Statement by the
Western Australian Planning Commission
on partnerships for planning Perth and Peel

Network
city

– a milestone in metropolitan planning

NOVEMBER 2005

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Network city
- a milestone in metropolitan planning

As Western Australia celebrates the fiftieth anniversary of the Stephenson Hepburn plan for the Perth metropolitan region – the inspiration for developing the best and most stable regional planning institutions in the country – and as we work on bold plans for the next fifty years, we can be proud of the community's contributions to today's big-picture plan, Network city. The Western Australian Planning Commission (WAPC) believes that Network city provides an outstanding basis for working together to make this 'the city we want'.

A community plan

Network city is the new strategic framework for guiding Perth and Peel to a sustainable future. It resulted from an open, consultative process initiated by the Minister for Planning and Infrastructure, Hon Alannah MacTiernan. Unlike previous metropolitan strategies Network city is a community plan, developed through the ground-breaking Dialogue with the city. As the Minister said at the time, the Dialogue with the city process was created to involve the community in the future planning of our city. It began with a large attitudinal survey, the publication of issues papers, extensive media coverage, specialist workshops and listening sessions. Whereas previous strategies have been developed by small internal expert groups Network city involved over 1000 people in a dialogue event in September 2003 and then over 100 people from many backgrounds who worked hard over the next twelve months to produce the final document. After its release in September 2004, 246 individuals and groups made written submissions to the WAPC to help improve our planning for Perth and Peel.

A new paradigm

Network city expresses a contemporary understanding of the challenges facing Perth and Peel and the options for responding imaginatively to them. It gives voice to a broad consensus about the principles and priorities that should form the basis for regional policies and plans. Many of these principles and plans have been around for a long time, and many form the basis for important initiatives such as policies for liveable neighbourhoods, water sensitive urban design, vibrant centres, transit oriented development and better public transport and major infrastructure investments such as New MetroRail. Network city brings together these policies and other innovations in a more integrated form and with a renewed sense of urgency.

A high-level approach

Network city includes the many issues and ideas expressed by the community, from long term strategies to immediate actions. All of these elements of Network city will be considered and applied by the WAPC in its planning and advice to government. Network city is not a detailed master plan, which simply needs to be implemented. It is no substitute for the dedicated and ongoing activity of responding to emerging issues, making better policies and plans, working with communities and stakeholders, and researching better ways of understanding the city. The WAPC regards Network city as an invaluable resource in carrying out this work. Network city is a milestone in regional planning and the basis for ongoing partnerships with the community in all its forms.

New directions

At the centre of this new policy direction is an enhanced emphasis on growth management, in a bid to contain urban sprawl and enhance opportunities for urban regeneration and renewal within the existing urban area. The unifying theme of Network city is to integrate transport and land use in a network of places connected by corridors that allow for the movement of freight and people. These places of exchange are activity centres, and are connected by activity corridors. To ensure that a lively and vital community can develop around these centres, and along their connecting corridors, through-traffic (for people and freight) flows along nearby transport corridors. Public transport is supported by a range of activities at the centres as well as the land uses along the activity corridors linking the centres.

Network city has distinct components.

i. The Network city spatial framework (see figure 1) and the Network city action plan have both been endorsed by the Government. The framework is in diagrammatic form and graphically indicates how the essential principles of Network city might be applied. The action plan contains a set of 28 strategic priorities and 59 priority actions, which are needed to begin the journey of 'making Perth the city we want'.

ii. Network city: community planning strategy for Perth and Peel is a report containing the following chapters: the spatial plan, governance, a liveable city, economy, environment, transport and infrastructure.

Network city framework

Managing growth by sharing responsibility between industry, communities and government

Plan with communities

Nurture the environment

Make fuller use of urban land

Encourage public over private transport

Strengthen local sense of place

Develop strategies which deliver local jobs

Provide affordable housing

Indian Ocean

Activity centres bring people together

Activity centres on activity corridors (diagrammatic)

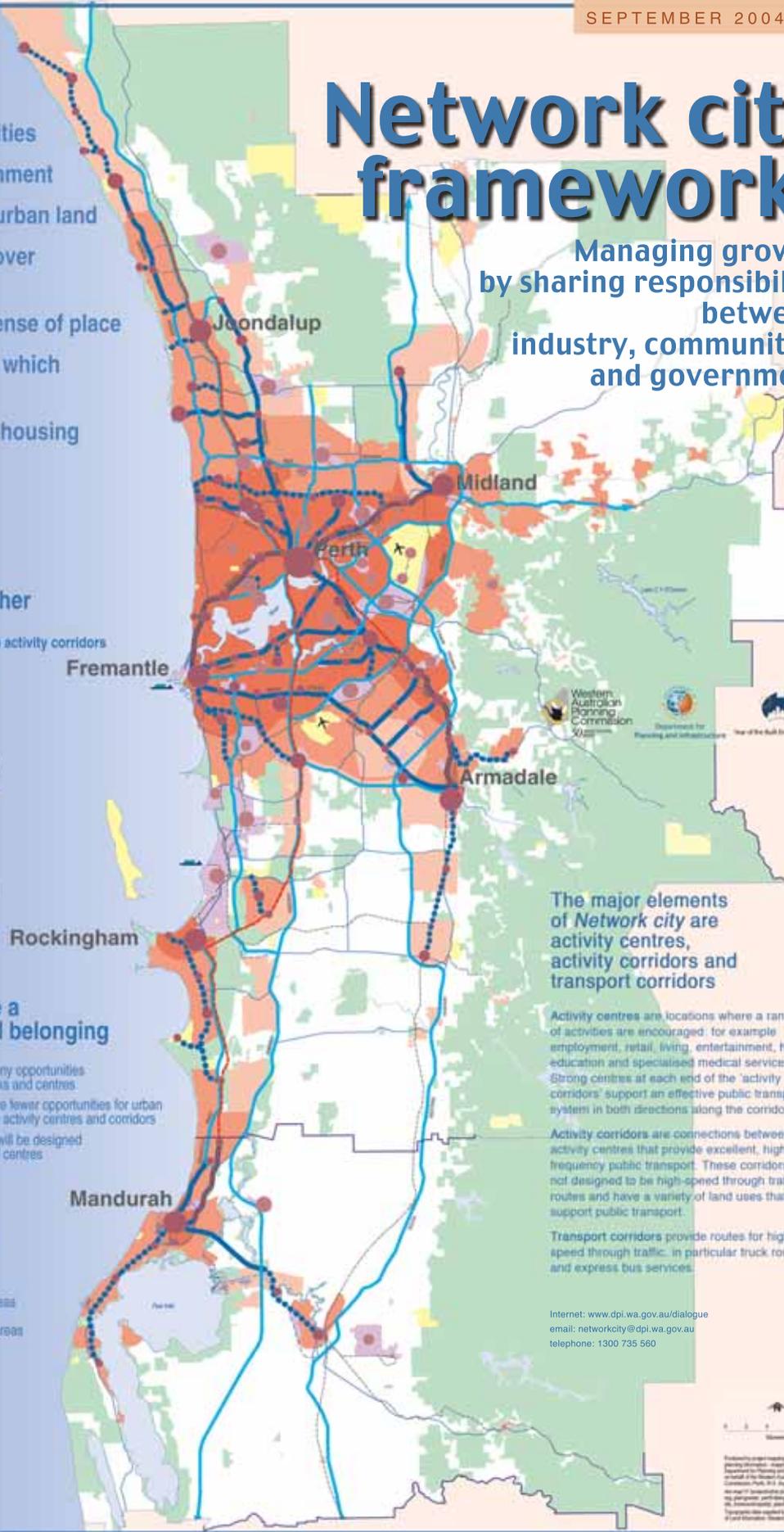Other activity centres

Networks connect people and places

Passenger rail

Activity corridors with excellent public transport

Transport corridors for cars, trucks and express buses

Other transport corridors

Communities have a sense of place and belonging

Older areas have many opportunities to strengthen networks and centres

Areas where there are fewer opportunities for urban consolidation outside activity centres and corridors

Future communities will be designed around networks and centres

The environment sustains the city

Non-development areas

Rural and resource areas including natural vegetation

Joondalup

Midland

Perth

Fremantle

Armadale

Rockingham

Mandurah

Western Australian Planning Commission

Department for Planning and Infrastructure

Year of the Built Environment 2004

The major elements of *Network city* are activity centres, activity corridors and transport corridors

Activity centres are locations where a range of activities are encouraged: for example employment, retail, living, entertainment, higher education and specialised medical services. Strong centres at each end of the 'activity corridors' support an effective public transport system in both directions along the corridor.

Activity corridors are connections between activity centres that provide excellent, high frequency public transport. These corridors are not designed to be high-speed through traffic routes and have a variety of land uses that support public transport.

Transport corridors provide routes for higher speed through traffic, in particular truck routes and express bus services.

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Figure 1 Network city framework

From all this detail it is possible to capture the essence of the new directions for Perth and Peel in the Network city headlines, which are eight fundamental principles against which all regional policies are to be tested. These headlines, which are printed on the Network city framework map, are as follows.

1. Manage growth by sharing responsibility between industry, communities and government.
2. Plan with communities.
3. Nurture the environment.
4. Make fuller use of urban land.
5. Encourage public over private transport.
6. Strengthen local sense of place.
7. Develop strategies which deliver local jobs.
8. Provide affordable housing.

Responses to strategic directions for Perth and Peel

After Network city was published in September 2004, the Department for Planning and Infrastructure conducted an extensive series of briefings and workshops with many groups. The Minister for Planning and Infrastructure encouraged all those interested in the future of the Perth and Peel regions to read the document and let the WAPC know what they thought about the new strategic directions.

Widespread response and interest

In the period to February 2005, 246 individuals, groups and organisations made submissions to the WAPC. All of the submissions have been captured in electronic format and then summarised as 2350 discrete comments, which have been placed into an electronic database. These comments have been very extensively analysed to understand responses to the different elements of Network city and to understand the differing approaches to strategies for Perth and Peel taken by local governments, industry, community groups, state agencies and individuals.

We have a new and valuable resource

This large electronic database, in which submissions are identified only by number, is printed as appendix two to this statement (see back cover) and is also available on CD and on the WAPC website: www.wapc.wa.gov.au. In this way everyone is able

to make their own analysis of the responses to Network city. They can use this valuable resource in their own planning and decision making and in joining with the WAPC and our partners in helping to shape the future of Perth and Peel. For its part the WAPC will ensure that as the actions of Network city come forward for delivery, the submissions and comments will be used to inform and shape how the action is to be undertaken and delivered, with a particular view to ensuring that issues raised in submissions are aired and resolved as part of the policy development process. This on-going process will yield further comment, which in turn will be used to ensure that public views remain current.

Overwhelming support for new directions

The WAPC is delighted at the level and nature of the community's response to Network city. The 246 submissions demonstrate a significant interest in guiding Perth and Peel to a sustainable future and a desire to contribute to creating the city we want. Over 75 per cent of the 2350 comments are supportive of the new directions outlined in Network city, with half of these offering constructive suggestions relating to its implementation. This is an unusually high degree of support, given that a disagreement with a plan is a stronger motivation to make a submission than support. The comments that disagree with or find fault in one or other aspect of Network city will be carefully considered and taken into account as more detailed planning continues.

A wealth of ideas and suggestions

The submissions offer many new ideas and suggestions on how we can make Perth 'the city we want'. Table 1 outlines the extent to which specific groups of respondents commented on each of the chapters in Network city, while the following discussion outlines how these groups view the strategy.

Development industry

Comments from the development industry expressed support for, and an interest in, establishing partnerships with the WAPC/DPI, while indicating a need for the elaboration of issues impacting on land availability, infrastructure funding, and the processes and parameters covering issues such as the implementation of local dialogues, higher densities, and innovative and affordable housing. Comments expressed the need for the articulation of clear, consistent and uniform sustainability principles, objectives, targets, criteria and indicators. Projects such as Ellenbrook were acknowledged as demonstrating the new ways of government and industry co-operation to achieve greater coordination in the development of housing and communities.

Table 1 Number of comments by respondent group and chapter

Respondent group	No. of submissions	No. of comments by Network city chapters								Total	
		1	2	3	4	5	6	7	General	No	%
Business community	4	5	0	1	0	0	0	1	5	12	1%
Development industry	14	43	38	27	8	14	14	21	14	179	8%
Dialogue participants	13	13	8	6	1	4	8	5	8	53	2%
Local government generally	4	16	15	13	8	20	7	5	9	93	4%
Local government, inner/middle areas	14	41	22	11	5	9	11	5	19	123	5%
Local government, outer areas	15	120	59	75	35	61	50	29	54	483	21%
NGOs, community and academic groups	25	55	35	57	11	66	50	8	49	331	14%
Not known	19	14	3	5	0	4	14	6	17	63	3%
Resident of inner/middle areas	105	180	85	71	23	48	111	41	115	674	29%
Resident of outer areas	19	30	9	7	2	4	15	5	24	96	4%
State government	14	39	28	29	5	56	30	26	33	246	10%
TOTAL	246	556	302	301	98	286	310	152	347	2,353	100%
Percentage	-	24%	13%	13%	4%	12%	13%	6%	15%	-	100%

Source: Network city public comment database, September 2005

Comments supported the Network city approach to activity centres/activity corridors and recommended that these be defined in a way that, in particular, recognises the previous investment in many existing centres. This requires that public transport, community facilities and road links are enhanced and that planning parameters are well defined in order to ensure that the integrity of planned land uses and activities are maintained. Comments supported redevelopment in existing areas and acknowledged that further detail would be required to clarify the capacity of existing urban areas to accommodate infill development. Comments recognised a need to pro-actively encourage innovation and sustainability initiatives, both across the board and, in particular, for new developments in green field localities.

Local government generally

Comments supported the whole-of-government approach to planning as providing the basis for 'a new way of doing the planning'. The key Network city strategies of partnerships with local governments, and an integrated whole-of-government approach, attracted strong in-principle support as well as acknowledgement of the necessity for a clearer alignment of governance issues, regulations and legislation between levels of government, industry and the community. In this context local government comments also supported a more structured engagement of the community and industry through reforms to planning structures and processes.

In broad terms, local government comments focused on a need to clarify roles, apportion responsibilities between agencies, allocate resources and ensure participation in the formulation of policy, statutory instruments and prioritisation of actions. The prominence given to the establishment of partnerships, local dialogues, community engagement, the development of cultural and community planning and place management, was supported as contributing to distinguish Network city directions from traditional planning strategies.

Local government in inner/middle areas

Comments from inner and middle councils supported partnerships and in doing so sought clarification on governance and statutory implementation mechanisms, the need for additional resources and greater detail on the terms for partnership agreements. Comments supported measures to ensure that residential densities, heritage and cultural planning issues are adequately addressed. Comments from local governments in inner/middle areas expressed only moderate levels of support for the broad range of issues in Network city.

Local government in outer areas

Comments from outer councils expressed support for partnerships. They sought clarification on governance and statutory implementation mechanisms, how objectives, actions and priorities would be identified and the need for additional resources associated with partnership projects. Comments expressed the need for clarification of

joint planning and implementation measures for addressing housing affordability, employment, transport and environmental issues. In general, comments from local governments in outer areas expressed moderate levels of support for the broad range of issues in Network city. Some local governments felt more emphasis should be placed on green field rather than brown field development.

Non-government organisations (NGOs), community and academic groups

Comments expressed support for a broad range of issues, although a number also recognised the need for greater detail on implementation mechanisms and processes. Comments supported consultation and participation with the community as a component of planning processes. The need to acknowledge issues of significance to Indigenous groups and to integrate these into planning, urban and environmental management processes was identified as a specific issue for attention. While most comments concurred with the focus on environmental sustainability, the sustainability scorecard concept and issues relating to managing bio-diversity and air quality, a number expressed concerns about the impact of population growth on the environment and sustainability in general and expressed support for population growth planning and management.

Proposals for urban growth management were supported, with some identifying the need for a robust land development staging-program using the metropolitan development program (MDP). Comments expressed unease with proposals for higher density, especially in the context of the potential impact of higher densities on the character/heritage of established suburbs. Proposals aimed at ensuring housing affordability, cultural planning and management of cultural heritage were supported. Comments supported the emphasis on sustainable and integrated transport objectives including a focus on pedestrian/cycle accessibility and measures to enhance the effectiveness of public transport such as transport oriented development.

Public

As a stakeholder group, residents of the inner/middle areas expressed the strongest support for Network city generally: in contrast residents of outer areas expressed more moderate support. In addition, the inner/middle residents were more likely to comment than their outer area counterparts and had focused their supportive comments around the spatial plan and transport, while recognising some weaknesses in liveability issues. Areas of particular interest to this stakeholder group are outlined below.

Community safety

Comments raised a recurring issue: namely community safety. This was perceived as both an explicit, and an implicit, aspect of the social impact associated with higher residential densities; perceptions of anti-social activities were associated with acute concentrations of social disadvantage and high-density public housing. Nevertheless, the issue of integrated crime-prevention-through-environmental-design (CPTED) and the principle of designing out crime were a consistent comment across a broad range of issues.

Higher densities

Comments from the inner and middle areas indicated broad support for issues related to higher residential densities in general. Comments from the outer areas expressed a view that local governments should have a strong role in setting residential density targets to ensure local circumstances are taken into account, while indicating that the 60/40 target should be flexible rather than mandatory.

Comments sought further detail on the 60/40 development issue, in particular what it means, how it is to be applied, how existing planning processes will be adjusted to provide this outcome and clarification of the methodologies to be used to quantify the infill potential of established areas. Some comments expressed concerns about the potential impact of higher residential densities on the environment and built heritage, including the potential of perceived negative impacts on levels of amenity, such as public open space and parks, residential character and higher levels of crime and anti-social behaviour.

Comments from the inner areas recognised the potential for a disjunction of longer term interests arising between maintaining local sense of place, established character, heritage and environment as well as accommodating initiatives for increased densities. However, comments also acknowledged the positive environmental benefits of a more compact urban form in relation to reduced car dependency, greater opportunities for public transport and walking and cycling, as well as through greater utilisation of local services and employment. A system of incentives, regulations and standards for green open space was seen as needed for higher densities in general.

A number of submissions identified targeted rather than blanket infill development, such as focusing increased densities around retail,

commercial, education and transport nodes to ensure that economic, environmental and social sustainability objectives are met. This view implies there is a misconception about Network city, in that it may be seen as promoting 'blanket' re-zonings rather than being focussed on activity centres and corridors.

Housing

Comments expressed support for local housing strategies, including issues such as diversity of housing type, accessibility and housing affordability. Comments from the outer areas indicated a need for a clearer definition of new growth areas and expressed some concern over the potential for the focus on urban consolidation leading to inadequate planning for outer areas. Community access to the full range of services and facilities was consistently raised in the context of residential developments in newer areas.

Infrastructure

The clarification of infrastructure capacity/provision in general was identified as an issue that could potentially constrain infill or redevelopment options, as well as the need for the provision of reticulated sewerage in some established suburbs and the impact of increased densities on the environment such as, for example, water consumption.

Comments from the outer areas acknowledged there are a range of options for managing apportionment of infrastructure costs and developer contributions for infill, revitalisation or green field development. Community access to the full range of services and facilities was consistently raised in the context of residential developments in newer areas.

Partnerships

A strong local government and State government partnership was identified as the basis for successful implementation of Network city objectives, with the need for this to be equitable and properly resourced being identified.

Transport

Comments expressed support for public transport, strengthening of rail infrastructure and transit-oriented design, which was perceived as important to developing a two-way flow on public transport. A number of submissions referred to the need for guidelines, regulations and incentives to support transit orientated development (TOD), including demonstration projects with a number of local governments.

Comments supported a greater integration of transport issues with land use planning; in particular issues relating to transit oriented design were considered equally applicable to new areas, in the context of a greater emphasis on innovative and sustainable green field development. Outer area residents remarked that higher residential densities and more effective staging of development in new areas would contribute to more efficient use of infrastructure and alleviate the need for the development of future urban areas. A number of submissions argued that there needs to be a process that prevents any new rezoning from urban deferred to urban, unless it can be demonstrated that access by public transport or TOD is the priority approach.

State government

Comments from state government agencies expressed strong support for the whole-of-government approach and in particular for operational cooperation and coordination in planning and implementation processes. Comments acknowledged that partnerships, resources, implementation and governance issues would require clarification, particularly in the context of relationships with local government, industry and non-government sectors.

A number of comments highlighted the role of crime-prevention-through-environmental-design (CPTED) as a component of urban and community planning, particularly in the context of the development of a state wide designing-out-crime policy. Similarly, a number of comments emphasised the importance of acknowledging accessibility, equity and inclusiveness in planning processes and particularly in planning and design outputs, especially in the context of addressing the requirements of people with disabilities.

A set of main messages

The main messages emerging from public comment broadly support the values, principles and strategies of Network city and the measures to address urban sprawl and reduce car dependence. Sustainability and enhancing the quality of the environment remain of primary importance. The main sentiment, however, is that more substantive development is required of some of the concepts within the strategy, particularly the concepts of activity corridors and centres and transport corridors. This is understandable given the impacts these concepts might have on local communities and on existing and proposed investment. There is strong support for the direction and actions proposed within the transport section of the strategy, which points to the need to develop a more balanced transport strategy for Perth.

A wide range of stakeholders see the shift in emphasis towards urban growth management as being beneficial. At the same time there is recognition of the need to link the growth management objectives to effective regulatory and statutory planning instruments and to better define the new approaches to managing urban development. It is recognised that this will require addressing deficiencies and inadequacies within the existing planning system.

Planning with the community is supported and is seen as distinguishing Network city from more traditional approaches, though there has been limited input to date by Indigenous peoples. This support comes with a call to clarify implementation processes, resources and the rights and responsibilities of all stakeholders. Underlying this support is a concern in some quarters about the potential impact of increased residential densities on neighbourhoods. Suggestions were made that indicate a need for a population policy and decentralisation of growth out of Perth. However, the primary focus of any population increase under Network city is actually aimed towards activity centres and corridors.

The strategic approach to housing and housing affordability is well supported, even though there is concern about how housing will be kept affordable and the stock diversified. Universal access and the inclusiveness of Network city is acknowledged and crime-prevention-through-environmental-design is seen as useful. The maintenance of access to natural resources is seen as essential in order to be able to deliver Network city.

Without trying to overly simplify the significance and the contribution provided by the submissions the following key points can be drawn.

◆ There is a high level of support for the vision, values, principles, key objectives and themes or headlines expressed in Network city.

◆ There is concern expressed in relation to how the principles and strategies and actions will be implemented.

◆ New forms of partnerships are essential if Network city is to be delivered. This will involve the evolution of more systematic approaches to joined-up government and the continued development of processes that deliver outcomes based on the shared responsibility of all the stakeholders.

Advice on actions and priorities

The comments provide the WAPC with valuable guidance and ideas about information needed for decision-making, specific actions to be taken and the

issues that should receive priority attention. The submissions present a clear picture of the community's expectations about the WAPC's priorities. Nine tasks stand out in the submissions, and the WAPC will give them priority.

1. **Detailing the metropolitan structure** involves expanding and explaining the overall metropolitan structure of activity centres, activity corridors and transport corridors (including the principles that will govern their local planning and management) and the long-term structure of the metropolitan regional parks system.

2. **Population, housing and job targets** involves determining and applying methodologies for setting these (and other) targets collaboratively.

3. **Managing growth** involves locating, staging and managing infrastructure and greenfield and infill development.

4. **Developing the activity centre concept** involves determining the character, location and management of activity centres.

5. **Developing the activity corridor concept** involves determining accessibility principles as well as the character, location and management of activity corridors.

6. **Developing the transport corridor concept** involves determining the character, location and management of transport corridors.

7. **Enhancing institutional structures and decision-making** involves enhancing and improving the way all levels of government and civil society work together.

8. **Relating sustainability to decision-making** involves planning and managing growth according to sustainability principles.

9. **Accessing time, money and skills** involves ensuring that all stakeholders have access to the skills and funds needed to deliver planning through participatory mechanisms.

The number of comments addressing each of the nine tasks is illustrated in table 2.

A discussion of what is said by respondents in relation to each of these priority tasks is given at appendix 1 (see back cover). All 2350 summary comments in appendix 2 (see back cover) have been listed in order of priority task.

Specific projects related to the nine priority tasks are listed in table 3.

The next steps

The WAPC will prepare a statement of planning policy (SPP) which is based on this statement and which confirms Network city replaces Metroplan.

The WAPC has the structures – partnership, representative and coordinating committees – to drive the actions and tasks that arise from the new directions and approaches of Network city. It has the machinery – policy frameworks and instruments, region schemes and development control powers – to give effect to these actions and tasks. At the same time the WAPC is very conscious of the new strategic environment and the community interest shown in Network city, as shown by the number and nature of the submissions. To move forward within this new paradigm we need to change the way planning is undertaken in Perth and Peel and focus those changes through a variety of projects.

Change the way planning is done

As the Minister for Planning and Infrastructure expressed it, 'Network city outlines a change in direction for Perth, not only in how we develop as a city but also in how we do the planning.' The new ways we do the planning will be apparent in Government initiatives and approaches, in DPI programs, in dialogues and events. For the WAPC the new ways will take three major forms.

1. **Enhance existing and develop new advisory structures**   The peak WAPC committees to drive the priority tasks will be a combination of existing and new committees and consultative groups, with working groups formed for specific projects. This will ensure that full advantage is taken of the existing expert and representative groups, while involving others who wish to contribute or who can represent diverse interests. The peak committees are likely to take the forms set out at table 4.

2. **Ensure community access to the policy making process**   Each of the peak committees, and any associated working groups, will be asked by the WAPC to consider and implement ways to inform the community, to foster debate and to give interested people and organisations access to the policy making process. The WAPC regards the Network city submissions as a highly valuable source of community advice and will make them available to the committees and groups working on them, on a confidential basis. The WAPC will ask each group to consider and respond, at least in general terms, to all submissions relevant to their work.

3. **Build partnerships**   In all priority tasks the WAPC will seek to build new and stronger partnerships. Each of the committees and working groups will be asked by the WAPC to make the development of partnerships central to their operations.

Table 2   Comments by respondent group and priority task

Respondent group	Priority tasks									Total	
	1	2	3	4	5	6	7	8	9	No	%
Business community	18%	0%	55%	18%	0%	0%	9%	0%	0%	11	100%
Development industry	7%	9%	37%	6%	1%	8%	21%	8%	3%	179	100%
Dialogue participants	19%	6%	17%	4%	0%	26%	13%	13%	2%	53	100%
Local government generally	14%	3%	22%	6%	1%	10%	24%	19%	1%	93	100%
Local government, inner/middle areas	9%	6%	18%	20%	3%	9%	28%	3%	3%	123	100%
Local government, outer areas	11%	6%	18%	14%	4%	10%	18%	14%	5%	483	100%
NGOs, community, academic groups	6%	8%	18%	3%	1%	18%	11%	30%	5%	330	100%
Not known	22%	0%	22%	11%	0%	27%	8%	6%	3%	63	100%
Public resident in inner/middle areas	20%	4%	26%	4%	1%	17%	12%	9%	8%	674	100%
Public resident in outer areas	24%	4%	20%	4%	0%	21%	11%	6%	9%	96	100%
State government	2%	4%	13%	6%	1%	22%	19%	31%	3%	246	100%
TOTAL	296	123	507	171	39	361	369	358	127	2,351	-
Percentage	13%	5%	22%	7%	2%	15%	16%	15%	5%	-	100%

*Source: Network city public comment database, September 2005*
Note: two comments cannot be attributed to a priority task: one relates to a business name and one to 'writing in English'

Table 3   Initial projects to accelerate priority tasks

Priority tasks	Initial projects
Task 1 Detailing the metropolitan structure	1. Review SPP 4.2 – Metropolitan centres policy (action plan ref. 1.3), which includes developing the metropolitan spatial framework and the activity centre concept. 2. Develop concepts for the long-term structure of the metropolitan regional parks system.
Task 2 Population, housing and job targets	3. Determine and apply methodologies for setting population, housing, job and other targets by local government (action plan ref. 3.2), including targets for housing diversity (action plan ref. 9.1).
Task 3 Managing growth	4. Develop a staging strategy, identifying locations for development and redevelopment opportunities, and identify the related infrastructure requirements (adapted from action plan ref. 1.3 and 2.1) 5. Expand and refocus the metropolitan development program (MDP) to a more strategic level that reflects existing conditions, directs where development should occur and monitors development activity in accordance with the requirements of the staging strategy (adapted from action plan ref. 2.1).
Task 4 Developing the activity centre concept	6. Develop the activity centre concept at Murdoch and the Bentley Technology Precinct. 7. Undertake projects which promote transit-oriented development, mixed use and density around transit locations (action plan ref 10.2).
Task 5 Developing the activity corridor concept	8. Develop policy and principles for the activity corridor/activity centre concept, leading into the selection of one or more priority corridors as an innovation project (action plan ref. 1.2).
Task 6 Developing the transport corridor concept	9. Develop a set of new principles for road network function and management, within the framework of a comprehensive transport program (action plan ref 21.1, amended). 10. Prepare transport plans and strategies for public transport, walking and cycling (action plan ref. 22.1).
Task 7 Enhancing institutional structures and decision-making	11. Continue support for sustainable communities partnerships by moving into implementation: in particular the Maddington-Kenwick partnership (action 3-10f), as well as those operating at Mirrabooka, Swan, Lansdale, Wanneroo township and Roleystone. 12. Develop a partnership between state and local government (action plan ref. 5.1). 13. Develop a long term implementation plan that identifies how Network city's actions interrelate and provides an indicative basis for Government forward financial planning.
Task 8 Relating sustainability to decision-making	14. Develop methodologies to assess plans and development projects (action 3-7f) according to sustainability principles.
Task 9 Accessing time, money and skills	15. In order to address the resource issues raised in public comment, create a Network city implementation fund, directed towards local projects which relate to the priority tasks, for instance the setting of targets, or the planning and management, by a group of local governments, of a specific activity corridor.

Table 4   Peak WAPC committees to drive priority tasks

Priority tasks	Peak WAPC committees
1. Detailing the metropolitan structure	• Transport Committee • Infrastructure Coordinating Committee • Environment Committee
2. Population, housing and job targets	• New peak WAPC/WALGA committee
3. Managing growth	• New WAPC stakeholder committee • Infrastructure Coordinating Committee
4. Developing the activity centre concept 5. Developing the activity corridor concept	• New peak WAPC/WALGA committee
6. Developing the transport corridor concept	• Transport Committee • Infrastructure Coordinating Committee
7. Enhancing institutional structures and decision-making	• WAPC
8. Relating sustainability to decision-making	• Sustainability Committee • Environment Committee
9. Accessing time, money and skills	• WAPC
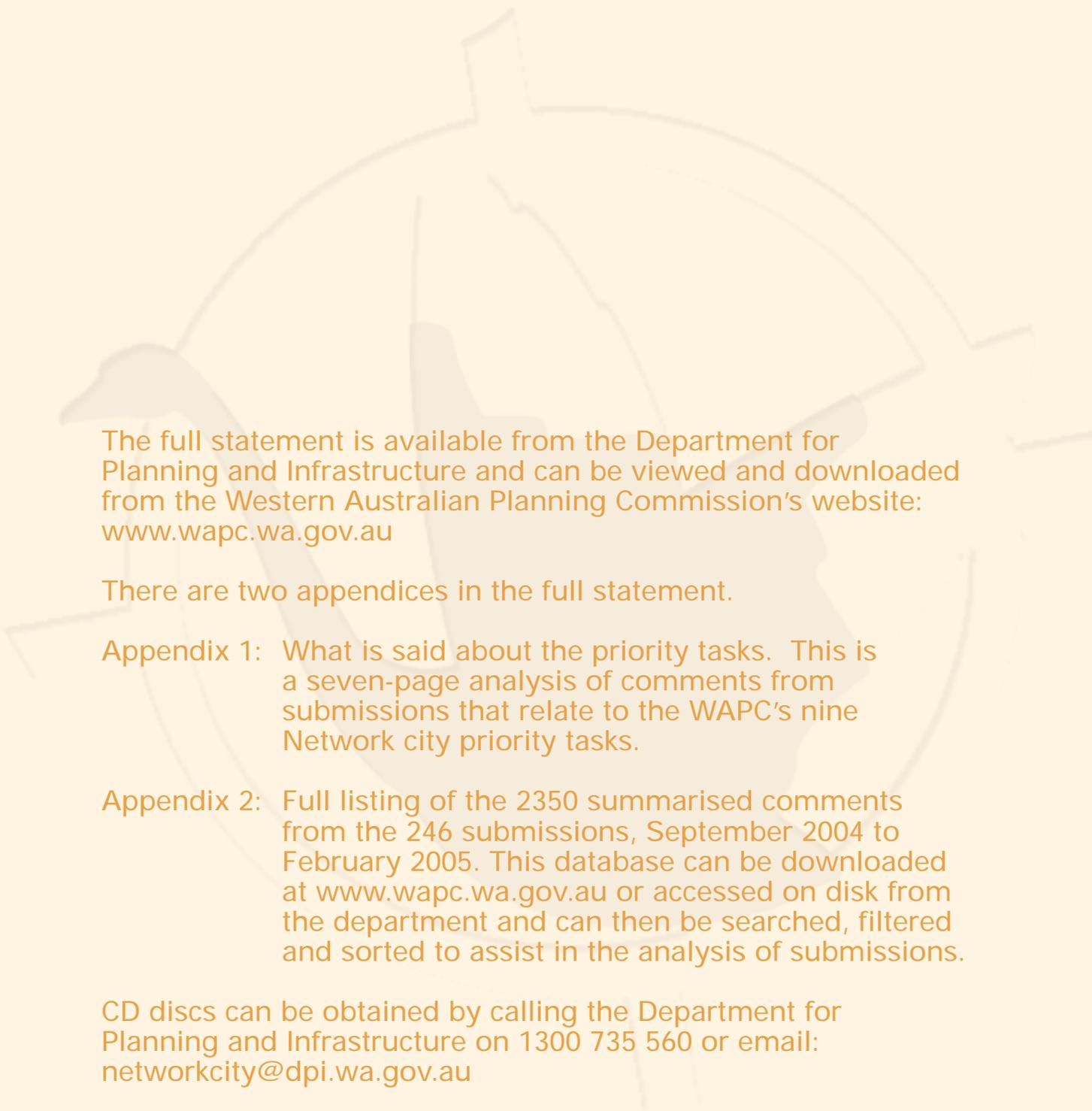
The full statement is available from the Department for Planning and Infrastructure and can be viewed and downloaded from the Western Australian Planning Commission's website: www.wapc.wa.gov.au

There are two appendices in the full statement.

Appendix 1: What is said about the priority tasks. This is a seven-page analysis of comments from submissions that relate to the WAPC's nine Network city priority tasks.

Appendix 2: Full listing of the 2350 summarised comments from the 246 submissions, September 2004 to February 2005. This database can be downloaded at www.wapc.wa.gov.au or accessed on disk from the department and can then be searched, filtered and sorted to assist in the analysis of submissions.

CD discs can be obtained by calling the Department for Planning and Infrastructure on 1300 735 560 or email: networkcity@dpi.wa.gov.au