

26 July 2019

Chief Executive Officer
City of Perth
GPO Box C120
Perth WA 6839

Dear Sir/Madam

Draft City Planning Strategy

The Committee for Perth is the leading think tank focused on the future growth and development of the Perth and Peel regions. We take an evidence based approach to examining and advocating for action to reshape, reform and revitalise the metropolitan region.

This submission on the draft City Planning Strategy has been prepared by the Committee for Perth with assistance from its Reshaping Working Group.

The Committee for Perth supports and congratulates the City of Perth in taking a technical and evidence-based approach in conjunction with the neighbourhood planning, which has resulted in a solid foundation for the draft strategy.

The Committee for Perth and members of the Reshaping Working Group generally supports the draft City Planning Strategy. However we have some concerns which are offered as constructive feedback during the formal consultation process and are outlined in the attached.

Yours sincerely



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Comments - Draft City Planning Strategy

Vision

The Committee for Perth supports the overall vision and is supportive of the three key moves identified in the draft City Planning Strategy (Strategy) especially regarding place-based planning.

However, the Committee has some suggestions regarding the planning process and various elements of the key moves for the City of Perth (City) to consider. As advocates for evidence placed decision making, the technically led approach to the process has resulted in a planning strategy that we believe lacks aspiration beyond the local government function. The Reshaping Working Group suggest that more emphasis on the role of the City in a metropolitan, national and global context should be considered as the State's capital.

The Strategy should address the aspirations and needs of local residents and workers as well as those who live in the broader region, potential investors and visitors. The Strategy primarily appears to be focussed at residents inside the local government boundary, resulting in a missed opportunity to be inclusive of a wider user group and to assist the City to fulfil its vital role as the gateway to the State.

The vision can be drawn from the extensive work and consultation undertaken by various groups and needs to link the various functions of the City. We suggest something like:

The City of Perth will remain the epicentre and iconic capital of our growing metropolitan region and State of Western Australia. Perth will offer the urban amenity and attributes to attract the brightest minds and company headquarters from around the world whilst enabling the growth and development of local business and residents.

The inclusion of *investigation areas* is a good initiative and should be underpinned by identifying the drivers for decline in these areas. For example, the CBD is acknowledged as an area with a decline in retail however the unique drivers for decline in retail in the Perth CBD context were not identified. This could help to strengthen the action plan as part of implementing the strategy.

Furthermore, clarification or more transparency around key stakeholder involvement such as the role of the Metropolitan Redevelopment Authority and other state government agencies would help strengthen future work in investigation areas.

Lastly, the overall vision for the Strategy is missing a final 'action plan' or clear direction of how and when the Strategy will be implemented.

Data and Drivers

The Committee is supportive of the compact nature of the Strategy and the data-driven approach however suggests that the document should mention where and how this data and research has informed the Strategy.

Additionally, the City would benefit from declaring assumptions about the investigation areas. Adding to the maps by including the transience of popular precincts within the city

and its neighbourhoods and the emergence of new popular precincts (such as Stirling Street with student accommodation) would help to support this analysis.

Transport and Movement

The inclusion of a major East to West link is imperative to future proof movement through the City however its alignment and connectivity to the backbone infrastructure needs to be explored further with the transport and planning agencies and adjoining councils. Further consideration also needs to be given to the envisaged function and desired outcomes from implementation of this new link, as this will help to guide thinking around the potential mode and will heavily influence the future development of the City's neighbourhoods in these areas.

Given the likely scale of investment and long-term importance of this link, it is important to consider both the transport and urban regeneration/place-making opportunities that can arise from this significant opportunity (this includes determination of the form of the link – at ground or below ground and the transport mode that is to be facilitated). This is a critical next step that must identify short, medium and long term needs.

In terms of technology, the Committee suggests calling the mode of transport an 'urban transit solution' to keep options open.

The Committee has produced relevant research such as *Get a Move On!* This research shows that density is needed to facilitate mobility networks, therefore including an overlay of population density plans is recommended.

In terms of cycling, it is suggested that the City rethinks the cycle networks in terms of identifying fully protected routes and shared routes in order to provide a safer and connected environment that works to shift commuters out of private vehicles and provides non-car based travel options for residents and visitors.

Walkable cities are highly desirable and the current strategy has limited information in this regard. The Committee suggests a land-use interface study using the notion of the 800m 'walkable catchment'. This study should also include the urban details such as trees, amenities, and lighting noting that these are highly varied throughout the City.

The strategy has limited information on planning for the disruption to mobility systems such as automated vehicles, scooters, shared transport, etc. The Committee recommends making direct references to technology changes/advancement and how the Strategy will respond/adapt to them.

Freight and service vehicle movements should also be a fundamental part of a planning strategy, which is something the Committee has identified as lacking in the draft.

Lastly, the QEII and UWA hubs currently have two separate masterplans, the Committee suggests that the City work in partnership with the Western Australian Planning Commission and state agencies to develop an overall masterplan for these two areas as they are currently underserved by transport options.

Community, Identity and Precincts

There is overall support for the precinct planning approach taken to produce the draft planning strategy, however we suggest some refinement of the precinct areas. The current neighbourhood planning areas identified as neighbourhood precincts are too larger scale and suggest that the precincts need to be at a finer grain scale. Identifying smaller areas for the precincts will enable the City to investigate the character unique to each area of the City.

The Committee thinks that King's Park should be identified as a precinct. Research commissioned by the Committee identified people's perception of King's Park as the 'jewel' of Perth. Given its high visitation and daily use, there should be more importance placed on it as a precinct within the City. King's Park should also be regarded in the overall plan in regards to transport and movement to help make the park more accessible.

Lastly, the Committee and the Reshaping Working Group believes that this strategy is an opportunity for the City to plan for future facilities such as urban schools, public amenities and homeless facilities so that it is clear who the current and future beneficiaries of the City and the strategy are.