



## GOOD EXAMPLES OF INFRASTRUCTURE PLANNING AND PROCUREMENT

### METROPOLITAN PLANNING

#### The Committee for Sydney

The Committee for Sydney's *Adding to the Dividend, Ending the Divide*<sup>1</sup>, is a good example of a whole of metropolitan area approach to city planning. "Sydney's success will depend on how truly polycentric it becomes, developing large urban centres with high productivity and effective job density well distributed across the metropolitan area."

#### West Australian Planning Commission (WAPC)

WAPC is a statutory authority that exists to coordinate planning for future land use and transport needs. Its main role is to coordinate the various government agencies and other stakeholders in large infrastructure projects, to ensure that consideration is given to all interests and needs, including environmental, economic and community interests. The core features of WA's unique planning system are the metropolitan region scheme, an ongoing regional improvement fund and an independent expert regional planning authority.<sup>2</sup> Membership includes an independent chairman, the directors' general of seven government agencies and representatives from economic, social and environmental areas, local government, regional development and coastal management. The WAPC is serviced by a number of planning committees that have a range of expertise and local community knowledge<sup>3</sup>. This has enabled reservation/protection of regional open space and rail and road corridors, in advance of need. Water supplies have been protected and main centres identified.

### REGIONAL PLANNING

#### Peel Regional Leaders Forum

The Peel Regional Leaders Forum (PRLF) in WA, consists of the five Councils of the Peel Region, plus RDA Peel (Federal), the Peel Development Commission (State/Economic), Peel-Harvey Catchment Council (Environmental), and Peel Community Development Group (Community). It takes an integrated regional approach. The *Peel Regional Strategic Priorities Plan* was recently updated. Initiated by RDA Peel, the document has become the regional plan, with buy-in from all the major regional players.

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<sup>1</sup> The Committee for Sydney, Sydney Issues Paper No 4, *Adding to the Dividend, Ending the Divide*, 2014 Update.

<sup>2</sup> WAPC, *Stories from Fifty Years of Regional Planning*, 2008  
([http://www.planning.wa.gov.au/dop\\_pub\\_pdf/sf50yrs\\_\(3\).pdf](http://www.planning.wa.gov.au/dop_pub_pdf/sf50yrs_(3).pdf))

<sup>3</sup> Planning WA website <http://www.planning.wa.gov.au/651.asp>

## **Northern Horizons – 50 Year Infrastructure Strategy for Melbourne’s North**

This publication<sup>4</sup> is a landmark analysis of all infrastructure for Melbourne’s eight northern municipalities. It defines the future infrastructure strategy for Melbourne’s North to capitalise on the region’s considerable social, economic and environment potential. It provides a comprehensive evidence based investigation including:

- A Report Card that defines the current level of infrastructure provision in Melbourne’s North, and
- Future Directions for the short, medium and long term priorities for infrastructure in the region.

## **LOCAL GOVERNMENT TAKING THE LEAD**

### **Penrith City Council, NSW**

The North Penrith site or as it is now being called Thornton, is a 42 hectare former Commonwealth Government defence landholding. It is strategically located immediately adjacent to the Penrith CBD, which is one of Sydney’s principal regional cities. The Penrith CBD has vast untapped development potential but the market has not fully realised that.

The defence activities on the land substantially ceased many decades ago but the site was held back from development. Recognising the potential for the site to showcase high quality apartment housing in the CBD, Penrith Council collaborated with the State Government’s Urban Growth to encourage a priority sale. The Commonwealth attached requirements that the land deliver a component of affordable housing, local employment and a 1000 space commuter car park.

These requirements detrimentally affected the viability of the site for re-development as there are small margins which separate the cost of CBD housing from low density housing in Penrith’s new suburbs. In order to assist and incline Urban Growth to acquire the site, Penrith Council contributed \$5m of economic stimulus funding, which was available for local purposes, to the cost of the commuter car park which is a State-owned facility.

A bold vision was agreed for the site - that it should be an exemplar of high density housing in an attractive setting while also maximising the employment potential of the site. The State Government’s Urban Growth and Penrith City Council have collaborated to see this vision delivered.

Now, St Hilliers and First Point are developing proposals for Thornton’s new town centre and a 450 apartment development, the quality of which has not been seen before in western Sydney. This has established a market for this form of housing and retail outcome in Penrith.

The story demonstrates that public investment in infrastructure can attract private investment which increases local job provision, employment self-sufficiency and liveability. It also highlights the importance of locally tailored solutions rather than a one size fits all approach.

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<sup>4</sup> Melbourne’s Northern Economic Wedge Inc, trading as NORTH Link, *Northern Horizons, 50 Year Infrastructure Strategy for Melbourne’s North, Delivery Through Partnerships*, 2014  
<http://melbournenorth.com.au/northern-horizons-50-year-infrastructure-strategy-for-melbournes-north/>

## City of Whittlesea Broadband Strategy and Leadership

In 2007, Whittlesea was internationally recognised by the Intelligent Community Forum as one of the top 21 intelligent communities positioned to prosper in the broadband economy, recognised for demonstrating leadership by:

- being the first Victorian municipality to require property developers to lay empty fibre-optic conduit in trenches throughout all new 'Greenfield' housing estates – this encourages communications providers to install fibre-optic cable, as these properties are fibre-ready
- investing in e-government to cut costs and improve our services to residents and businesses

The Council's strategic planning ensures the rollout of fibre-optic cable will be much simpler, cheaper and cleaner in these local estates - footpaths and nature strips will not be dug up, and cable will not need to be strung from poles.

*"We are working to help introduce high-speed broadband internet services into our local community because we believe it is part of basic infrastructure. Our community's ability to access high-speed broadband internet services is crucial to the future liveability, social progress, productivity and economic development of the City of Whittlesea."*<sup>5</sup>

The municipalities of Melbourne's North in collaboration with NORTH Link and the Northern Melbourne RDA, recognise that the Digital Economy is a catalyst for innovation and have committed to work together to drive better outcomes for public services, the economy and the community.

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<sup>5</sup> City of Whittlesea Website, <https://www.whittlesea.vic.gov.au/your-council/plans-strategies-and-policies/broadband-strategy-and-leadership>