

Conclusion

The historical preference for settlement in urban areas in Australia has made a significant impact on the form and structure of the settlement patterns and transport systems of our cities. Building on that history of urbanisation, in general there are currently 2 predominant locations for population growth occurring across Australian cities: extensive low-density growth on the urban fringe and significant growth in high-density city centres. This has led to large price premiums being paid for homes that are within close proximity to the economic activity in the CBDs of Australia's cities, and concentrations of social disadvantage being pushed further towards city peripheries. It is problematic for both Australian cities and most parts of regional Australia, to access transport and jobs as there are areas across Australia that are generally underserved by transport services (Infrastructure Australia 2015).

Housing density will continue to trend upwards as the value of land close to the inner city parallels the concentration of high-wage employment in the CBD and central city. However, there are clear social and economic challenges in outlying areas that are not as well-resourced in terms of accessible jobs, transport, facilities and services. Opportunities inherent in proximity to city centres are increasingly likely to be out of reach for people on the outer fringes of cities.

As the **Economy** chapter of this report will explore, this outward movement of disadvantage and population is occurring concurrently with an inward concentration of higher-order jobs, placing many residents far from the opportunities of the inner city and adding considerable pressure to the increasingly strained transport network.

Chapter 3 references

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