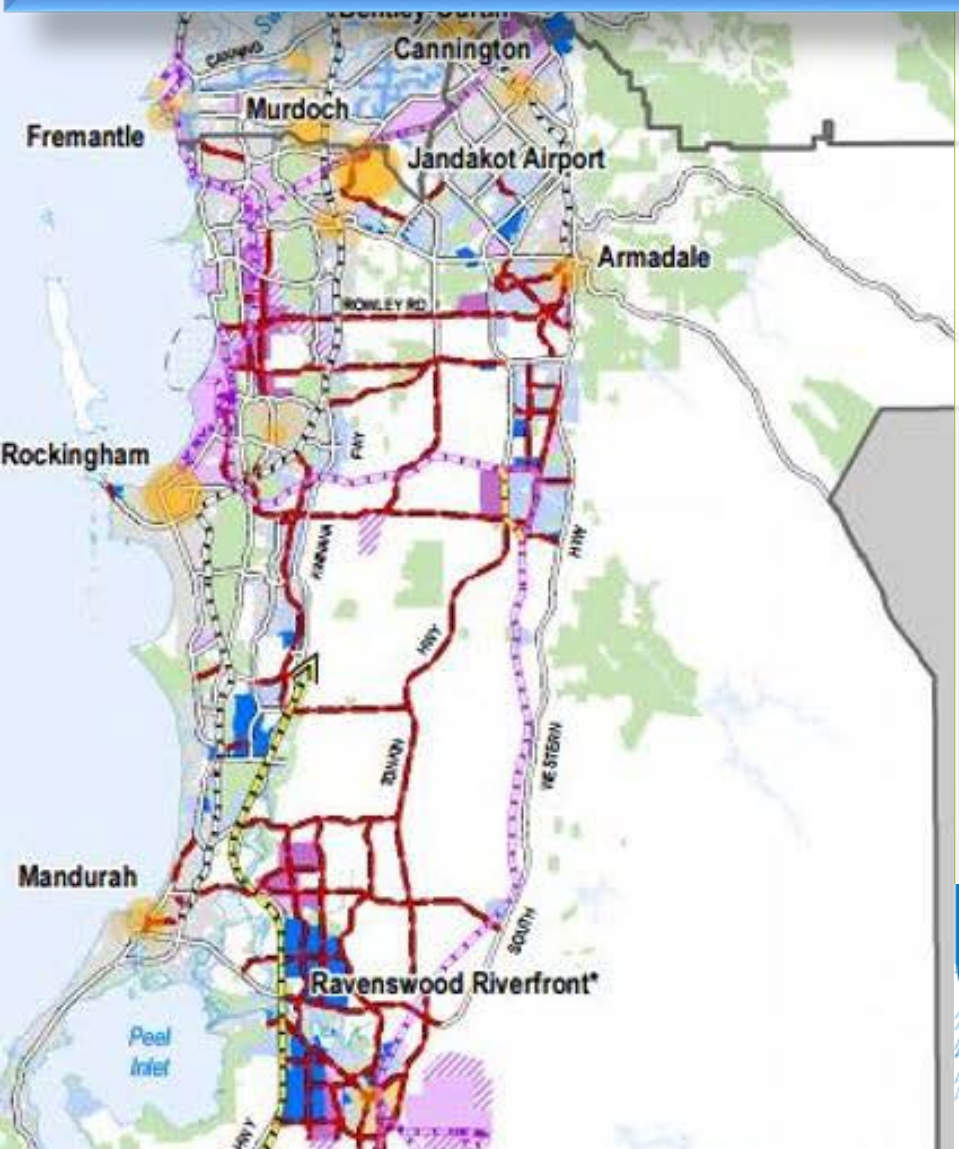




2015

Survey Results:
UDIA Member Responses to the Subregional
Frameworks & associated documents



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INTRODUCTION

This document provides the responses from the survey of members of the Urban Development Institute of Australia (UDIA WA) to the Sub Regional Frameworks which were released by the Western Australian Planning Commission (WAPC) for a comment period concluding on the 31st July 2015.

The survey had two purposes:

- firstly, it provides direct feedback from the members of the Institute about their views; and,
- secondly, the responses will help to stimulate discussion about this important issue for Perth's future.

A total of 147 responses were received on the survey.

Note: This analysis does not seek to promote a specific view point and the content should not be considered to represent the position of the Institute.

ABOUT THE SUBREGIONAL FRAMEWORKS

The Western Australian Planning Commission (WAPC) has developed the draft *Perth and Peel@3.5 million* suite of documents that attempt to set out:

- where future homes and jobs should be located;
- how we important environmental assets can be protected;
- how we can best utilise existing and proposed infrastructure; and,
- appropriate areas for greater infill development and residential density.

The suite consists of:

- the *Perth and Peel@3.5million* report that provides a snapshot of the current situation and Perth of the future;
- four draft sub-regional planning frameworks for:
 - Central
 - North-West
 - North-East
 - South Metropolitan Peel.

Once finalised, the frameworks will become sub-regional structure plans. They will be used by State agencies and local governments to guide residential and industrial development and supporting infrastructure.

1: LIKELIHOOD OF ACHIEVEMENT OF THE AIMS AND OBJECTIVES OF THE SUBREGIONAL FRAMEWORKS

UDIA members were asked two questions in the initial part of the survey:

1. *The Frameworks have thirteen aims. Please provide your views as to whether the proposals in the documentation will effectively support the achievement of each of these aims by 2050.*
2. *As a follow on from the previous question, could you please rate the stated aims according to what you believe to be the priority considerations for achievement of a liveable, affordable, sustainable city of 3.5million people*

In the summary of results charted on the following page, the left side of the graph (in red) identifies those members that believe the aims of the Subregional frameworks will only be partially achieved or not at all. The right hand side (in blue) shows the more positive responses ranging from “somewhat” through to “completely.”

Using a weighted average¹, feedback indicated that the following aims would be the most successfully implemented components of the Subregional Structure Plans:

- Retention of land for rural purposes (weighted average of 3.54)
- Protect areas within regional conservation and landscape values (weighted average of 3.46)
- Provide ongoing protection for public drinking water sources (weighted average of 3.28).

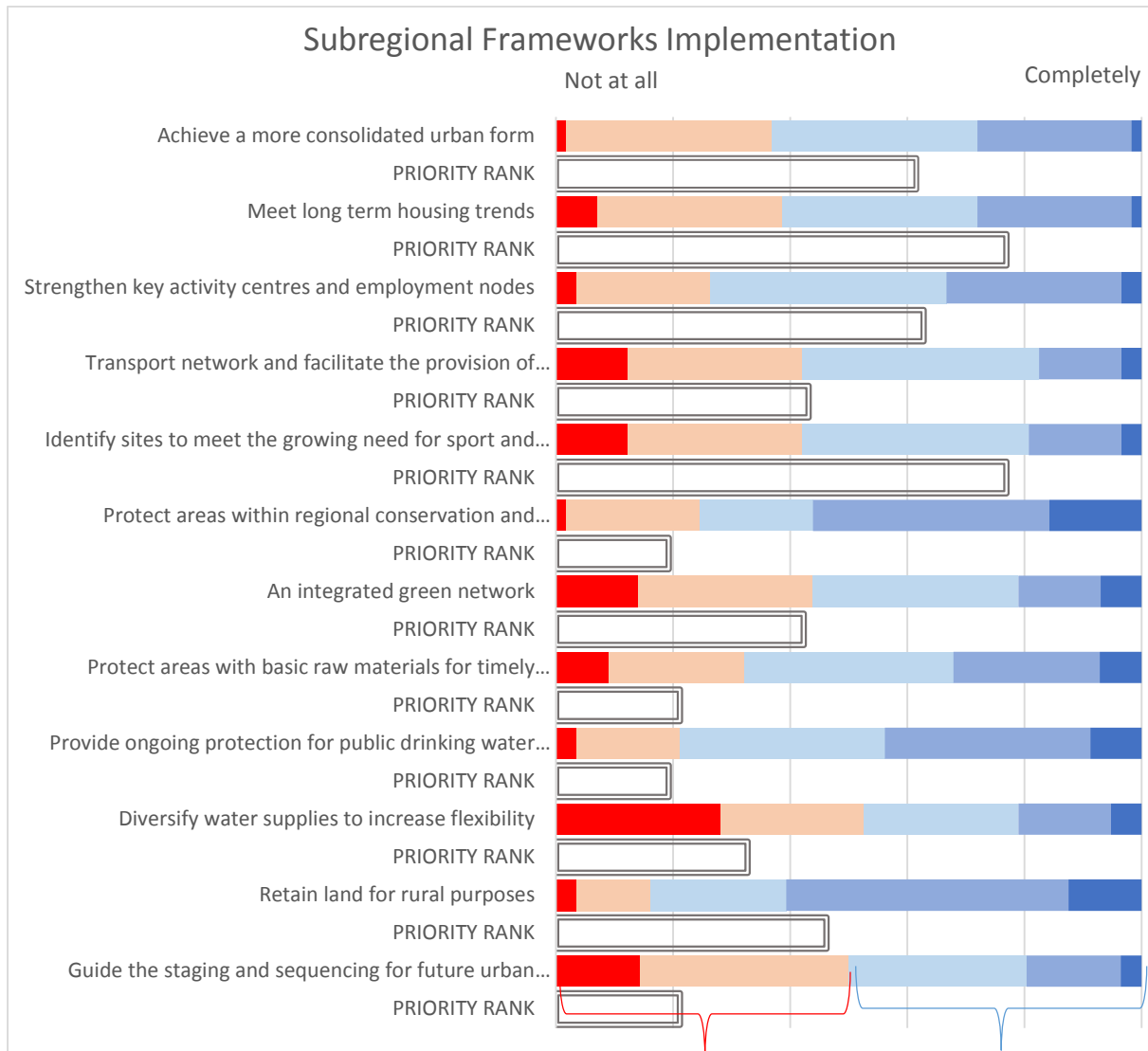
Those aims returning the lowest weighted average perception of successful implementation were:

- Continue to diversify water supplies to increase flexibility, adapt to climate change and reduce pressure on groundwater and surface water resources (weighted average of 2.46)
- Guide the staging and sequencing for future urban development (weighted average of 2.59)
- Facilitate and support a future regional transport network and facilitate the provision of service infrastructure (weighted average of 2.67).
- Identify sites to meet the growing need for sport and recreation (weighted average of 2.68).

The detailed results are charted on the following page with details provided in Tables One and Two.

¹ The Weighted Average is calculated automatically as part of the survey analysis. For example, of a 5-point rating scale question is used the weights assigned to each answer choices are shown in parentheses: *Strongly Disagree (1); Disagree (2); Neither Agree nor Disagree (3); Agree (4) Strongly Agree (5)*. The responses are then averaged to give an indicator of the overall sentiment of respondents.


Chart 1



Interpreting this graph

Negative Responses to the likelihood of implementation: *“Not at all”, “Partially”*

Positive Responses to the likelihood of implementation: *“Somewhat”, “Mostly”, “Completely”*

 This box represents the perceived importance, the larger the box, the greater the importance.

2: IMPLEMENTATION

UDIA asked members about their perception of the key priority implementation strategies for achieving the density targets. Specifically they were asked:

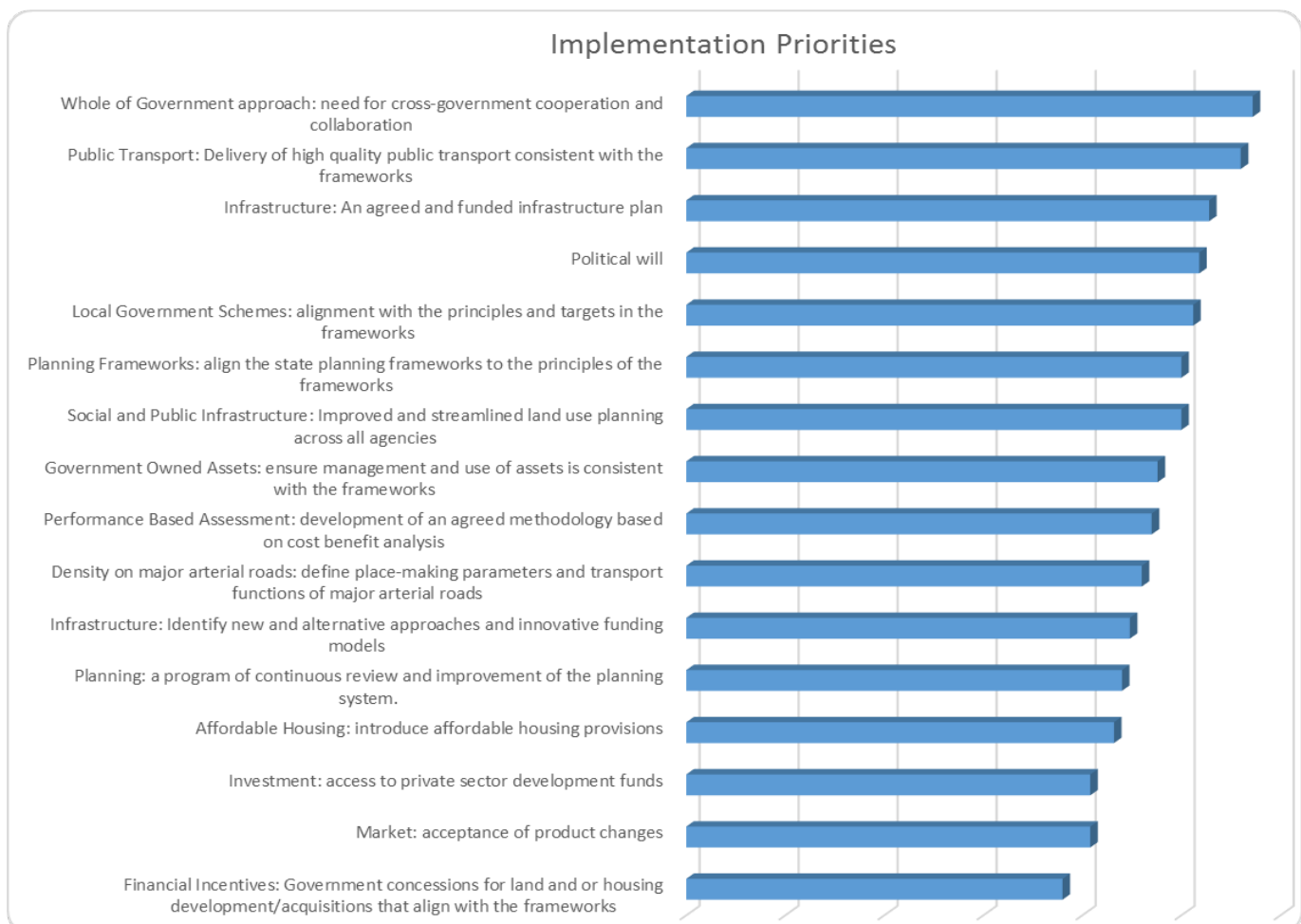
“The following question is based on the implementation strategies that have been included in the Central Sub-regional Framework to facilitate the transition to higher levels of infill. For each of the following, please rate whether you believe these implementation strategies/issues are of low, medium or high priority to the successful implementation of the frameworks.”

The respondents assigned the highest priority to the following strategies/issues

- Whole of Government approach; cross government cooperation and collaboration (Weighted average of 2.80)
- Public Transport: Delivery of high quality public transport consistent with the frameworks (Weighted average of 2.80)
- An agreed and funded Infrastructure Plan (Weighted average of 2.64)
- Political Will (Weighted average of 2.59)
- Alignment of Local Government Schemes with the principles and targets in the frameworks (Weighted average of 2.56).

A more detailed analysis of responses is provided in Table 3

Chart 2



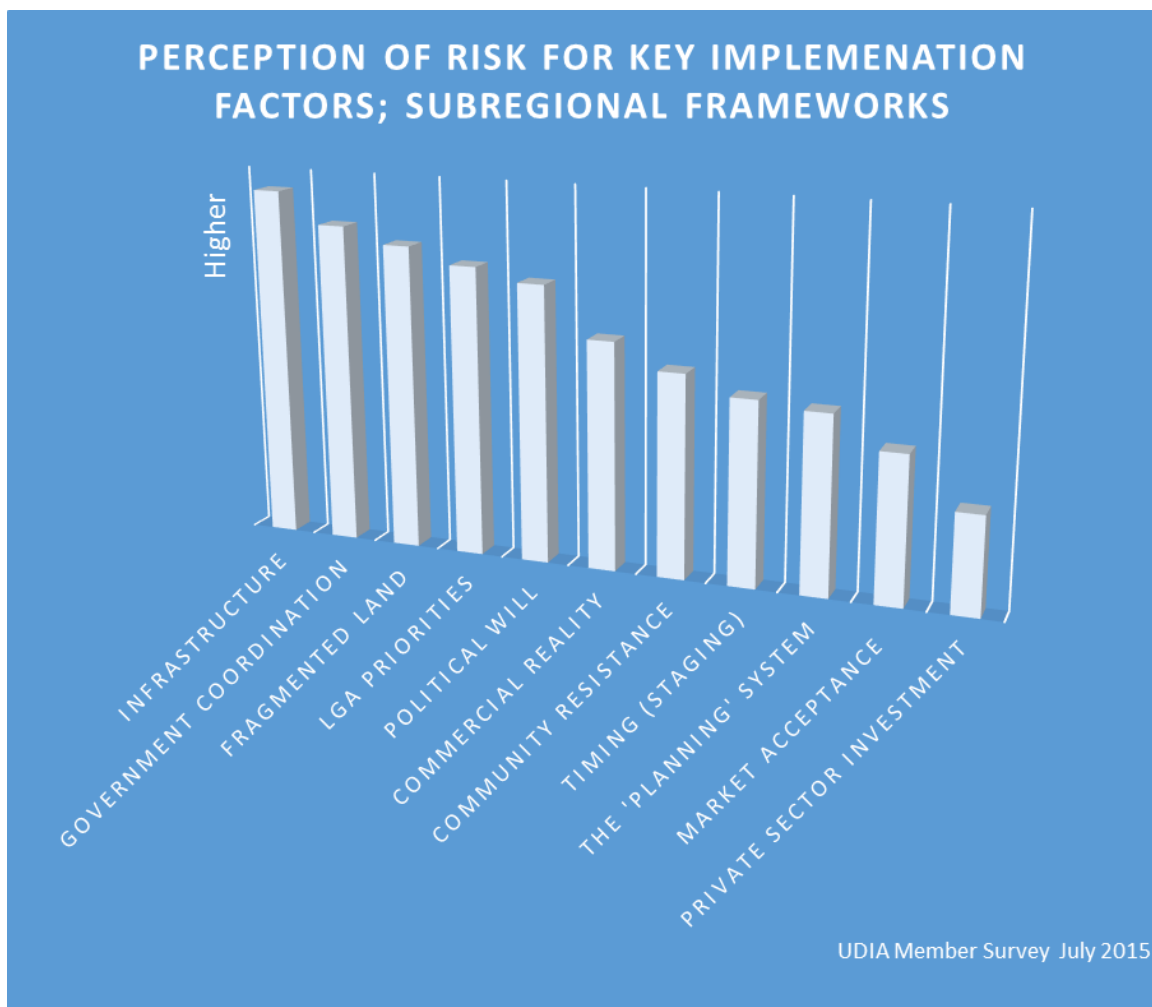
3. IMPLEMENTATION RISK PROFILE

UDIA members were asked what they believed will be the key impediments to the effective implementation of the Frameworks.

The **risk profile** that emerged from the feedback was as follows:

- The appropriate and timely provision of planned and funded infrastructure (Weighted average of 2.64)
- Lack of interagency cooperation (Weighted average of 2.54)
- Fragmented landholdings in both infill and greenfield areas (Weighted average of 2.49)
- Local government priorities and actions/inaction (Weighted average of 2.44)

Chart 3



WRITTEN FEEDBACK

Below is a sample of the feedback received at the time of publication. Due to the volume, not all comments have been included however a balance, consistent with the overall responses, has been included of both positive and negative responses.

Disclaimer: The comments are included for the information of members and to progress the dialogue on the future of Perth. Inclusion in this feedback section should not infer support by the Institute.

Lack of background research and justification to support key strategies (environmental, economic, transport, infrastructure capacity, land supply), prescriptive and inflexible. Worthy planning aims but lacking a clear strategy for implementation in key areas eg infrastructure, public transport, affordable housing, infill and higher densities, potentially conflicting strategies eg conservation v consolidated development v affordable housing without any means of balance or resolution. Overly optimistic infill targets, no vision and uninspiring. Lack of explanation/justification regarding urban and industrial inclusions/exclusions, previous submissions on D2031 and earlier sub-regional strategies not referenced and likely ignored despite considerable time and cost in preparation. Lacking significantly in environmental content despite being 'informed' by the strategic assessment. Environmental considerations dominating economic and social considerations in determining patterns of development.

Too much rural land maintained - this is mostly non-productive - what purpose does it serve?

As a constructive way forward we should be looking to similar cities around the world that have undergone a similar transition in the past 30 years eg. Los Angeles. What worked for them, what didn't and why? Are we just setting ourselves up for future housing shortages and environmental detriments with this plan?

Connectivity to industrial/employment nodes is currently poor and not really addressed

Document is short on detail about the "how". Also no interim timeframes - 2050 is a long way off.

Finding and providing affordable land (with infrastructure) to allow for low to middle income earners a 'place' either as a rental or purchase - land cost is the key! Or provide stamp duty relief or other such relief

Greenfield areas have been removed with no good reasons given, It is assumed these are associated with basic raw materials, environmental protection and infrastructure provision but there is no satisfactory implementation plan to address the major infrastructure challenges associated with infill development. There seems to be an assumption that it is easy because the services are already there although they will require substantial investment to service such large population increases. There is also an assumption that development can only be done the same way it has been done in the past. What about supporting and encouraging our industry to innovate?

Ideally the Framework should have contributed to and included outcomes from the Strategic Assessment (EPBC).

It is disappointing that given the strong reference to the environmental needs of the policy area and the SAPPR that there isn't more information that provides a synthesis of what information and considerations really drove the key outcomes. At this stage the only thing that seems to be clear is a general presumption against new industrial and urban investigation areas in the Southern Metropolitan Peel Sub-regional Framework area on the basis that this is an unacceptable proposition in relation to the health of the Peel-Harvey estuary and Ramsar system.

Main Roads WA road reserves will compromise the objectives of achieving 'Activity Corridors. Roads that are too wide will prohibit retail from being achieved on both sides of the street, and discourage seamless integration between the two sides. These are identified as corridors for higher density, where people first should be the priority.

Need for State / Local Government to identify large land parcels in the inner/ middle suburbs for medium and high density, especially along public transport links. Government should ensure services are provided eg sewer, water, and power, and funded by these agencies. Local government can set the planning framework eg TPS and density. Areas of multiple landownerships need assistance from the State to assemble land where necessary.

Quality infrastructure planning is required with a whole of government approach to provide a quality outcome.

The Frameworks are not integrated with a transport strategy/plan. This is a fatal flaw. No recognition that urban consolidation is led by investment in infrastructure, in particular transport infrastructure. No apparent analysis of capacity of infrastructure in intensification areas. No analysis of activity corridor approach on road network and no Public Transport alternative. The Planning system needs a complete review to be fit for this purpose. Governance of state agencies needs a complete review to ensure there is capability to deliver on the strategy.

The strategy is motherhood and “apple-pie” and lack any solid analysis or strategies to deliver intensification. The Strategy needs to be revisited.

The infill targets are going to be difficult to achieve in a timely manner. The housing they will provide will not align with demand range. Insufficient new greenfield sites have been identified for development to meet demand and encourage competition and price reductions Those that are identified are in fragmented ownership or have other locational constraints which affect delivery timing. A land supply shortage is inevitable which will affect affordability. The Frameworks obsess over perceived environmental issues and do not take a triple bottom line approach to development.

Fragmentation of landholdings is the single biggest issue in creating viable and appealing communities. No one wants to be investing their life savings into a new home where identified lands for social and community facilities are not controlled within the development. The economics of buying fragmented lands also creates issues for more affordable housing outcomes - at the developer and local & state government levels given the land costs, piece-meal infrastructure roll out, inefficient timing or sequence of development, etc.

The maps lack detail as did the suite of documents generally. Could do with less on current situation and more on what exactly will happen, when and by whom. Quite a scattered approach to outlining and expressing objectives, principles, elements etc.

The whole plan is premised on an approach for the future based on what we did in the past and is doomed to fail or at least create more of the same. The future plans need a wholesale and quantum change in thinking smarter.

This the plan the State had to have.

Continued expansion on the fringe will continue to exacerbate existing issues associated with sprawl. Identification of marginal greenfield areas is counter to current thinking and the aims and objectives of the strategy. Infill targets are not close to what they need to be. Examples of well designed and constructed mid density development needs to occur in strategic locations to achieve the aims and objectives. The document is not strong enough to actually result in any change. More of a business as usual approach outlined here.

Timing and staging of greenfields land is a major issue and the staging should not be dictated by high level policy such as this. Also, land ownership is a major consideration that has been overlooked. Majority of urban expansion areas are highly fragmented, making staging very difficult and uncertain.

Without a paradigm shift towards a substantial increase in mode share for public transport across the entire Perth and Peel regions then the overall people movement network is doomed to fail and deliver widespread congestion



SURVEY TABLES

Table 1

The Frameworks have thirteen aims. Please provide with your views as to whether the proposals in the documentation will effectively support the achievement of each of these aims by 2050.

	Not at all	Partially	Somewhat	Mostly	Completely	Weighted Average
Achieve a more consolidated urban form	1.75%	35.09%	35.09%	26.32%	1.75%	2.91
Meet long term housing trends	7.02%	31.58%	33.33%	26.32%	1.75%	2.84
Strengthen key activity centres and employment nodes	3.51%	22.81%	40.35%	29.82%	3.51%	3.07
Facilitate and support a future regional transport network and facilitate the provision of service infrastructure	12.28%	29.82%	40.35%	14.04%	3.51%	2.67
Identify sites to meet the growing need for sport and recreation	12.28%	29.82%	38.60%	15.79%	3.51%	2.68
Protect areas within regional conservation and landscape values	1.75%	22.81%	19.30%	40.35%	15.79%	3.46
Encourage and guide increased connectivity between open space or conservation through an integrated green network	14.04%	29.82%	35.09%	14.04%	7.02%	2.70
Protect areas with basic raw materials for timely extraction	8.93%	23.21%	35.71%	25.00%	7.14%	2.98
Provide ongoing protection for public drinking water source areas	3.51%	17.54%	35.09%	35.09%	8.77%	3.28
Continue to diversify water supplies to increase flexibility, adapt to climate change and reduce pressure on groundwater and surface water resources	28.07%	24.56%	26.32%	15.79%	5.26%	2.46
Retain land for rural purposes	3.57%	12.50%	23.21%	48.21%	12.50%	3.54
Guide the staging and sequencing for future urban development	14.29%	35.71%	30.36%	16.07%	3.57%	2.59

Table 2

As a follow on from the previous question, could you please rate the stated aims according to what you believe to be the priority considerations for achievement of a liveable, affordable, sustainable city of 3.5million people.

	Low	Medium	High	Weighted Average
Achieve more consolidated urban form and development	3.85%	34.62%	61.54%	2.58
Meet long-term housing needs	1.92%	21.15%	76.92%	2.75
Strengthen key activity centres and employment nodes	1.96%	35.29%	62.75%	2.61
Identify key community and social infrastructure requirements	5.88%	50.98%	43.14%	2.37
Facilitate and support a future regional transport network and facilitate the provision of service infrastructure	7.69%	15.38%	76.92%	2.69
Identify sites to meet growing need for sport and recreation facilities	11.54%	69.23%	19.23%	2.08
Protect areas with regional conservation and landscape values	7.69%	50.00%	42.31%	2.35
Encourage and guide increased connectivity between open space or conservation through an integrated green network	15.38%	63.46%	21.15%	2.06
Protect areas with basic raw materials for timely extraction	19.23%	61.54%	19.23%	2.00
Provide ongoing protection for public drinking water source areas	7.69%	59.62%	32.69%	2.25
Continue to diversify water supplies to increase flexibility and security, adapt to climate change, and reduce pressure on groundwater and surface water resources	11.54%	42.31%	46.15%	2.35
Retain land for rural purposes	36.54%	42.31%	21.15%	1.85
Guide the staging and sequencing for future urban development	17.31%	36.54%	46.15%	2.29

Table 3

The following question is based on the implementation strategies that have been included in the Central Sub-regional Framework to facilitate the transition to higher levels of infill. For each of the following, please rate whether you believe these implementation strategies/issues are of low, medium or high priority to the successful implementation of the frameworks.

	Low	Medium	High	Weighted Average
Whole of Government approach: need for cross-government cooperation and collaboration	2.00%	10.00%	88.00%	2.86
Performance Based Assessment: development of an agreed methodology based on cost benefit analysis	12.24%	40.82%	46.94%	2.35
Government Owned Assets: ensure management and use of assets is consistent with the frameworks	2.00%	58.00%	40.00%	2.38
Social and Public Infrastructure: Improved and streamlined land use planning across all agencies	2.00%	46.00%	52.00%	2.50
Financial Incentives: Government concessions for land and or housing development/acquisitions that align with the frameworks	30.00%	50.00%	20.00%	1.90
Public Transport: Delivery of high quality public transport consistent with the frameworks	4.00%	12.00%	84.00%	2.80
Planning Frameworks: align the state planning frameworks to the principles of the frameworks	4.00%	42.00%	54.00%	2.50
Planning: a program of continuous review and improvement of the planning system.	12.00%	56.00%	32.00%	2.20
Density on major arterial roads: define place-making parameters and transport functions of major arterial roads	10.00%	50.00%	40.00%	2.30
Local Government Schemes: alignment with the principles and targets in the frameworks	2.00%	40.00%	58.00%	2.56
Affordable Housing: introduce affordable housing provisions	16.00%	52.00%	32.00%	2.16
Infrastructure: Identify new and alternative approaches and innovative funding models	16.00%	44.00%	40.00%	2.24
Infrastructure: An agreed and funded infrastructure plan	6.00%	24.00%	70.00%	2.64
Market: acceptance of product changes	20.41%	55.10%	24.49%	2.04
Investment: access to private sector development funds	18.00%	60.00%	22.00%	2.04

Table 4

What do you believe will be the key impediments to the effective implementation of the Frameworks?

	Low	Medium	High	Weighted Average
The provision of planned and funded infrastructure	2.00% 1	32.00% 16	66.00% 33	2.64
Community resistance	26.00% 13	32.00% 16	42.00% 21	2.16
Commercial reality of projects	18.00% 9	40.00% 20	42.00% 21	2.24
Fragmented land holdings (both in greenfields and infill)	10.20% 5	30.61% 15	59.18% 29	2.49
Local Government priorities and actions/inaction	14.58% 7	27.08% 13	58.33% 28	2.44
The 'planning' system	22.00% 11	48.00% 24	30.00% 15	2.08
Lack of inter-agency coordination	10.00% 5	26.00% 13	64.00% 32	2.54
Identified timing	14.00% 7	62.00% 31	24.00% 12	2.10
Political will	10.00% 5	40.00% 20	50.00% 25	2.40
State and local policies and schemes	24.00% 12	34.00% 17	42.00% 21	2.18
Market acceptance of product changes	24.00% 12	54.00% 27	22.00% 11	1.98
Availability of private sector project investment	36.00% 18	46.00% 23	18.00% 9	1.82