this work is currently being prepared.

28 October 2008