



Western Sydney Land Release

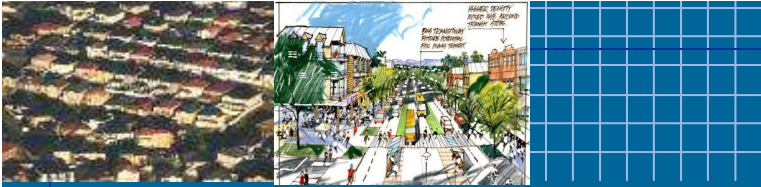


Managing Sydney's Urban Growth

Evan Jones

Multiplex Developments

ACNU August 2005



Western Sydney Land Release

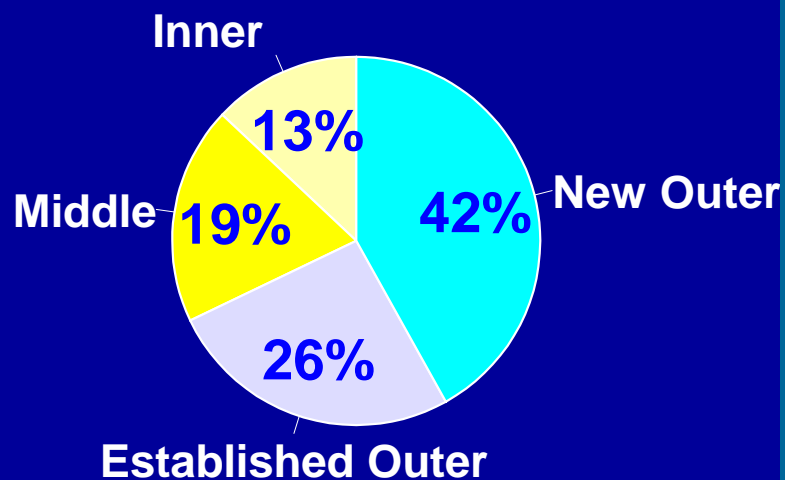


1. Background

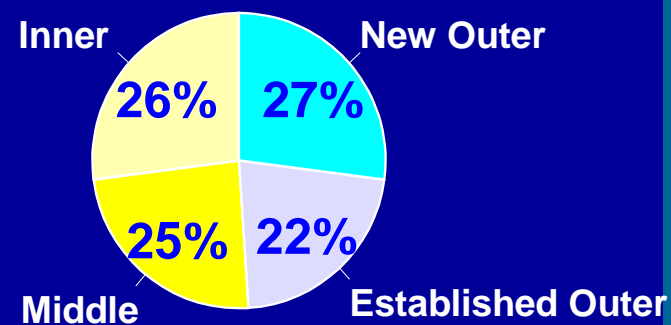
Metropolitan Policy Settings

Managing Fringe Growth: Large drop in the share of Sydney's annual housing stock increase being built in greenfields. New outer developments **share dropped from 42% to 27%**

1993/94



2000/01





Land Shortage! Historically Low Stocks

Notwithstanding the success of compact city policies, Greenfields stocks dropped to historically low levels by 1998 because during the 1990s:

- few new areas released
- other areas removed
- lot yields declined
- many areas reached over 80 percent of their development capacity
- housing prices escalated:

eg West Hoxton (edge of Liverpool releases)

Sales at \$2.5m per hectare = \$180,000 for a 300 m² unserviced lot (new lots in Sydney average 545 square metres)



Five Year Housing Supply Schedule

		02/03	03/04	04/05	05/06	06/07
A	Dwelling Supply in Established Areas	20 765	22 940	22 825	19 410	18 875
B	Lot Supply in New Outer					
	1. Housing Forecast Forums	5 085	5 130	5 440	6 945	7 295
	2. Potential identified in Managing Sydney's Urban Growth	0	150	500	600	800
	3. Sites identified by UDIA	0	0	110	120	120
	4. Sites identified by Council Planners	0	0	100	350	400
	Total Greenfield Supply	5 085	5 280	6 150	8 015	8 615
	Overall Land and Housing Supply	25 850	28 220	28 975	27 425	27 490



METROPOLITAN GREENFIELDS LAND RELEASE PROCESS

Private Sector Identifies
Potential Site



Studies, investigations and
preliminary plans



State Government Listing as Urban Release Site



Planning



Budgeting



Local Government Rezoning



Implementation

Current Land Release
Process



Western Sydney Release Areas

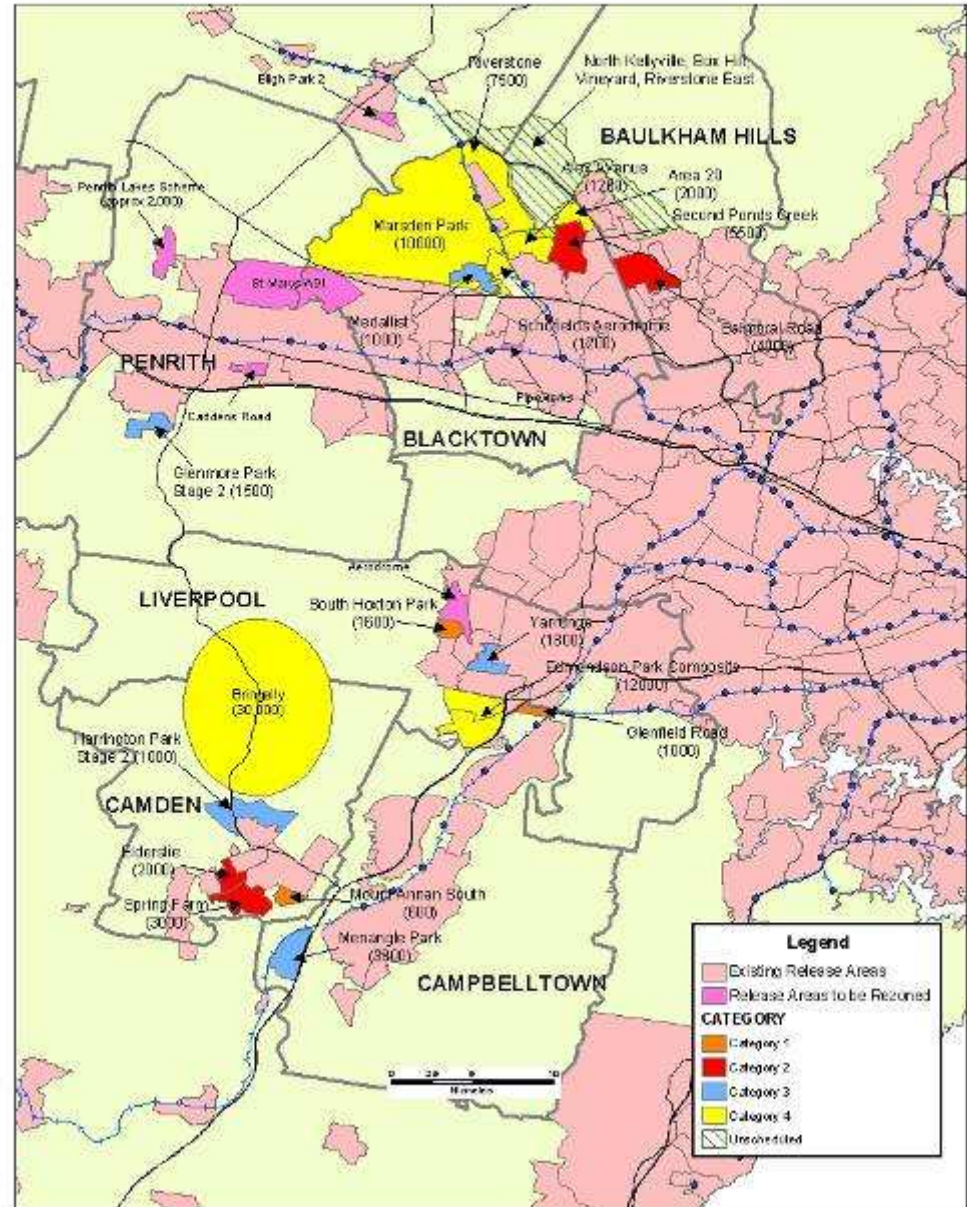
- Existing Release Areas
- Release Areas to be Rezoned

CATEGORY

- Category 1
- Category 2
- Category 3
- Category 4
- Unscheduled

1. Not included
2. Interim transport levy contributions.
3. Transport funding under consideration by State Government.
4. Requires a coordinated land use and infrastructure structure planning. Transport funding under consideration by State Government.

Land Release Program - Western Sydney Categories





NSW Government December 2001 Action Plan

- Restructure UDP and MUDP into a new “Metropolitan Development Program (MDP)” to apply to all major residential projects.
- The MDP to include planning for a 15 year supply schedule indicative infrastructure investment requirements, including for transport, in 0-5, 5-10, 10-15 year timeframes.
- Land included on the MDP not to be rezoned unless the infrastructure costs and funding mechanisms have been secured and projected within the 15 year framework. No sites on the MDP above 1,000 dwellings to be rezoned unless infrastructure costs and funding mechanisms have been secured.
- Investigating Bringelly in the South-west Corridor and Marsden Park in the North-West Corridor.
- Resolving ‘impediments’ to increasing land supply through a Ministerial Committee and a Metropolitan CEO’s Group.

**METROPOLITAN GREENFIELDS LAND
RELEASE PROCESS**

**Current Land Release
Process**

**Proposed Land Release
Process**

Private Sector Identifies
Potential Site

Studies, investigations and
preliminary plans

State Government Listing as Urban Release Site

Planning

Budgeting

Local Government Rezoning

Implementation

Investigations/Regional Plan

State Government Designates
an Area for Investigation

Regional Structure Planning

Budgeting

Sequencing

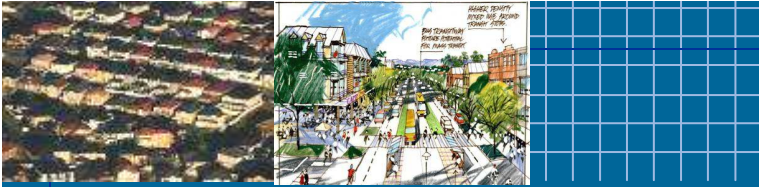
State Government Approval

Rezoning

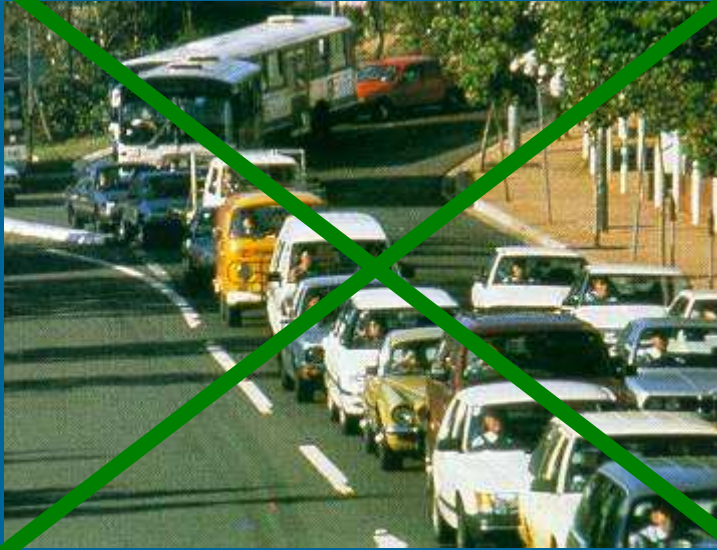
Implementation

Land Use,
Transportation,
Natural Environment,
Infrastructure





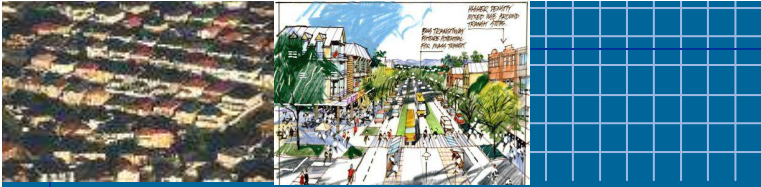
We can do better than Sprawl



SEPP 66 Integrating land use and transport planning to achieve:

- less traffic congestion
 - increased public transport use
 - mixed use communities
- By ensuring design excellence which means:**

- better quality places
- integrating planning across government agencies
- ongoing commitment to these principles by government agencies



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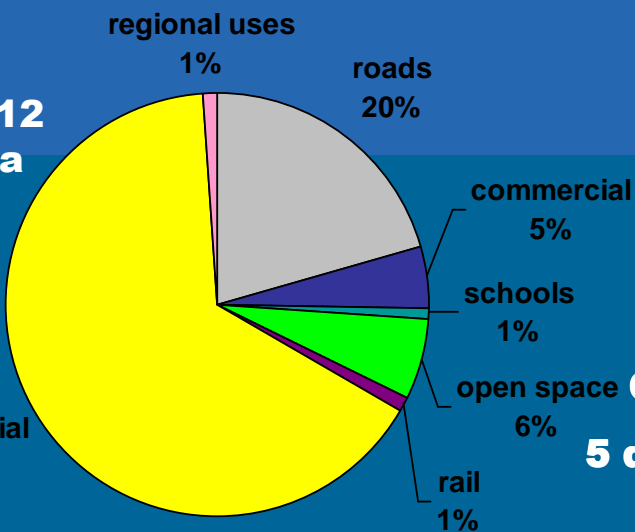


2. Selected Issues

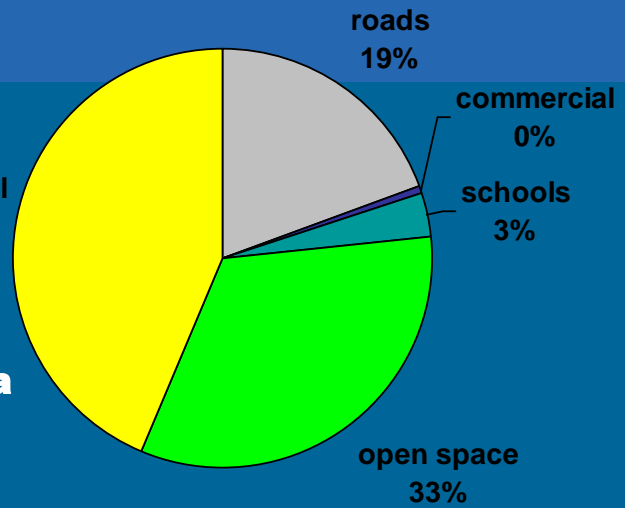


Land and Density Use

Eastwood 12 dwellings/ha



Cecil Hills 5 dwellings/ha



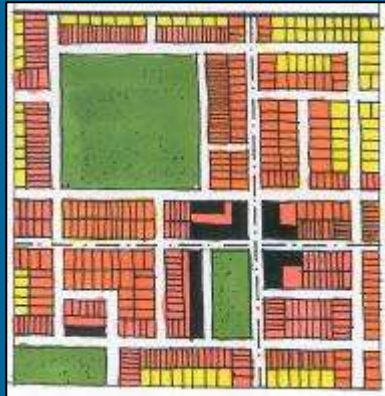
MULTIPLE USE PARKS



A lot of land is consumed in 'slop'- the spaces which are left over or over-specified. This is very inefficient and does not contribute to livability.

Land Use and Density

Achieves 15dw/Ha but
too many apartments
and small lots –
unacceptable to market

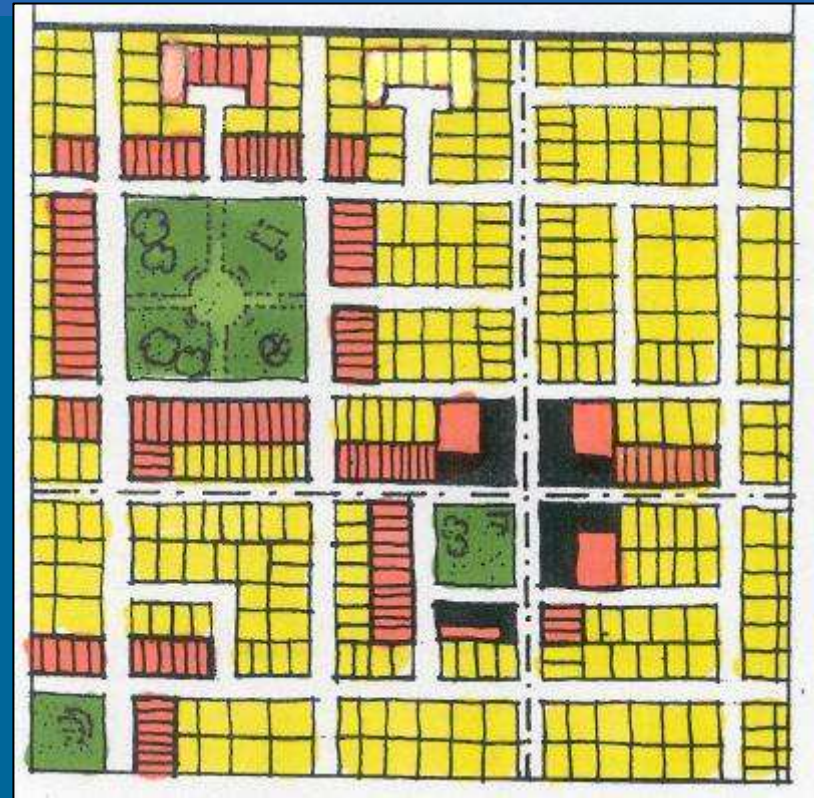


reduce
“land slop”



improve
housing
diversity

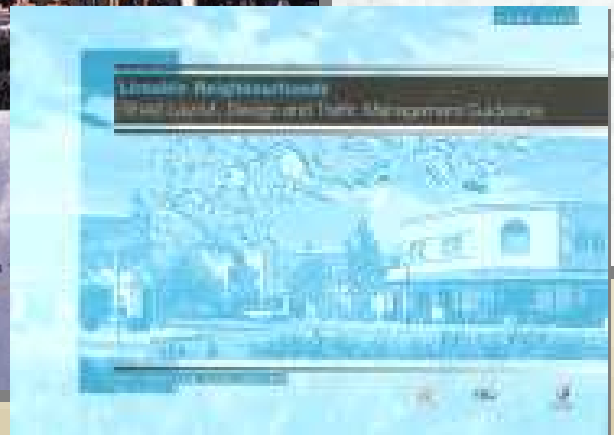
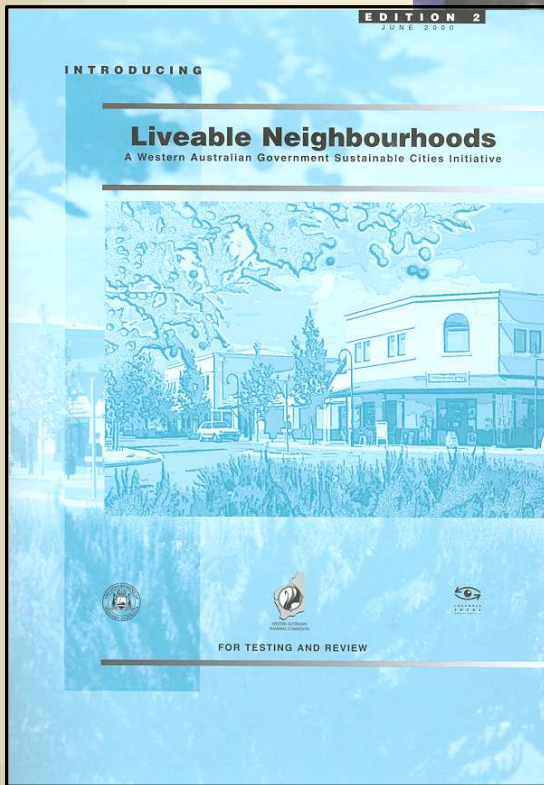
Insufficient dwellings
and no diversity – does
not achieve density
target



Achieves 15dw/Ha and
good urban outcome



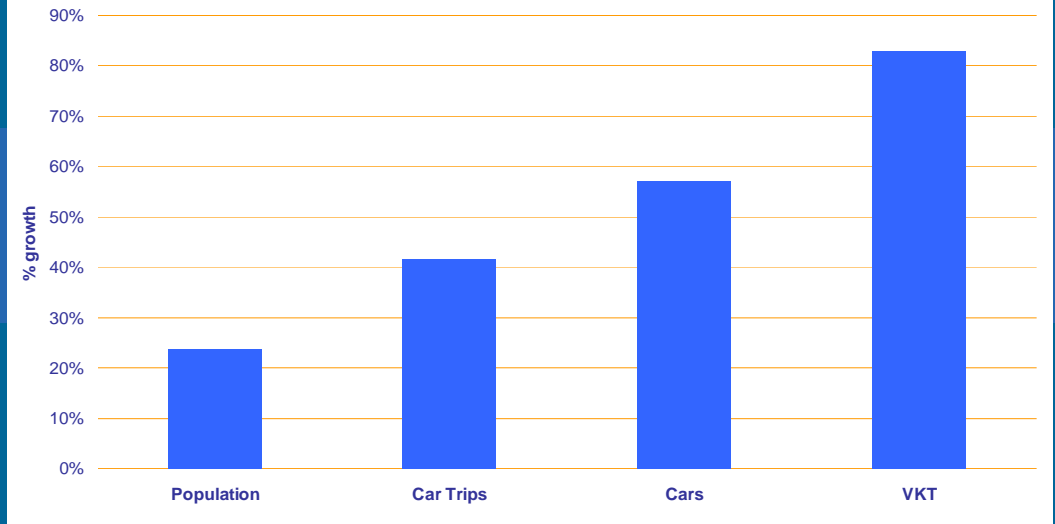
2. Fringe Growth Management





Transport

Car Dependence



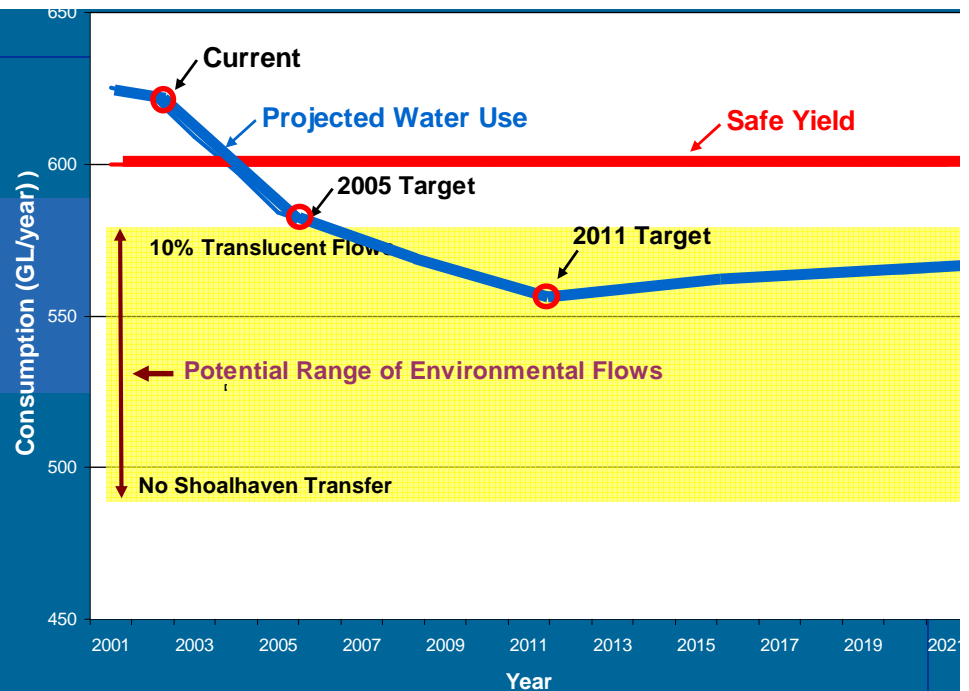
Travel by Region in Sydney

	Eastern Sydney	Western Sydney
• Household vehicle ownership	1.2	1.7
• Household vehicle driver trips/day	5	6
• Daily VKT per person	15kms	27kms
• Household total trips/day	9	11
• Mode share to public transport	13%	8%
• Household size (persons)	2.5	3

Environment: Water Supply from Storage

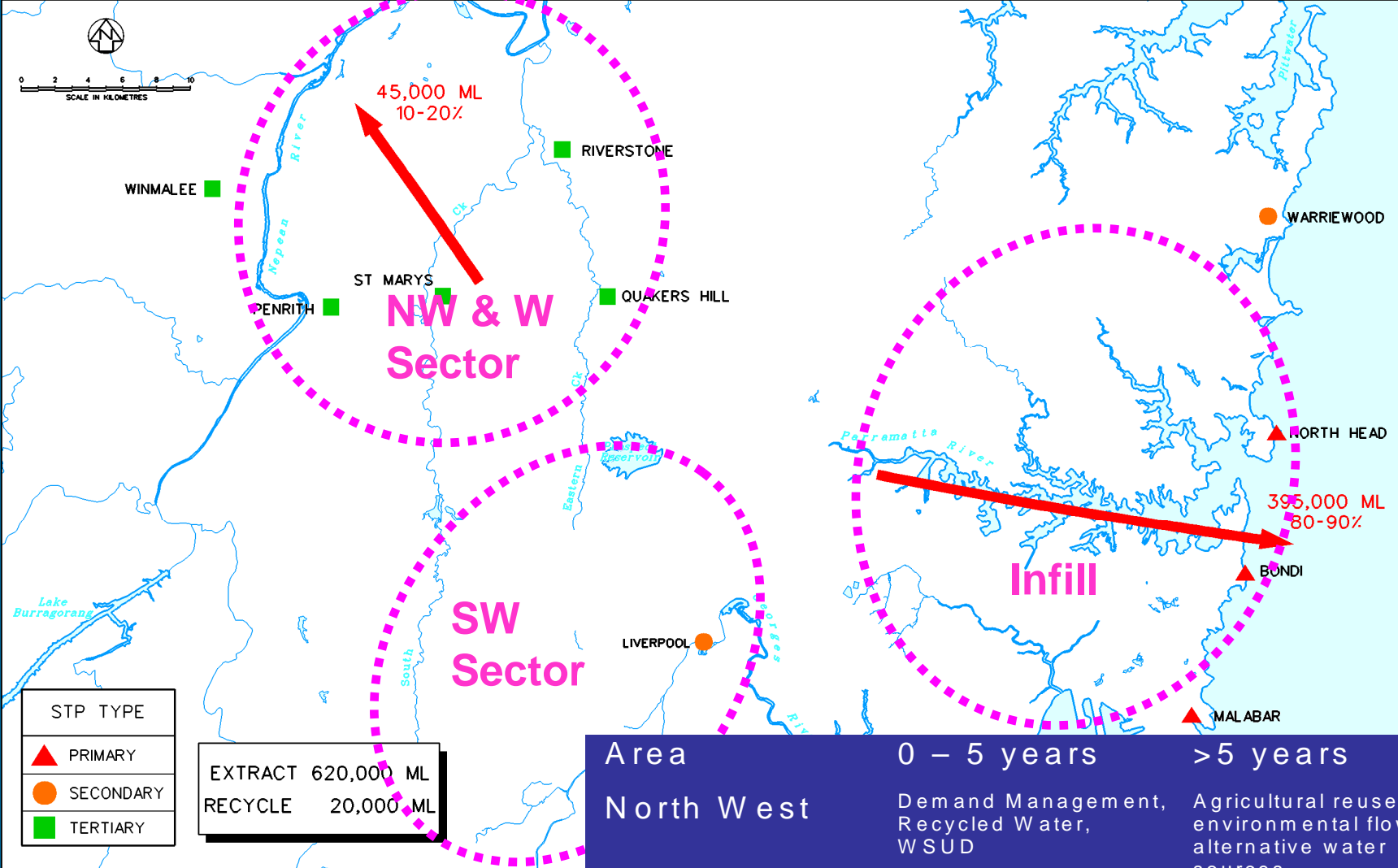
Water Management

- Water demand outstripping supply
- Water supply for Sydney at its limit and reliability of supply is diminishing;
- New strategies for urban release are needed.
- Water is needed both for water supply and environmental flows in already stressed rivers
- Groundwater management (salinity)



1. Reduce potable water demand
2. Protect and enhance water quality; reduce diffuse source pollution, contribute to environmental flows, support effluent reuse, protect riparian corridors
3. Consider cumulative impacts within and between growth areas

Environment: Wastewater Management



STP TYPE	
▲	PRIMARY
●	SECONDARY
■	TERTIARY

EXTRACT 620,000 ML
RECYCLE 20,000 ML

Area	0 – 5 years	>5 years
North West	Demand Management, Recycled Water, WSUD	Agricultural reuse, environmental flows, alternative water sources
South West	Demand Management, WSUD	Integrated on site water and waste water solutions

Environment: Air Quality

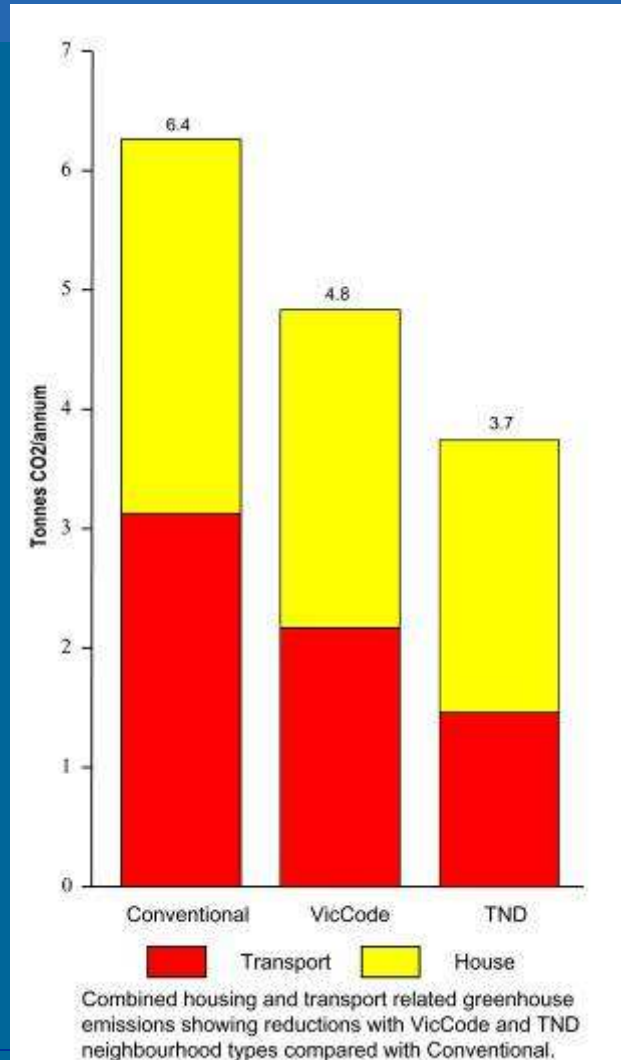


Background

1. Air quality is a significant problem in Western Sydney, and is largely influenced by the wider Sydney metropolis.
2. Previous modelling indicated that a population of 130,000 plus employment showed only small scale changes in regional air quality (but the results were at the model's sensitivity limits)

Outcomes Needed

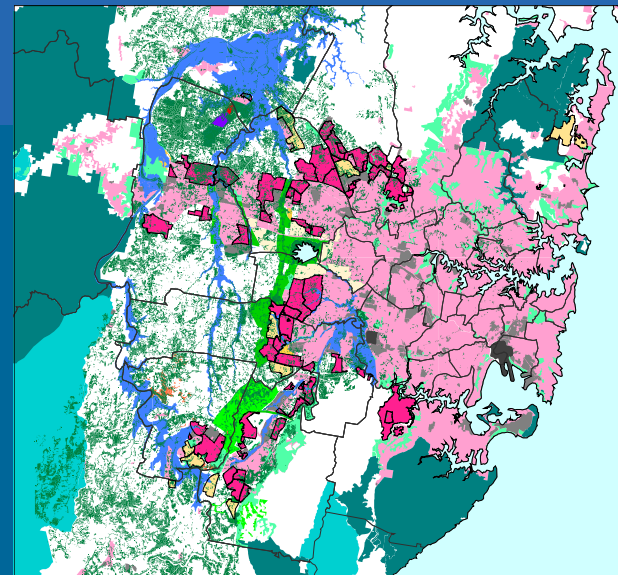
1. Urban form that reduces car dependency with an efficient urban structure, has a viable public transport system, and good solar orientation
2. New significant point sources of pollution should not be introduced wherever possible



Environment: Biodiversity

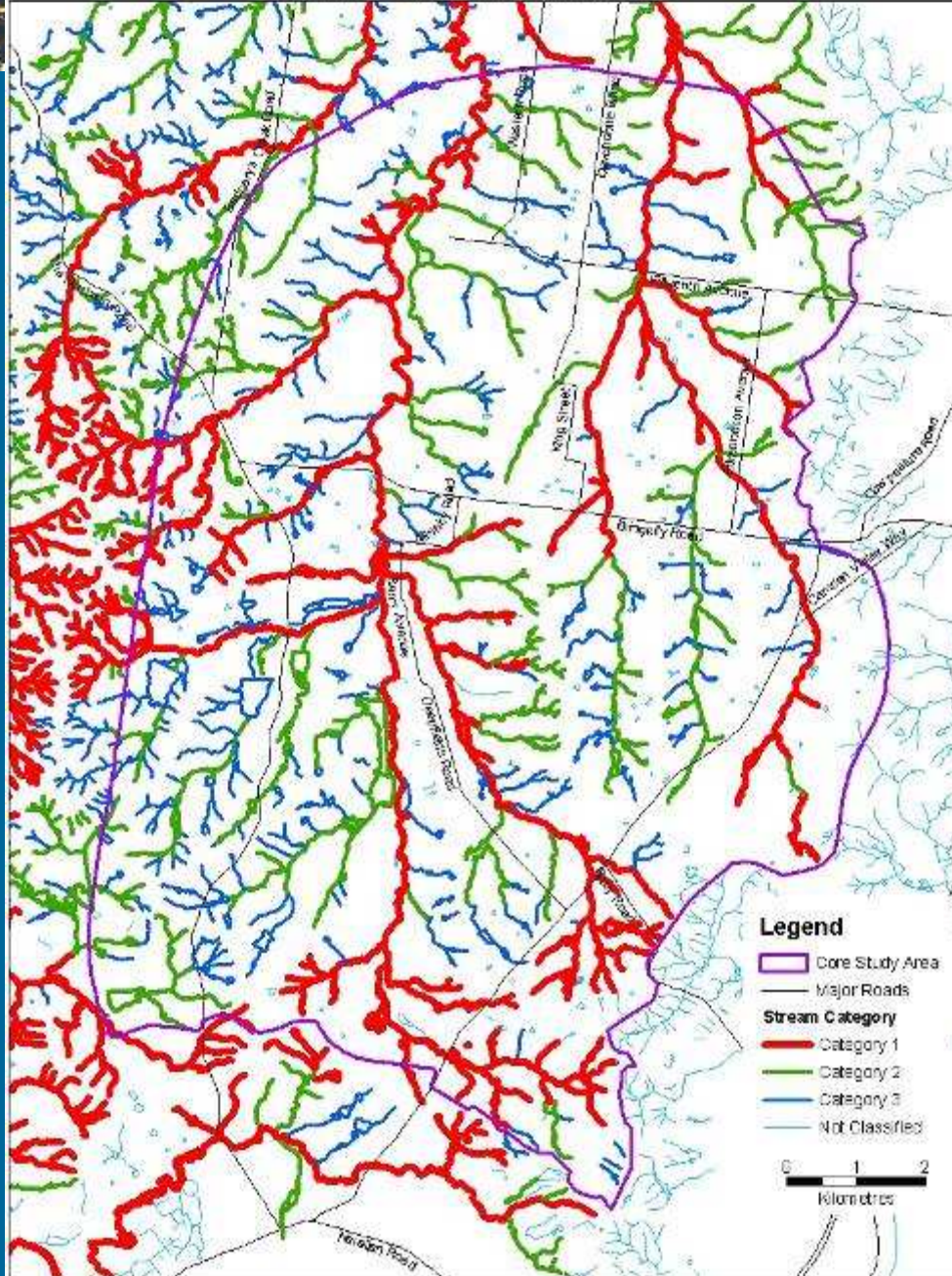
Cumberland Plain

1. All of the vegetation communities on the Cumberland Plain have less than 30% of their pre 1750 distribution remaining, and some have less than 10% that is left in good condition.
2. The draft Cumberland Plain Endangered Ecological Communities Recovery Plan aims to reverse degrading processes and trends of loss of fragmentation of the Cumberland Plain EEC so as to achieve no net loss, and eventual increase, in extent, quality and ecological integrity of the communities.
3. A regional scale assessment and connectivity study by Eco Logical Assessments has been undertaken as an planning tool for the scenario workshops.



Draft Stream Classification - South West Study Area

Department of Sustainable Natural Resources



Riparian Corridors

Legend

- Category 1:**
Bed & bank stability and water quality;
Maintenance of viable riparian vegetation;
Provide continuity and connectivity;
Rule of thumb: 40 m minimum vegetated setback from top of each bank.
- Category 2:**
Bed & bank stability and water quality;
Maintenance of riparian vegetation & habitat;
Rule of thumb: 20-30 m minimum veg setback from top of each bank.
- Category 3:**
Bed & bank stability and water quality;
Rule of thumb: 10 m minimum veg setback from top of each bank.



Local Government Perspective

Characteristics of Recent Growth

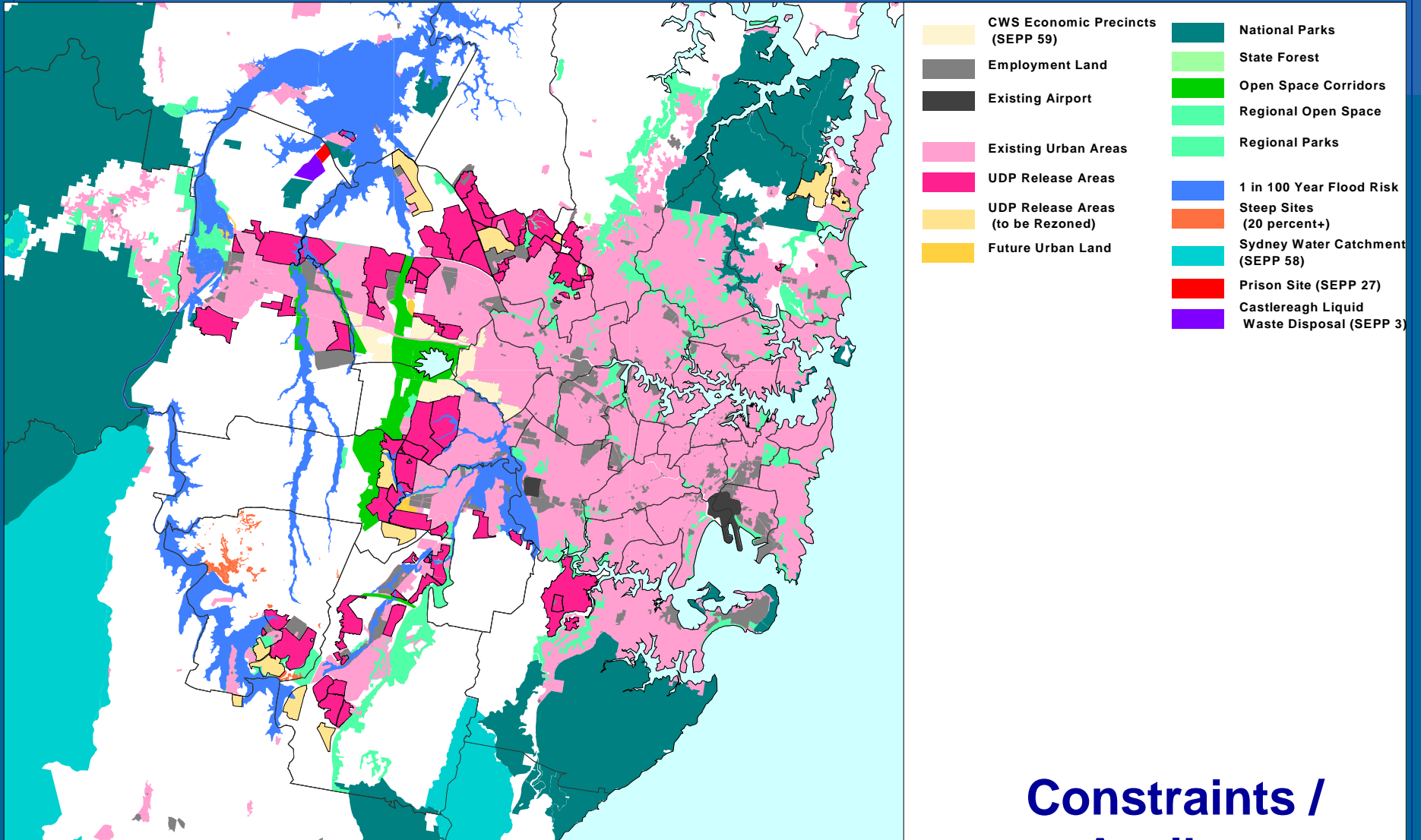
- Significant population increases along with surrounding LGAs
- High number of residents work outside LGA
- Greater reliance on private transport
- Downstream pressure on public infrastructure and services from urban release areas outside LGA

Growth Management Needs

- Integrated decision making by all levels of government
- Adequate resources to implement regional plan
- Public transport infrastructure and funding sources for regional infrastructure for new & expanding communities
- Timing for provision of public infrastructure to align with urban releases
- Regional economic development and employment opportunities
- Protect natural environment and maintain biodiversity
- Water cycle management
- Affordable housing - higher density housing



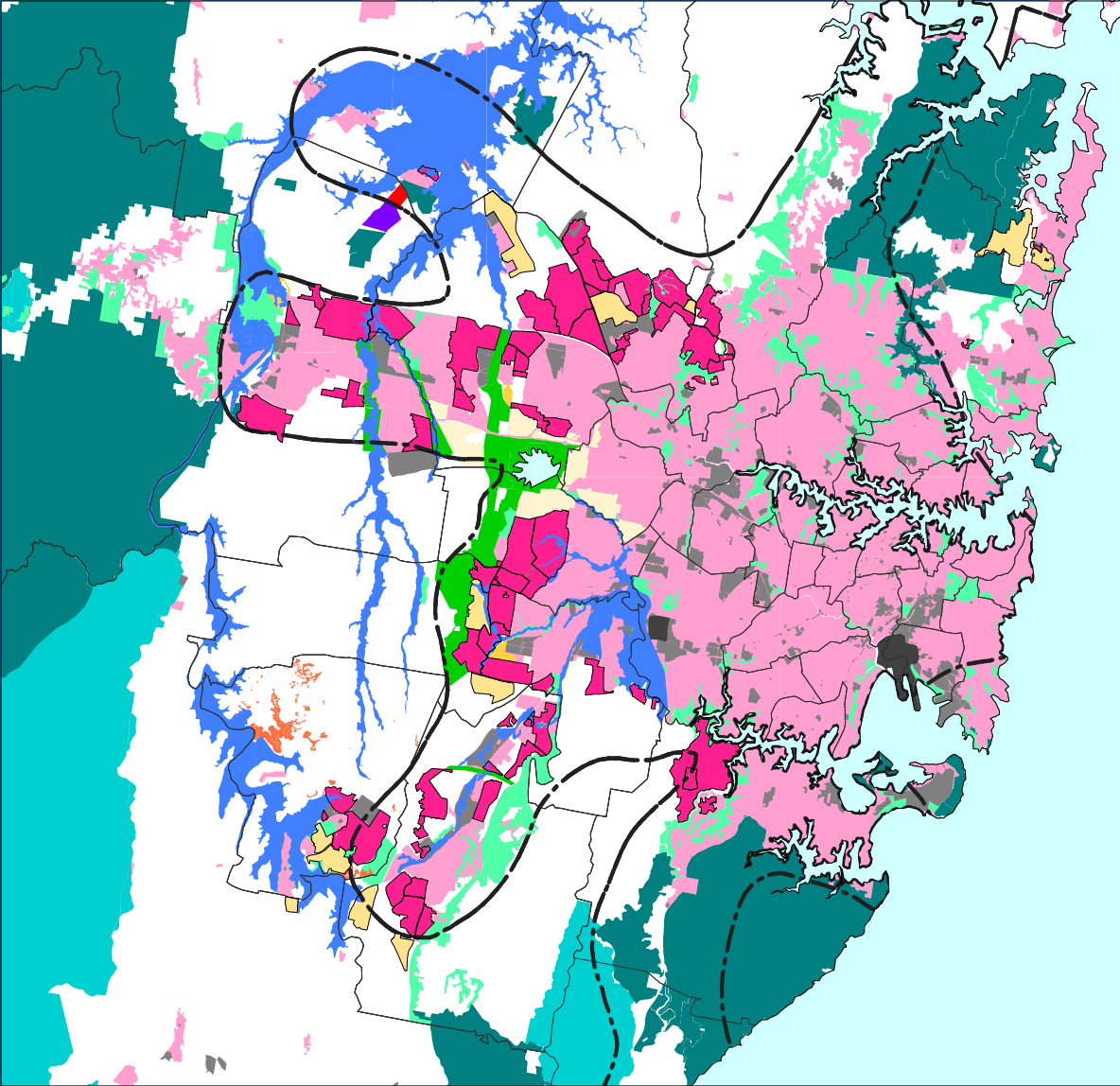
Constraints / Attributes



**Constraints /
Attributes**



Constraints / Attributes

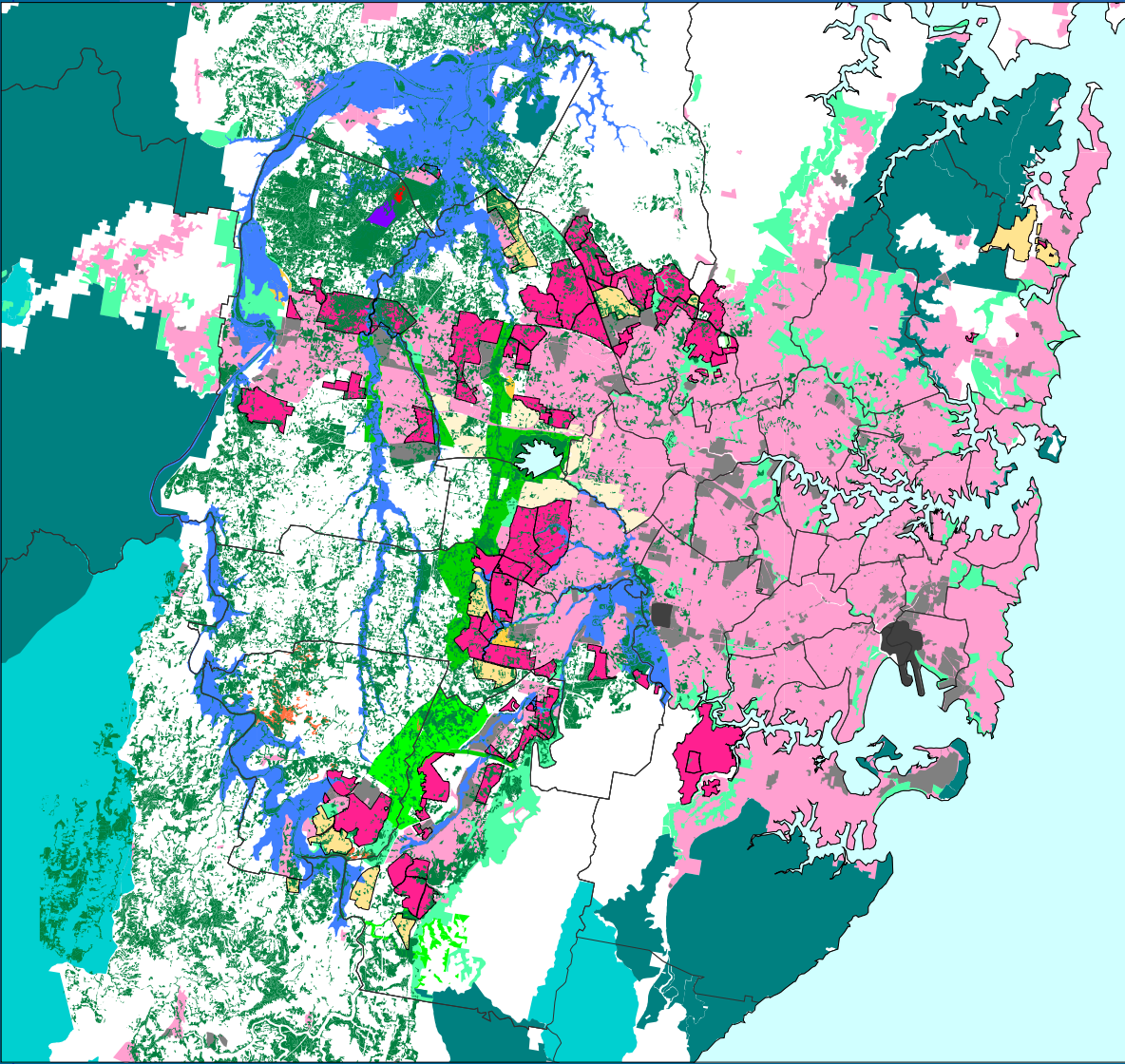


- CWS Economic Precincts (SEPP 59)
- Employment Land
- Existing Airports
- Existing Urban Areas
- UDP Release Areas
- UDP Release Areas (to be Rezoned)
- Future Urban Land
- National Parks
- State Forest
- Open Space Corridors
- Regional Open Space
- Regional Parks
- 1 in 100 Year Flood Risk
- Steep Sites (20 percent+)
- Sydney Water Catchment (SEPP 58)
- Prison Site (SEPP 27)
- Castlereagh Liquid Waste Disposal (SEPP 3)

5 Km Catchment of Public Transport

Public Transport Availability

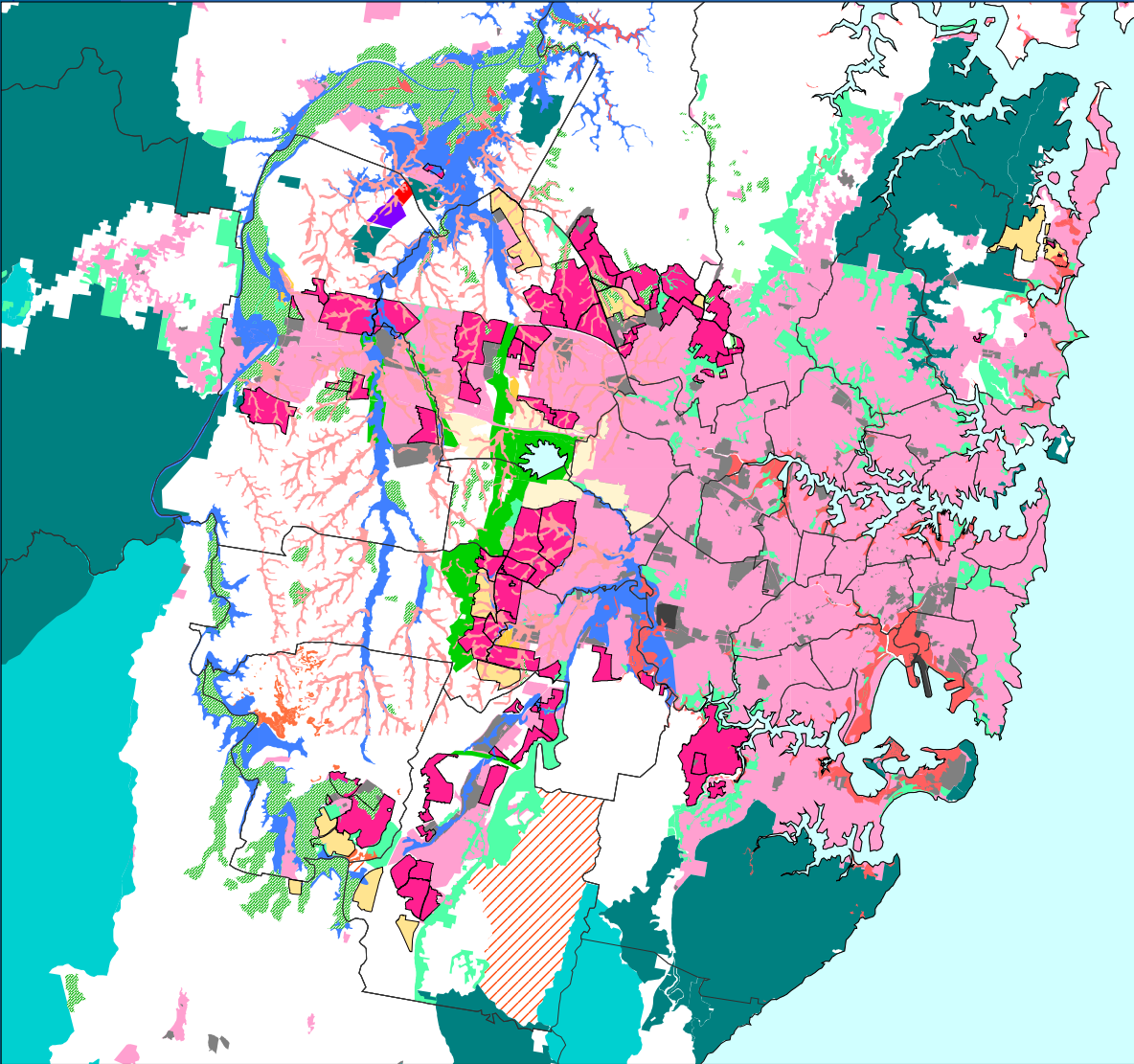
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- Threatened Vegetation Communities (NPWS)

**Valuable
Vegetation
Communities**

Constraints / Attributes

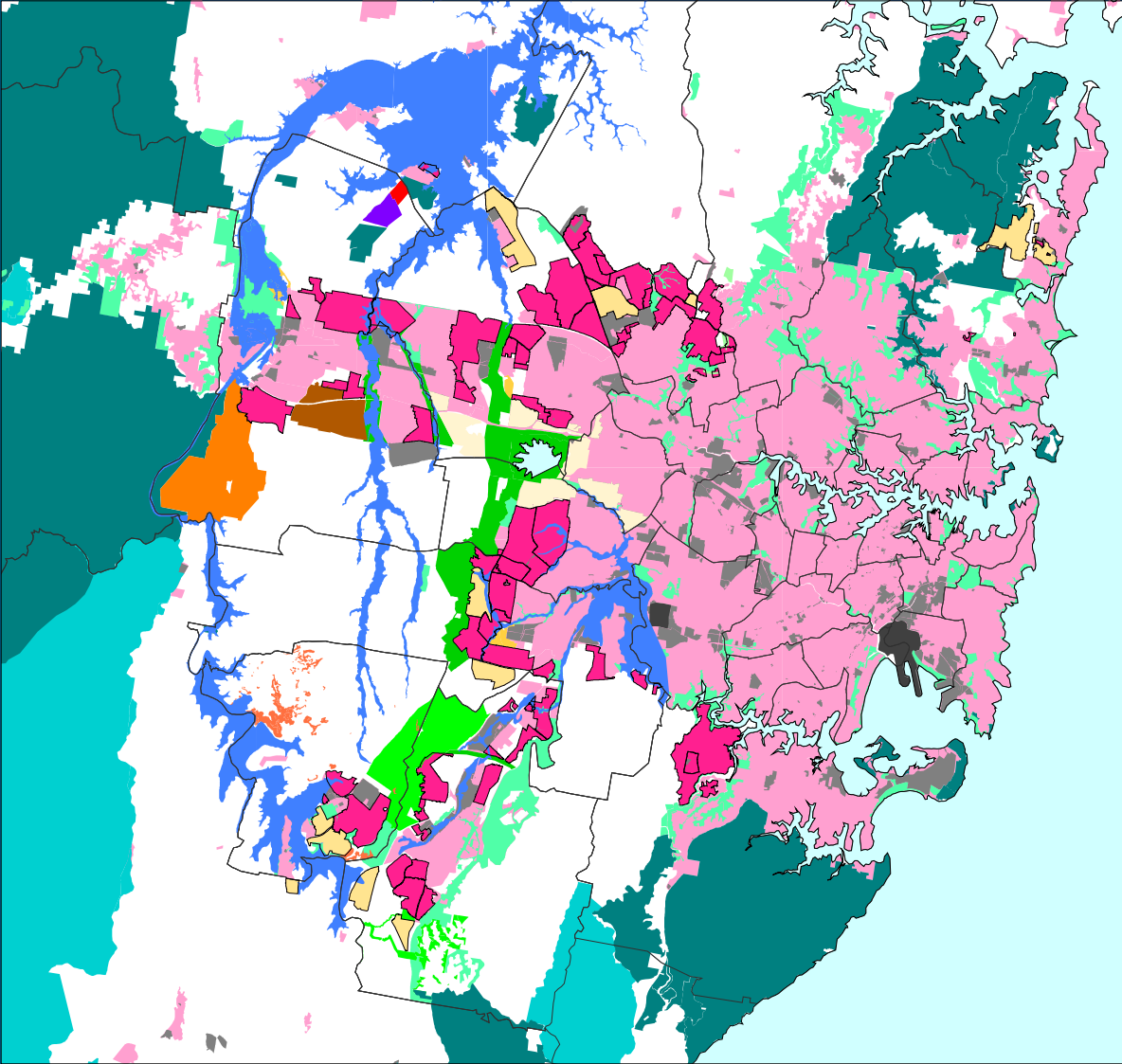


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- Agricultural Land
- Acid Sulphate Soil
- Salinity
- Contaminated Land

Valuable / Sensitive Land



Constraints / Attributes

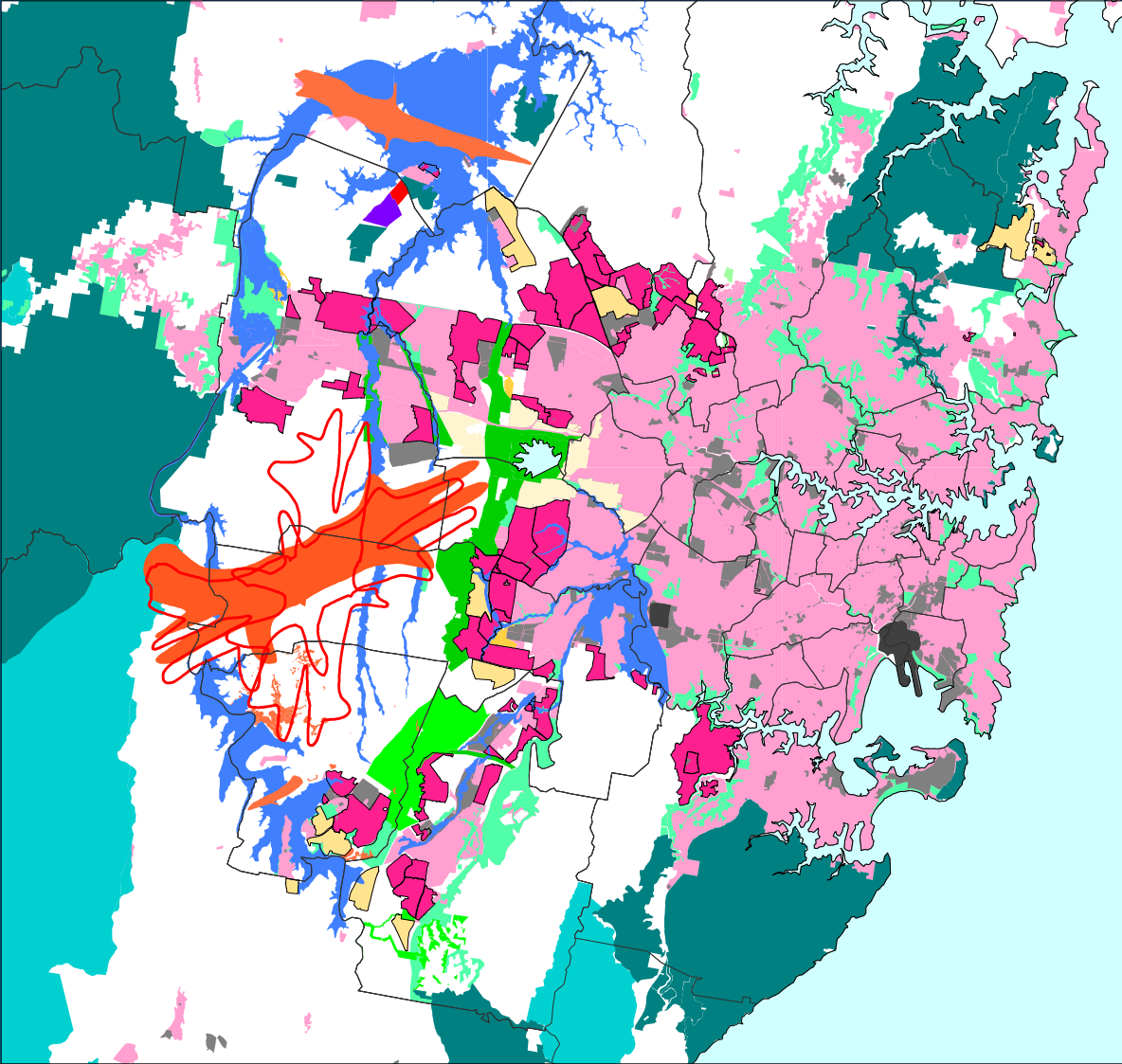


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- Campbelltown Scenic Hills
- Orchard Hills (REP 25)
- Mulgola Valley (REP 13)

Scenic and Heritage

Conversation

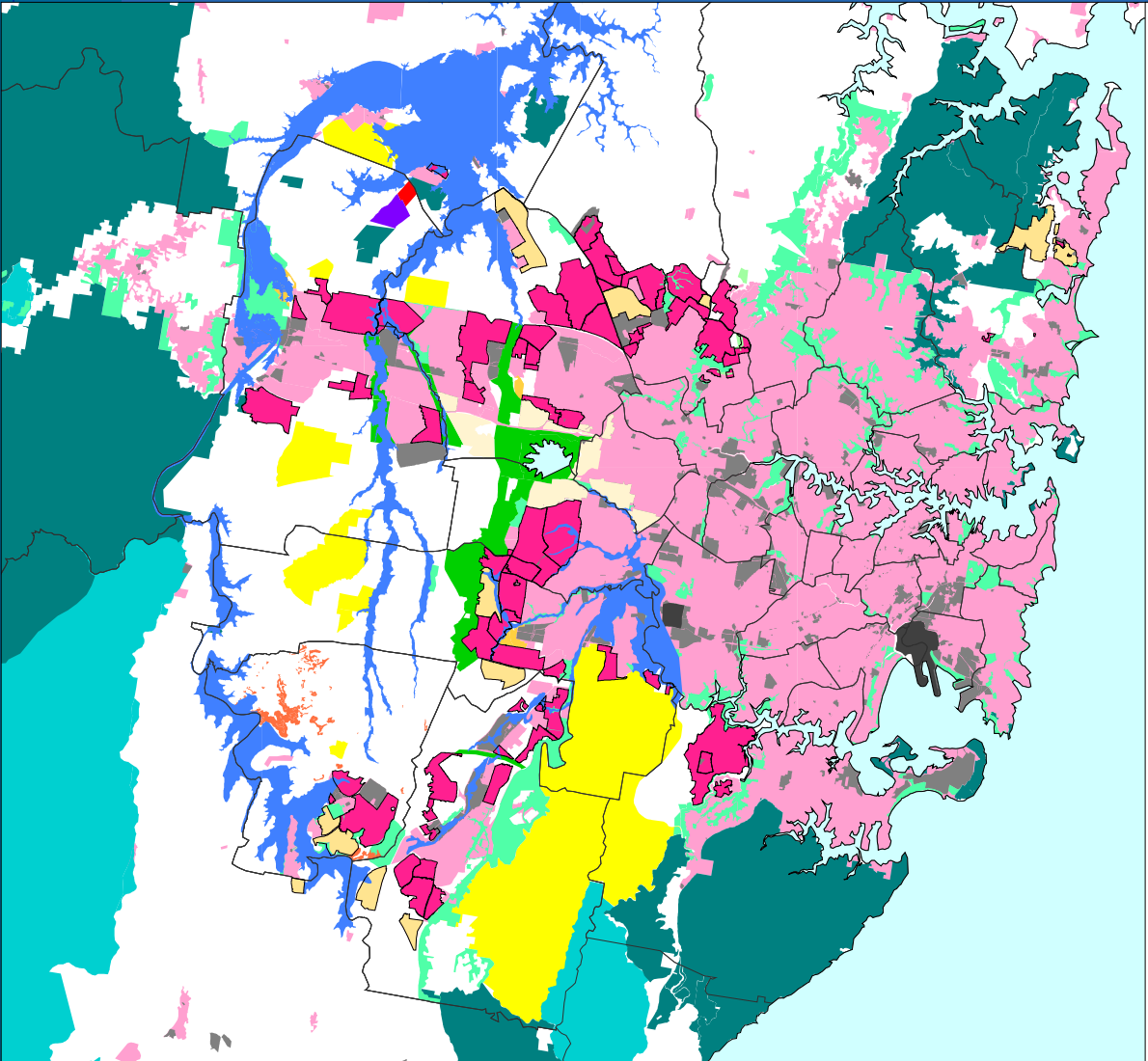
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-
- ANEF 20 of Aerodromes in Richmond and Camden
 - ANEF 20 of the Possible Airport

Aircraft Noise Affectation

Constraints / Attributes



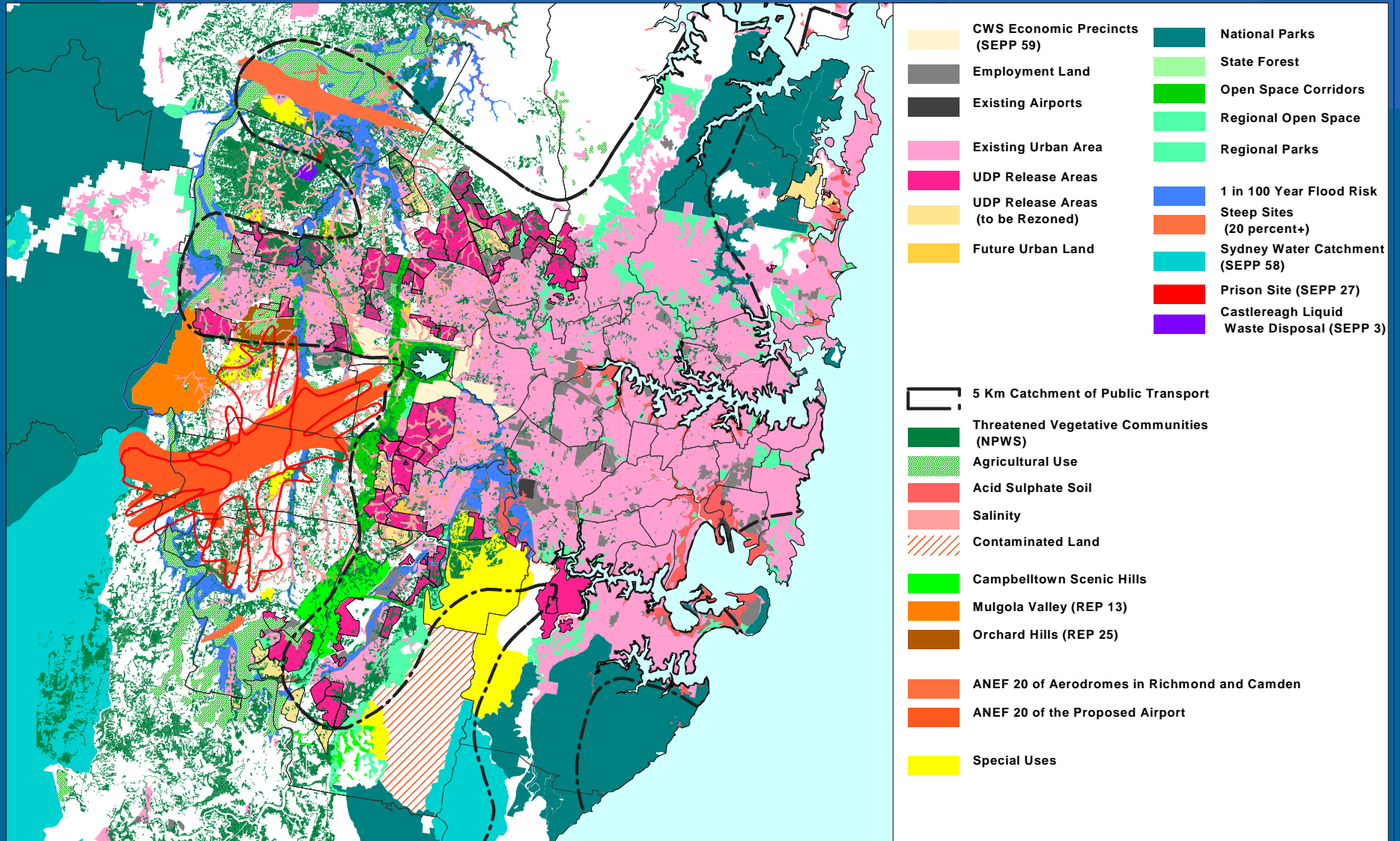
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Special Uses

Reserved Areas



All Constraints / Attributes





Regional Structure Planning

What items to consider ?

Employment **Greenhouse**

Integrated Effluent Management
Stormwater Management

Western Sydney

Health & Community

water management act Georges River REP

Air Quality Housing Affordability

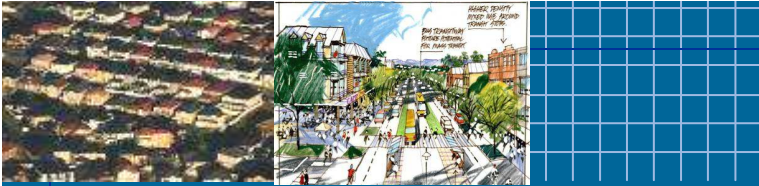
Sustainability *Conservation* **Diversity**

Transport Options

Urban Density

Water Sensitive Urban Design
Drinking Water Catchments

The challenge - to integrate items with good urban structure



Regional Structure Planning– Preliminary Scenarios for Testing

	1. Plan for Only 30,000 Dwellings	2. Maximise Conservation / Water with Good Urbanism	3. Balanced Conservation with Good Urbanism	4. Optimum Urbanism and Public Transport
Conservation Estate	<p>This scenario will test multiple fronts to find the most effective locality/ies for 30,000 dwellings</p> <p>It will test both conservation and public transport priorities</p>	<p>This scenario will test urban structure, density, public transport within a context of maximising the retention of vegetation under the Recovery Plan.</p> <p>Includes riparian setbacks for streams.</p>	<p>This scenario will test urban structure, density, public transport within a context of retaining most Core and Support for Core Habitat, but rationalising when in important locations for urbanism such as station precincts</p>	<p>Public Transport Oriented Development with possible significant modification of conservation.</p> <p>Include priority on employment.</p>
Employment				
Public Transport				
City Structure				
Housing				



We can do better: Challenges

The achievement of sustainable green-fields urban development will require a new approach to land release with significant commitment of resources, efforts and political and organisational capital.

1. Agree to a set of objectives, standards and to a physical form model at regional, district and local scales
2. Carry out planning at a regional scale first and integrate land use with transport, employment, and natural resource management
3. Revamp the assessment, release and approvals processes

4. New planning arrangements for the regional scale

5. New infrastructure funding and provision

What is the best process to:

- achieve sustainable urban development through regional structure plans
- bring transport planners to the table
- hold developers from progressing sites politically

Workshop Processes



Scenarios developed and tested and structure plan options developed
Planning / design processes:

- Rigorous and comprehensive, commensurate to the complexity of the problem
- Brings stakeholders together interactively
- Produces practical options for testing

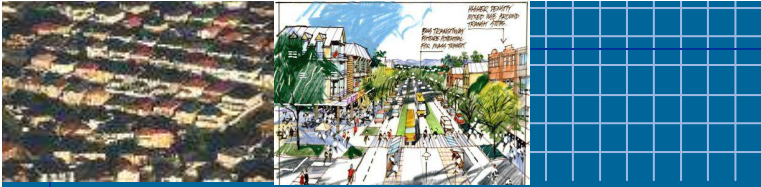


South West Workshop – April 2003

Program

Monday 28 April	Strategy Session: Urban Growth, Employment, Transport, Environment and Visions Information Session for Designers
Tuesday	Design development for scenarios
Wednesday 30 April	Design session Review & reporting 3.30 - 6.00pm
Thursday	Design refinements
Friday 2 May	Design finalising for South West options Final presentation 3.30 – 6.00pm

**Daily recording for the post workshop “Evaluation” period
Additional briefings (eg special interest groups) as required**



Western Sydney Land Release



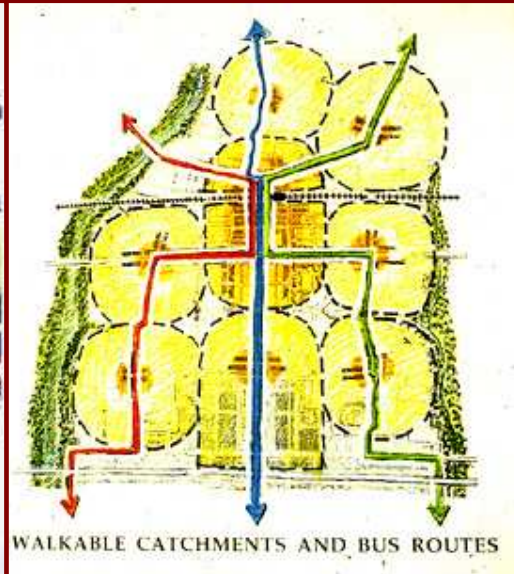
3. Integrated Urban Structuring

New Urban Structuring in Australia

*Integrated Urban Structuring Principles
under way in Western Australia, Western Sydney and
elsewhere*

Work in Progress

Chip Kaufman, Ecologically Sustainable Design Pty Ltd,
Melbourne, esdesign@netspace.net.au



'The Long Emergency'

James Howard Kunstler

Atlantic Monthly Press, New York, ISBN 0-87113-888-3

“The industrialized world is built on cheap energy. Over the past century, we have used the stored energy of millions of years of sunlight in the form of oil, coal and natural gas, to create the marvels and miracles essential to modern life. But now the cheap fossil fuels fiesta is ending, climate change is upon us, and our models of global industry, commerce, food production, and transportation may not survive. Industrial civilization is in big trouble, and the American people are sleepwalking into a future of hardship and turbulence.”

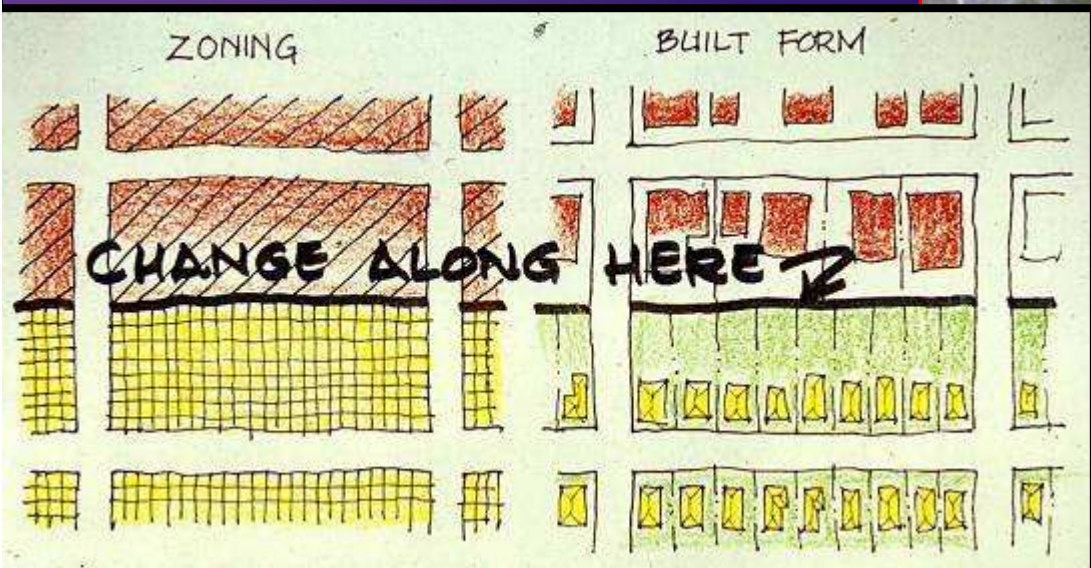
Policies Necessary but not Sufficient

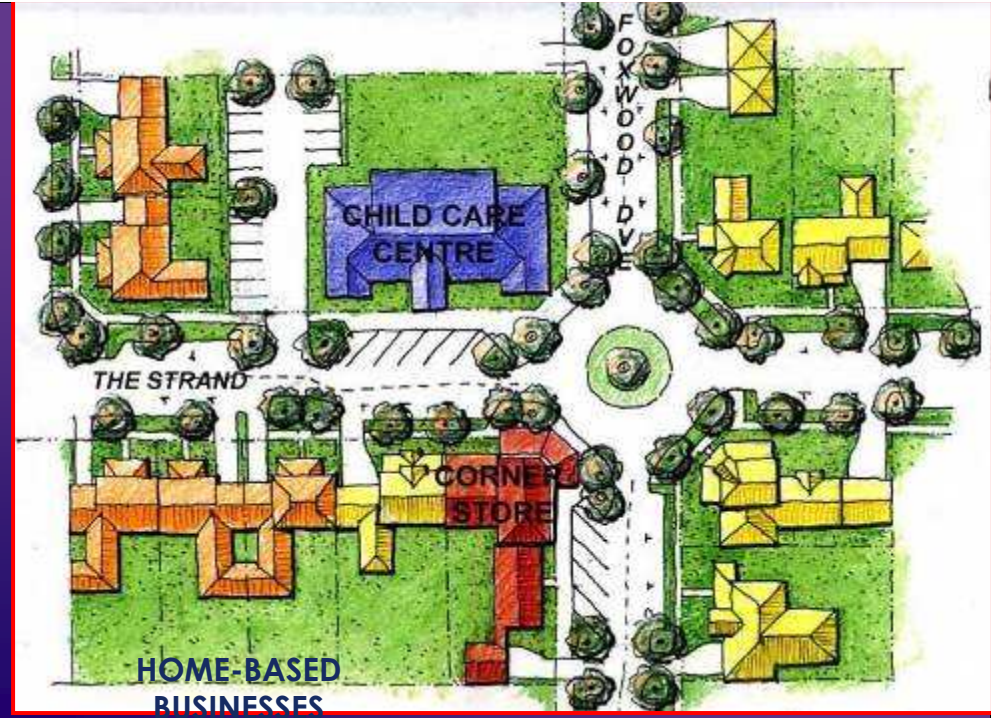
**Integrated Urban Structuring is
Required to enable the policies to
succeed on the ground**

**Enquiry by Design has been nexus to
achieving the Integrated Urban
Structuring, in projects shown here**



Compatibly Mixed Uses

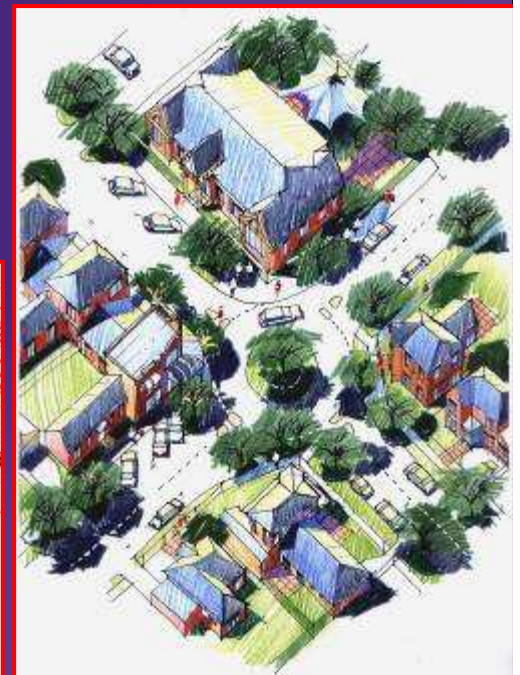
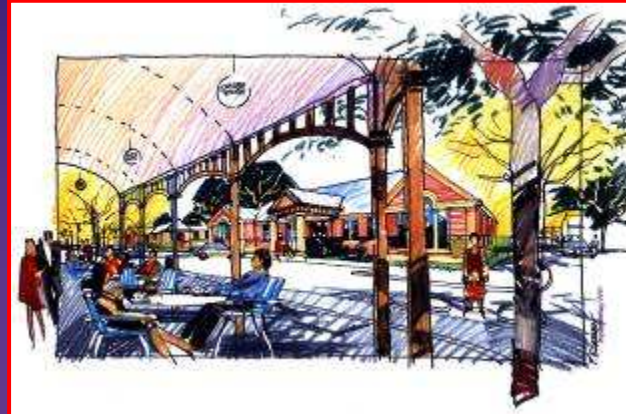




Neighbourhood = the basic unit
 Feasibility requires sufficient catchment, movement economy, bus stop and co-location of key uses at the Centre. Able to mature into something more.
 Strand Neighbourhood Centre, Point Cook, western Melbourne Now operating



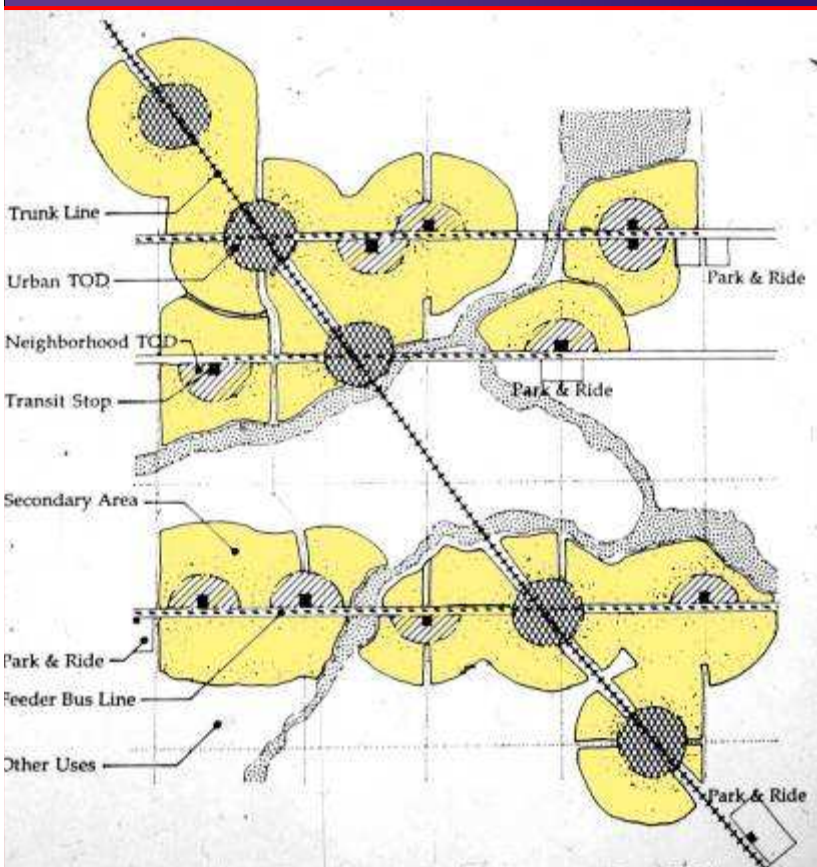
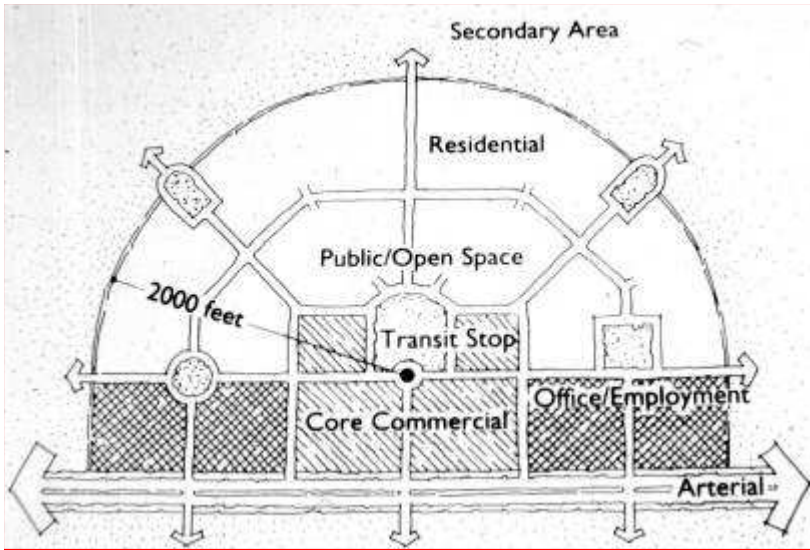
Design by ESD



Town and Neighbourhood Structuring by DPZ and Calthorpe in early 90's

Calthorpe 'Secondary Areas' (single use res) too large, and accepts 'Divider Arterials' or 'Dual Couplets' as result of limiting residential streets to 2000 vehicles per day (vpd).

DPZ Neighbourhoods too close to Town Centre, and Public Transport hard to work well

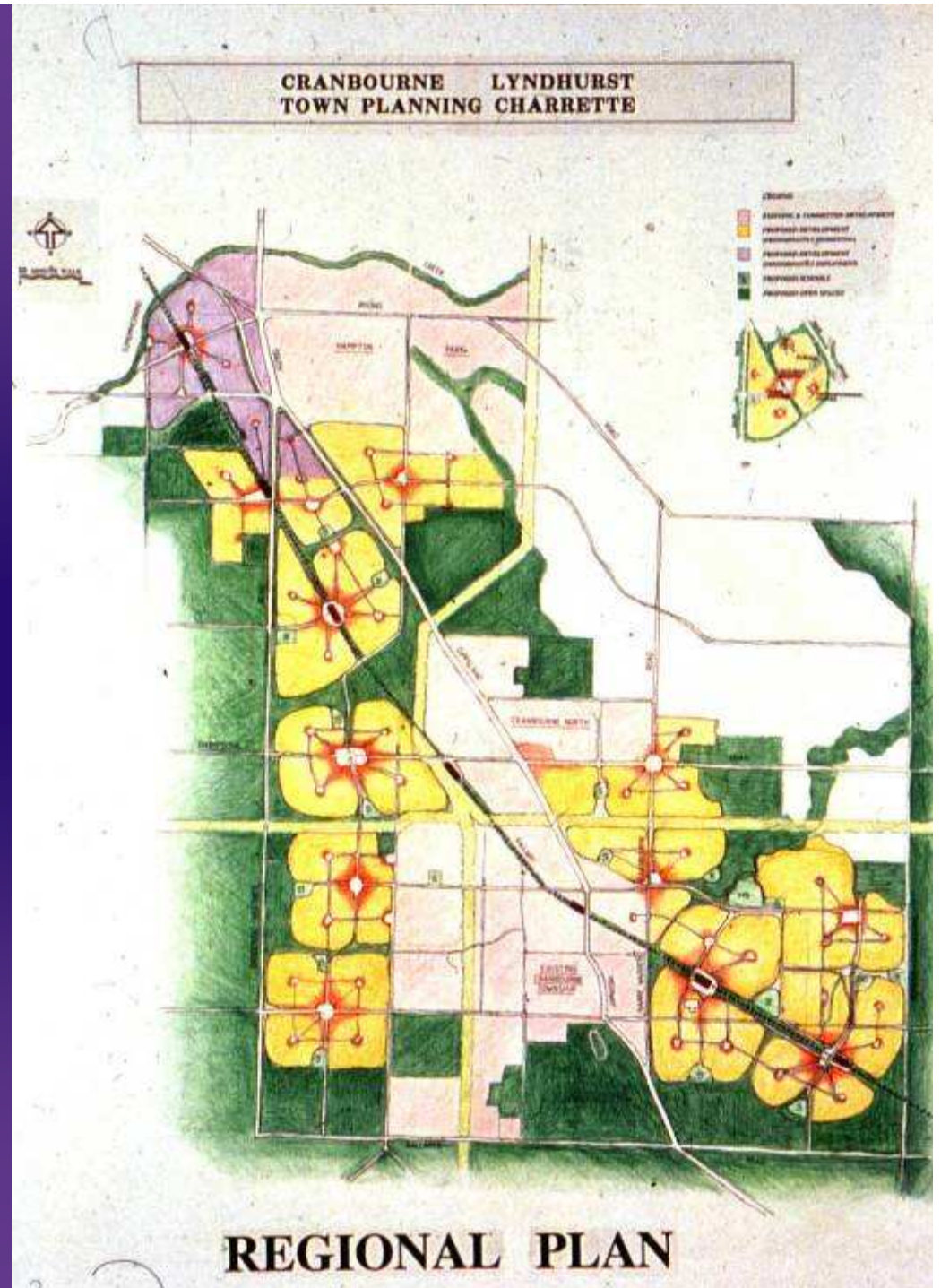


FOUR TRADITIONAL NEIGHBORHOODS AT A MAJOR CROSSROAD

Cranbourne Charrette

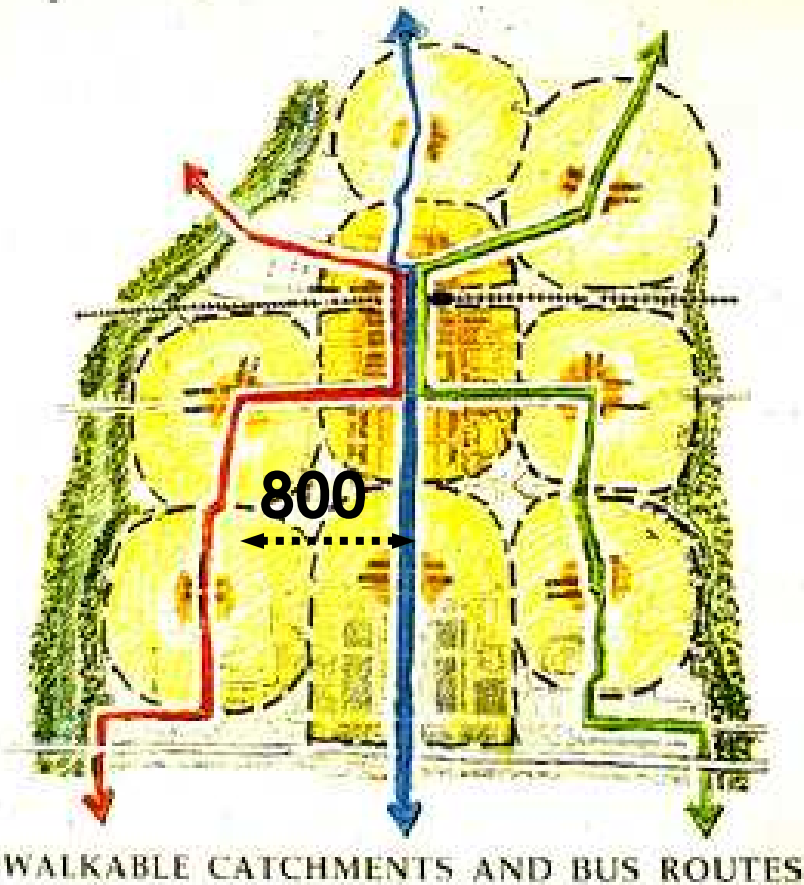
Southeast Growth Corridor
Melbourne 1992

DPZ-inspired Urban Structuring



Neighbourhoods clustering to form a Mixed-Use Town

Wide range of jobs compatibly integrated. Public transport routes through NC's and TC, spaced properly.

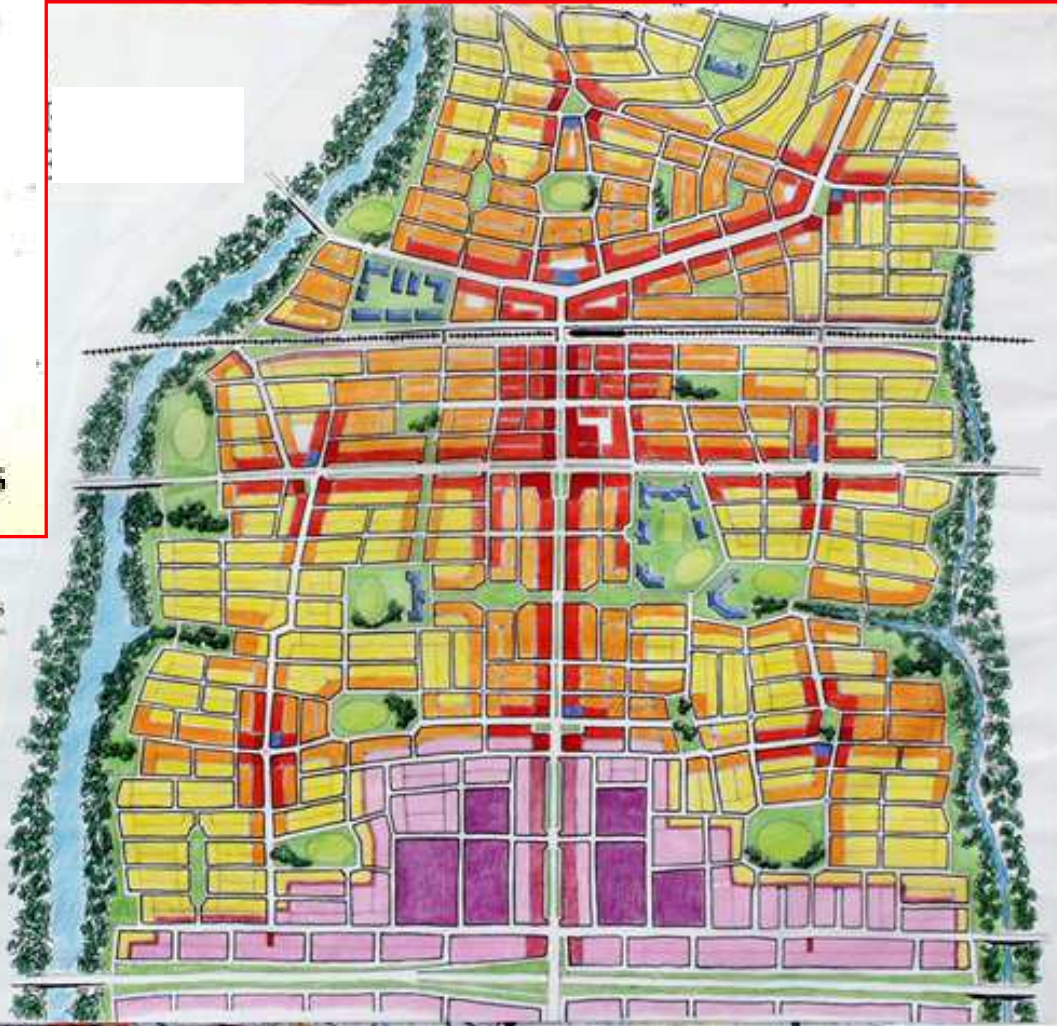


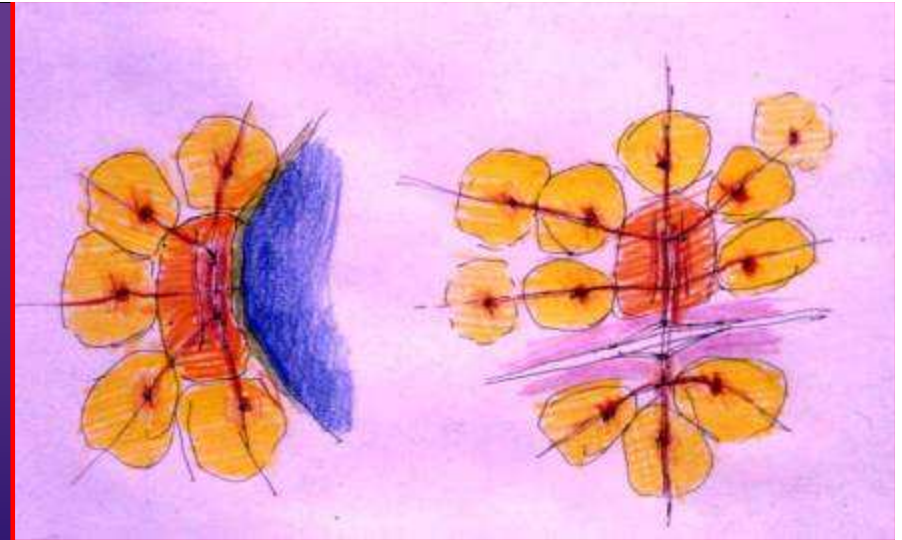
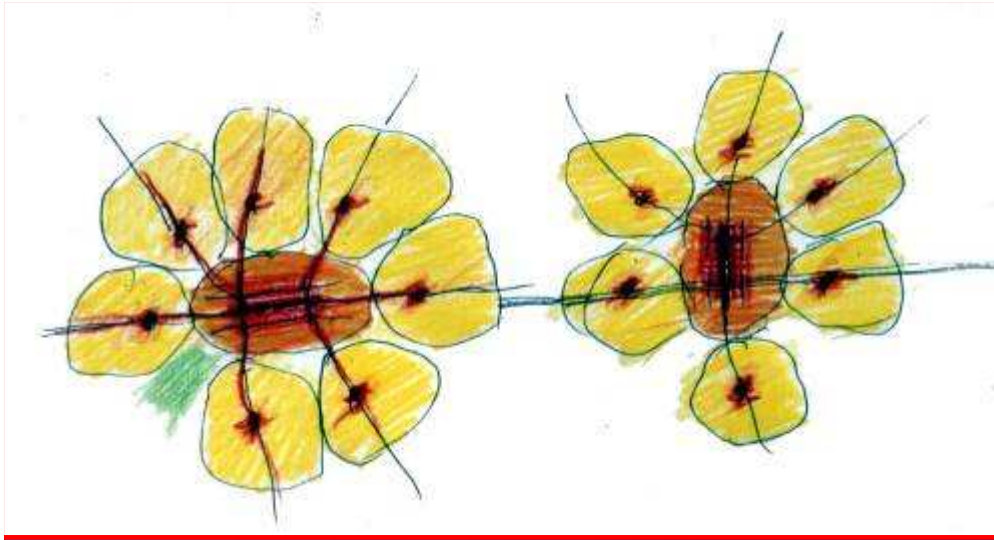
About 18K population to support 2 supermarkets and wide range of businesses, to optimise local town centre jobs and community services.

MIXED USE PRECINCTS

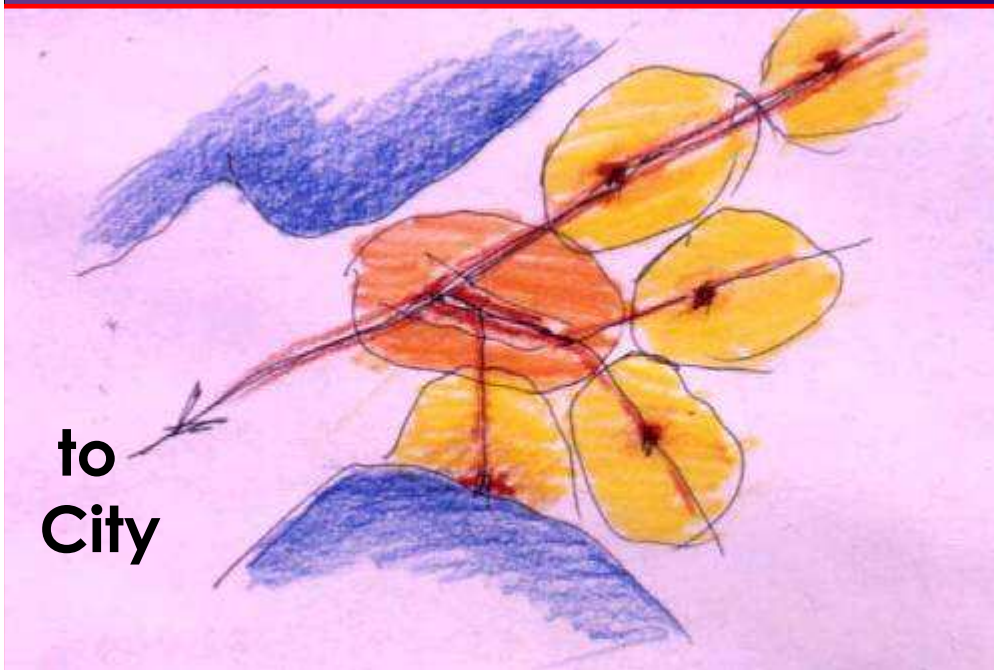
Colors indicate primary activity of street front. Mixed-use precincts are designed to be self-sufficient.

- Pedestrian-Intensive Retail
- Business/Commercial
- Medium Density Residential
- Lowest Density Residential
- Home Workspaces
- Bulky Goods Commercial
- Light Industry
- OTHER AREAS
- Heavy Industry
- Community Facilities
- Urban Open Space
- Backland





Town & Neighbourhood Structures should adapt to their own Contexts and Movement Economies



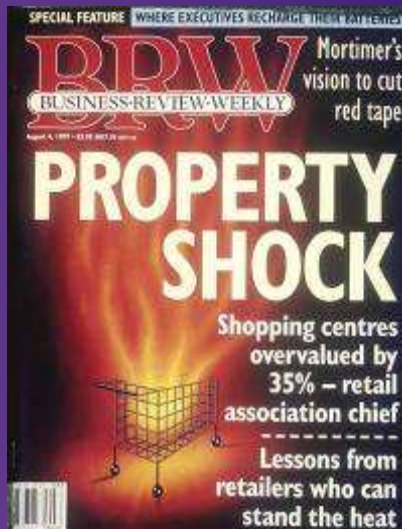
Mixed-Use Town Centres for walkability, community & jobs



Car-orientated shopping centre
Only about 3 new starts in US this year

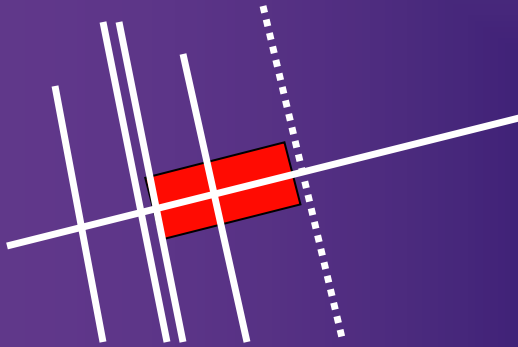


Pedestrian-based town centre
5 times as many non-retail jobs
(Mike Cullen, Patrick Partners, Sydney)



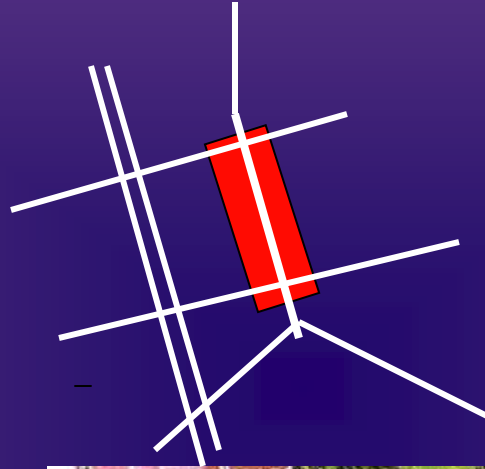
Capitalise on specific Context and Movement Economy

A. Main Street at right angles to big arterial, often with rail station



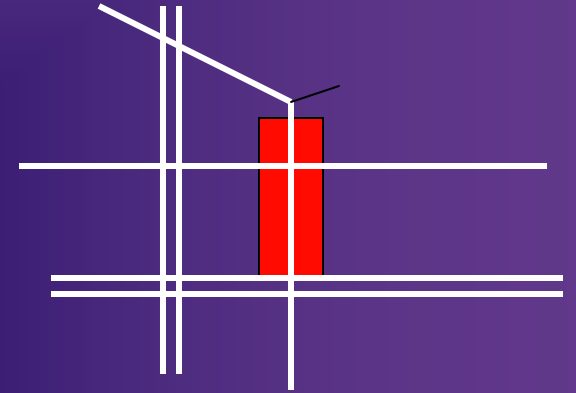
Jindalee TC

B. Main Street parallel to big arterial - needs good local street links to core customers



Mungarie Park TC

C. Main Street across corner of two big arterials



Point Cook TC

Case Studies of Integrated Urban Structuring

**Perth's Northwest Growth Corridor
Western Sydney Urban Land Release
TullaMick (Melbourne)**

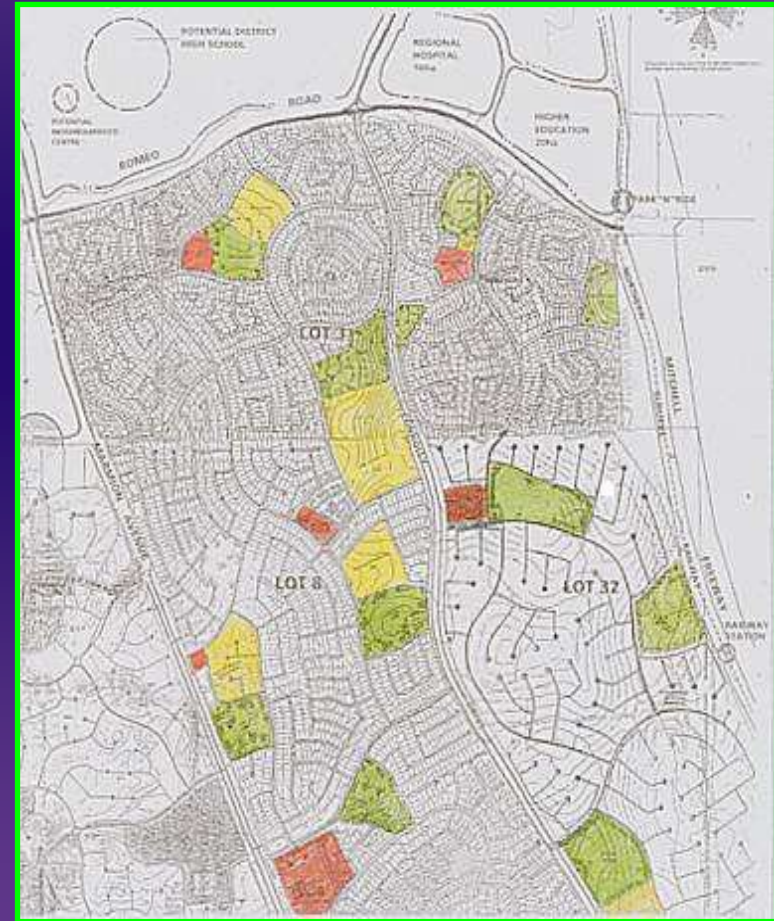
Perth's Northwest Growth Corridor

In 1996, the right policies but the wrong planning...a rigorously-planned and car-dependent 'sprawl' in ever-extending corridors - and an urgent need to change as existing road capacities are predicted to fail.

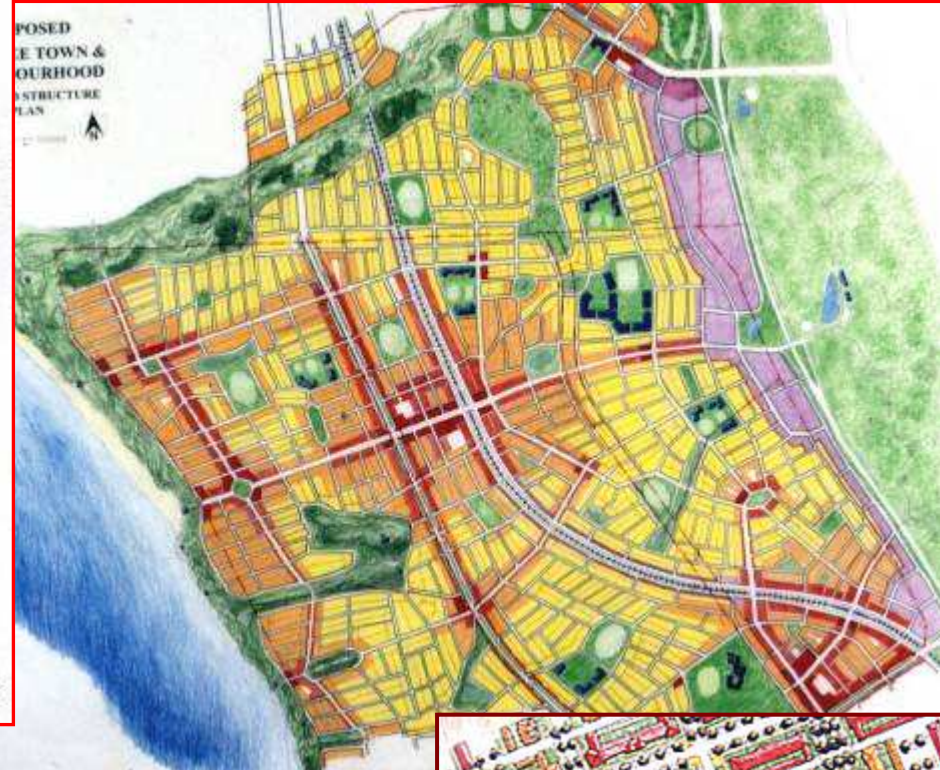
The **Jindalee Enquiry by Design Workshop** opens the way to the **Liveable Neighbourhoods Community Design Code, 1997**



Perth's Northwest Corridor



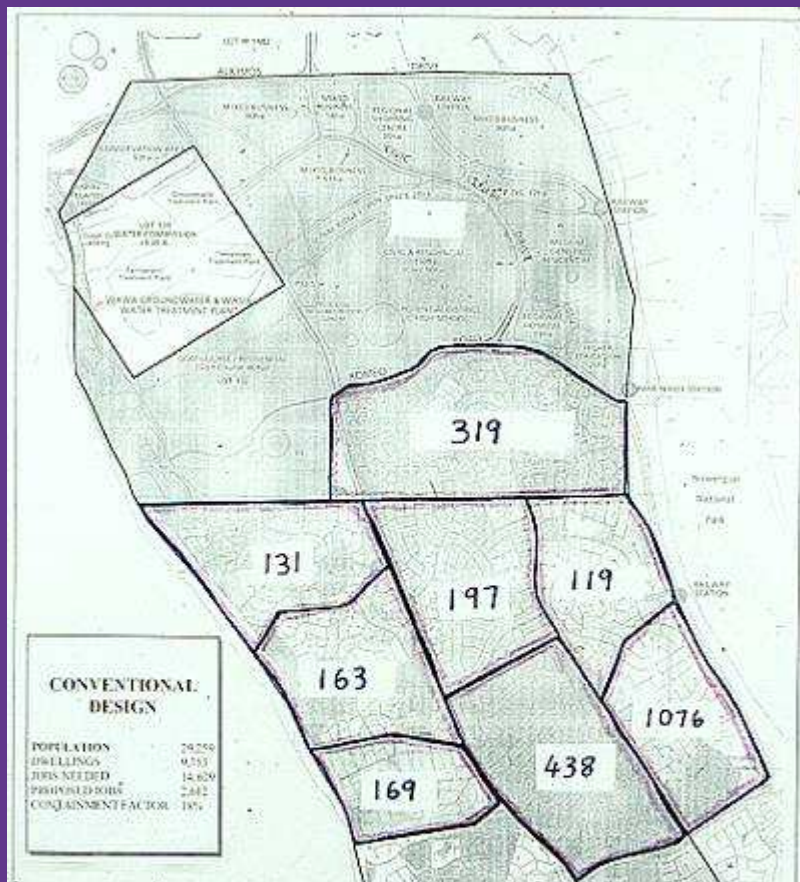
Existing Sprawl Design for Jindalee Area



Jindalee Town and Neighbourhood Structure, and Detailed Indicative Plans...now being refined and implemented for Northern Growth Corridor of Perth, and the basis of WA Liveable Neighbourhoods Community Design Code

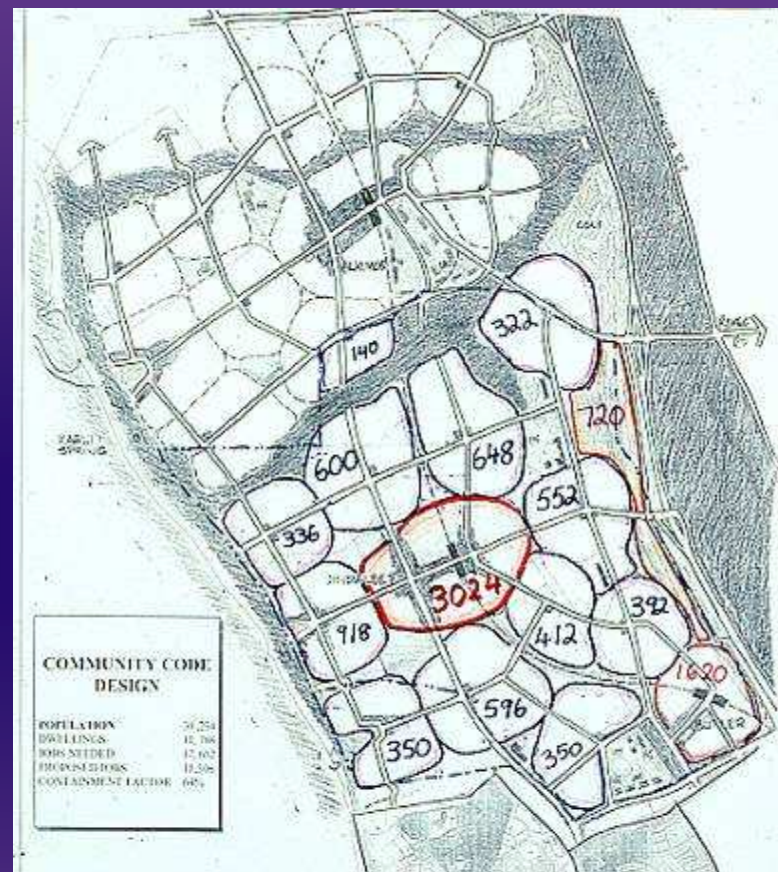


Jindalee - Comparing Employment



Conventional Design

Population	29,259
Dwellings	9,753
Jobs Needed	14,629
Proposed Jobs	2,612
Containment Factor	18%



Liveable Neighbourhoods Design

Population	30,234
Dwellings	11,768
Jobs Needed	17,652
Proposed Jobs	11,306
Containment Factor	64%

INTRODUCING

Liveable Neighbourhoods Community Design Code

A Western Australian Government Sustainable Cities Initiative



FOR TESTING AND REVIEW

WA Liveable Neighbourhoods Code, 1997

Well over 100,000 lots in WA already designed under, or substantially influenced by, the Code.

Used widely outside WA.

Nearing conversion from optional to mandatory for State.

www.planning.wa.gov.au

Written for State by ESD, Taylor Burrell, TTM *et al*



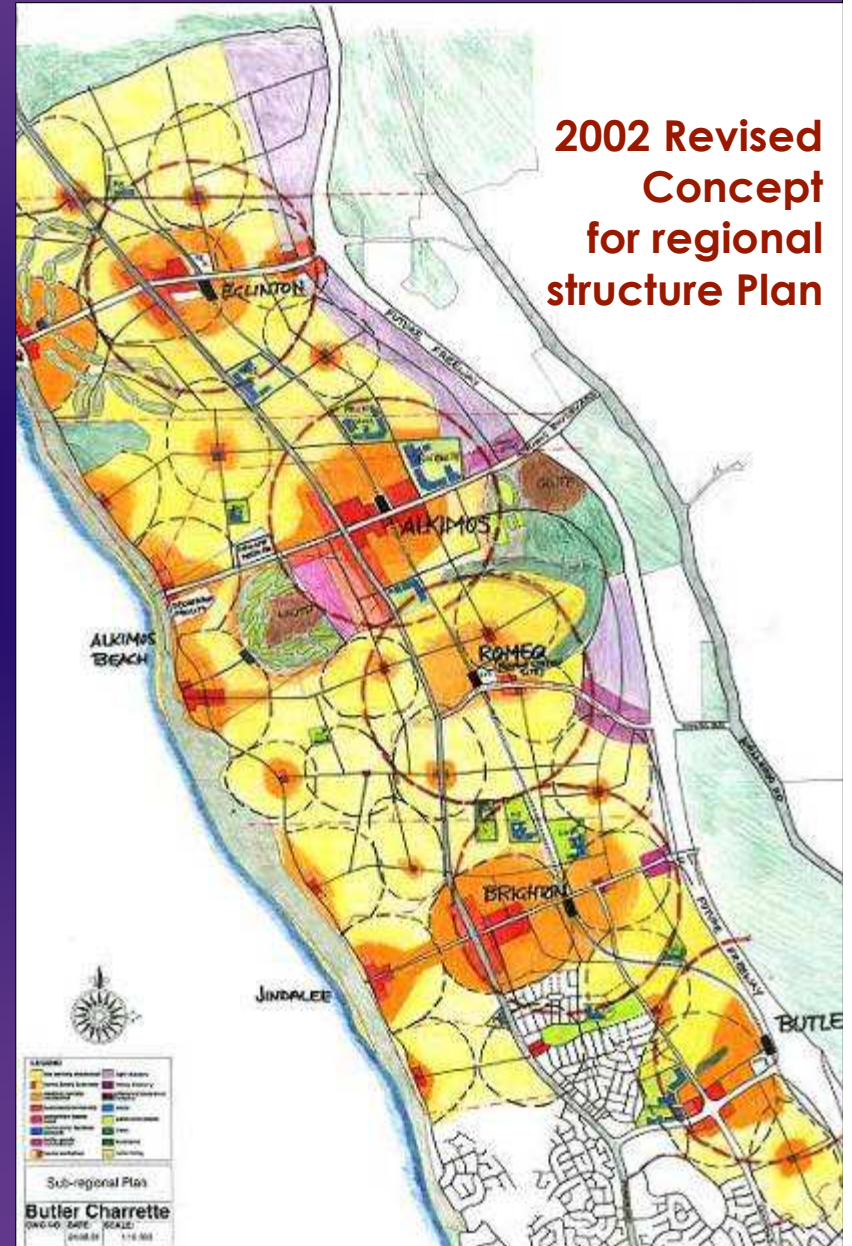
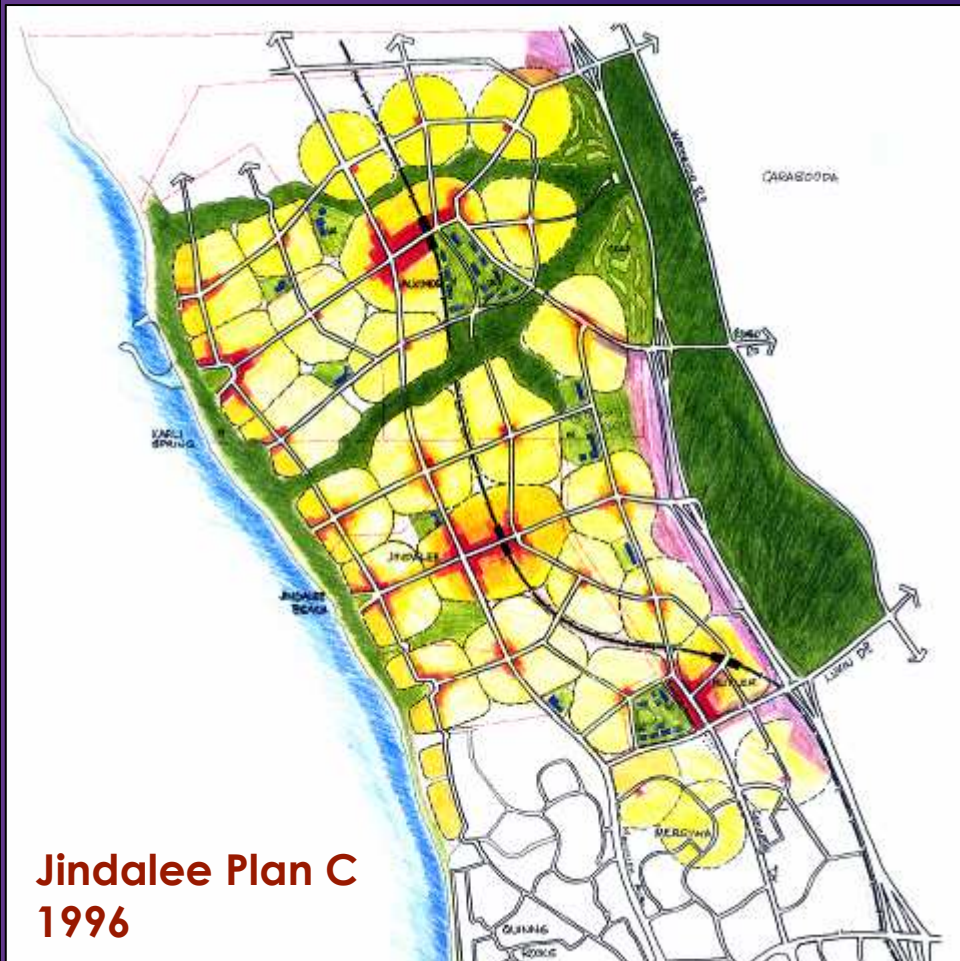
BRIGHTON
 (under way, no rail yet)
 Rail station moved 400m east of town centre (still works)
 Charrette Plan by State, Chappel Lambert, ESD, et al

JINDALEE (ideal, targeted)
 Rail station anchors the main street in the town centre
BRIGHTON
 (under construction by Satterly)
 About 8 du's/acre = less area and population to support town centre and its retail



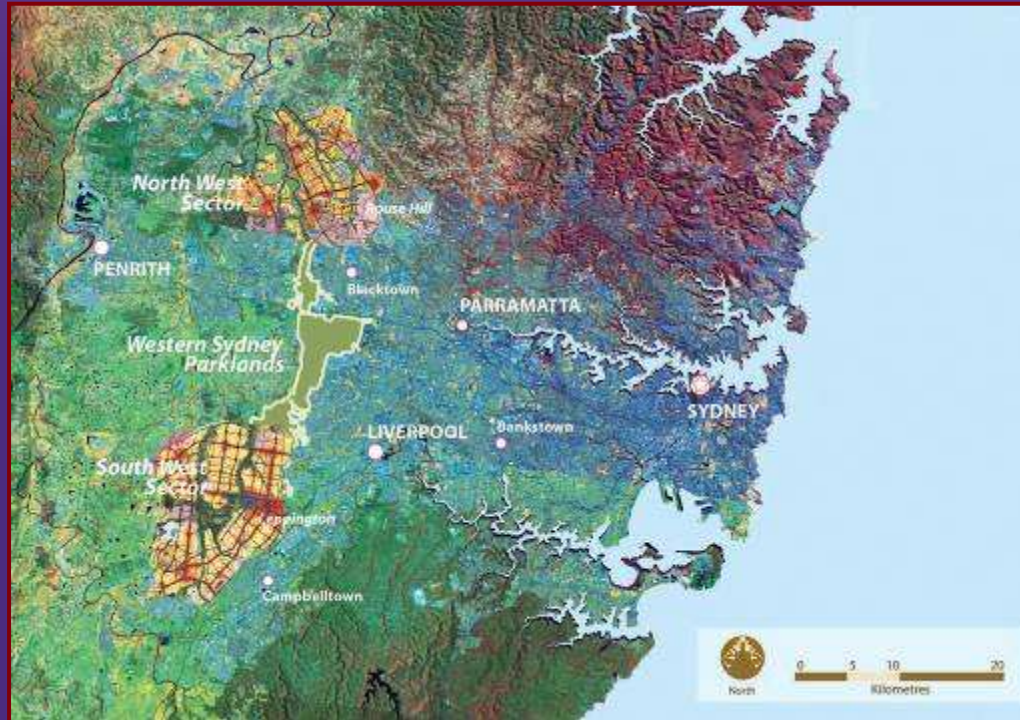
Northwest Growth Corridor of Perth, WA

The Jindalee plan is essentially now being implemented as 'Butler/Brighton' project, but with some modifications to density, diversity and rail alignment



Western Sydney Urban Land Release

2005 CNU Charter Award Winner www.metrostrategy.nsw.gov.au



NSW Dept of Infrastructure, Planning and Natural Resources

Two main remaining large growth areas totaling 26,000ha in the Sydney Basin, population 380,000

Joint public/private funding of \$7.8 billion of infrastructure

State setting up Growth Centres Commission (GCC)

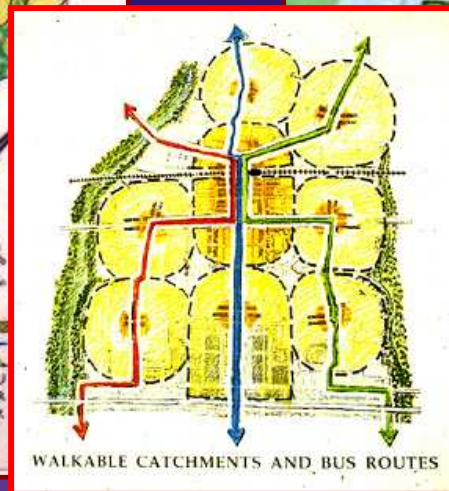
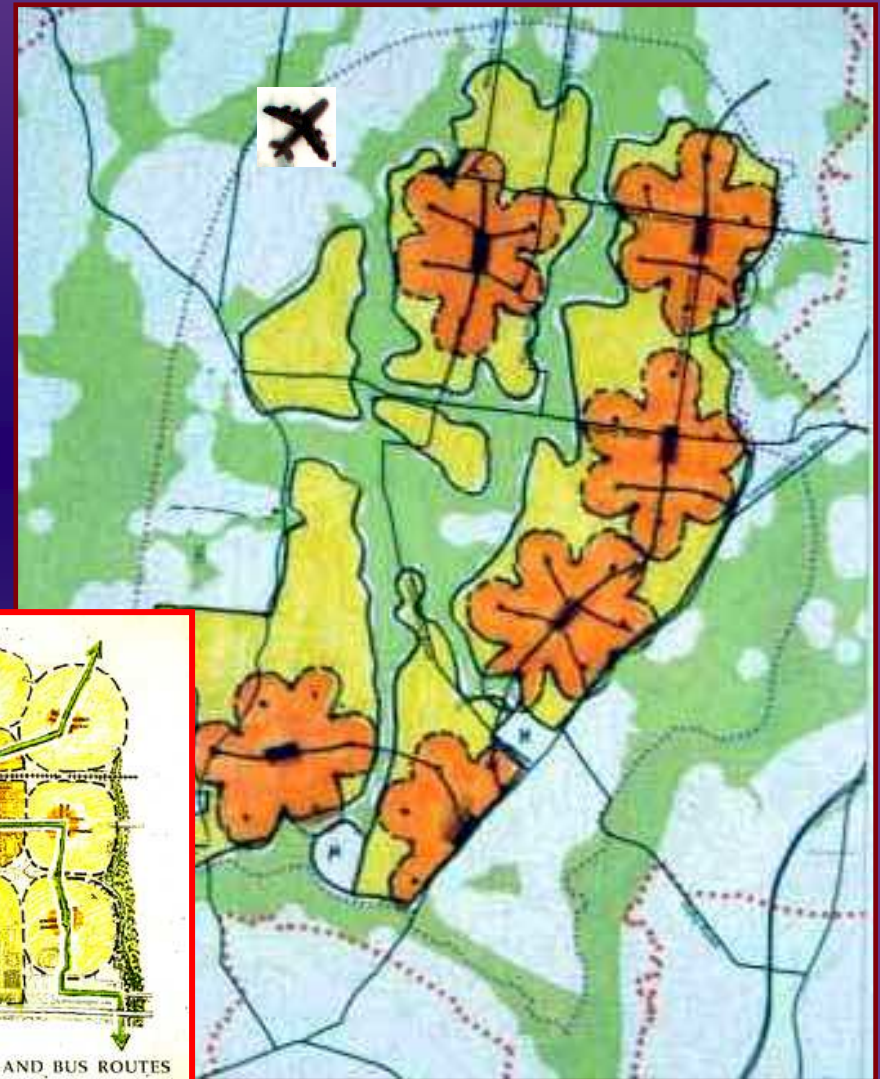
Regional structure now set, detailed design to be administered by GCC and local Councils, as per an adaptation of the WA Liveable Neighbourhoods Code



Sites interlaced with creeks and endangered Cumberland Plain Woodlands



Consolidate key viable habitat fragments, remove others.
Investigate spacing and linking of Town Catchments.
Green network generally between *towns*, not neighbourhoods

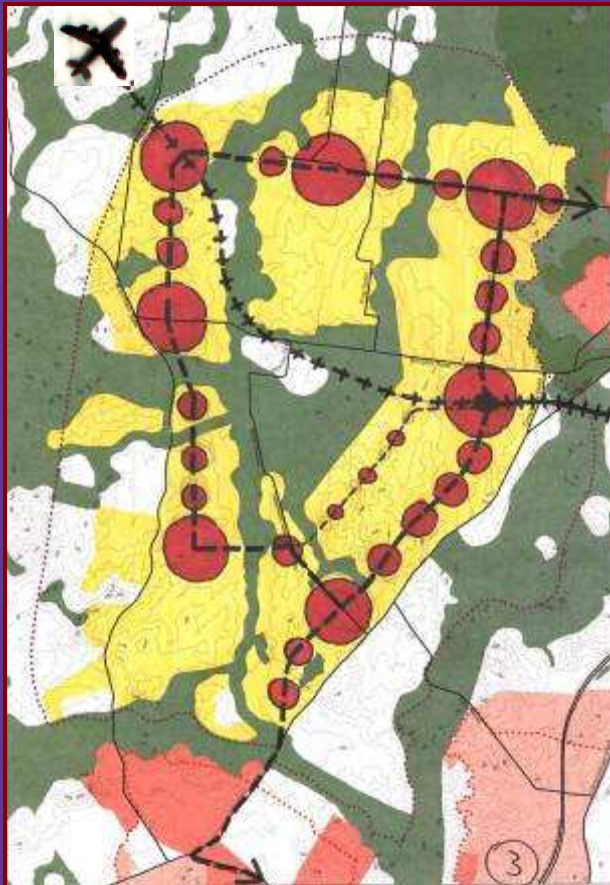


Preliminary Urban and Green

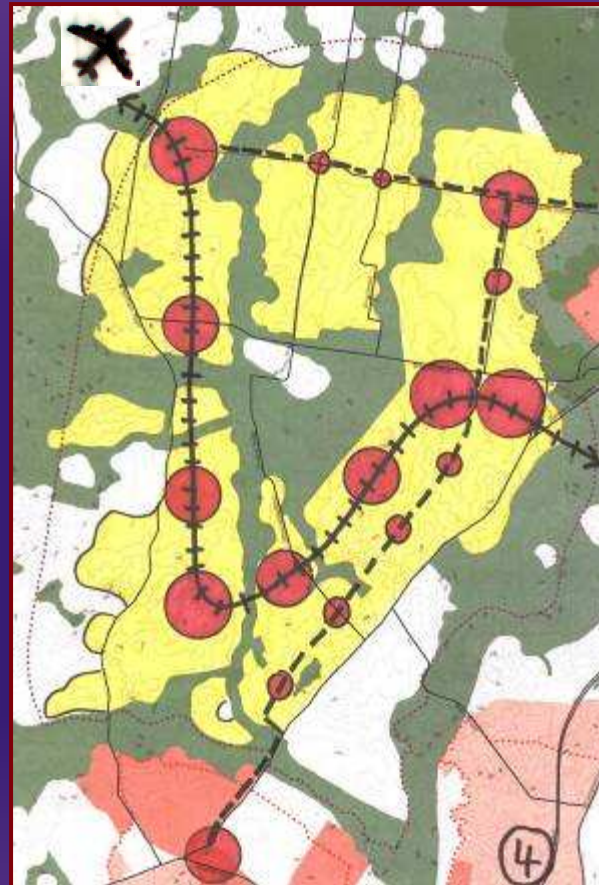
'Chip-Pat'

Preliminary town locations

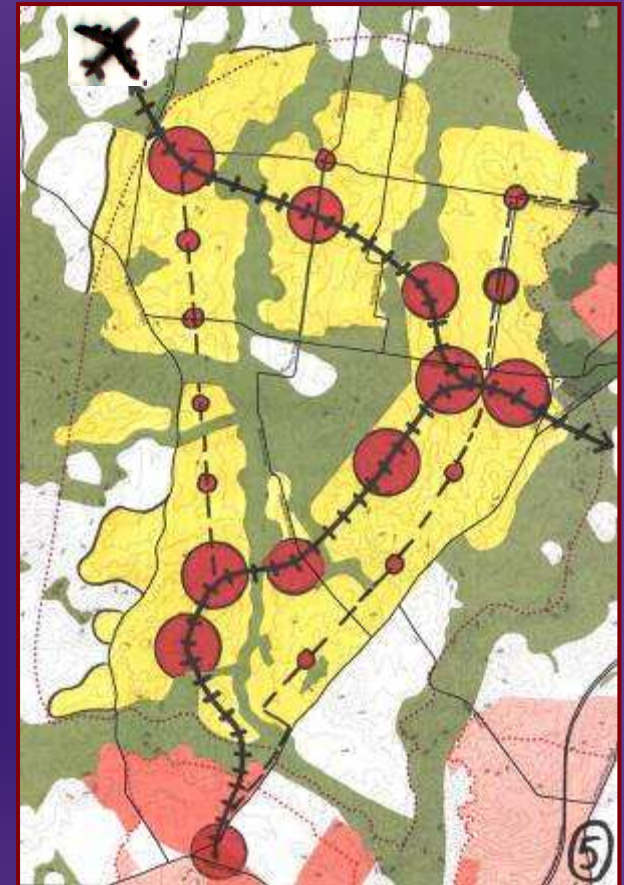
Some Preliminary Options for Balancing Public Transport Modes, Routes, Rider Appeal and Infrastructure Costs... Holding costs for public transport infrastructure, to be delivered concurrent with development, were a key and challenging parameter to the design. Project needed to catch up with 20 years of limited infrastructure provision.



Future heavy rail to possible airport. Bus transit-ways (initially). Moderate density. Maximum conservation, but railway impact

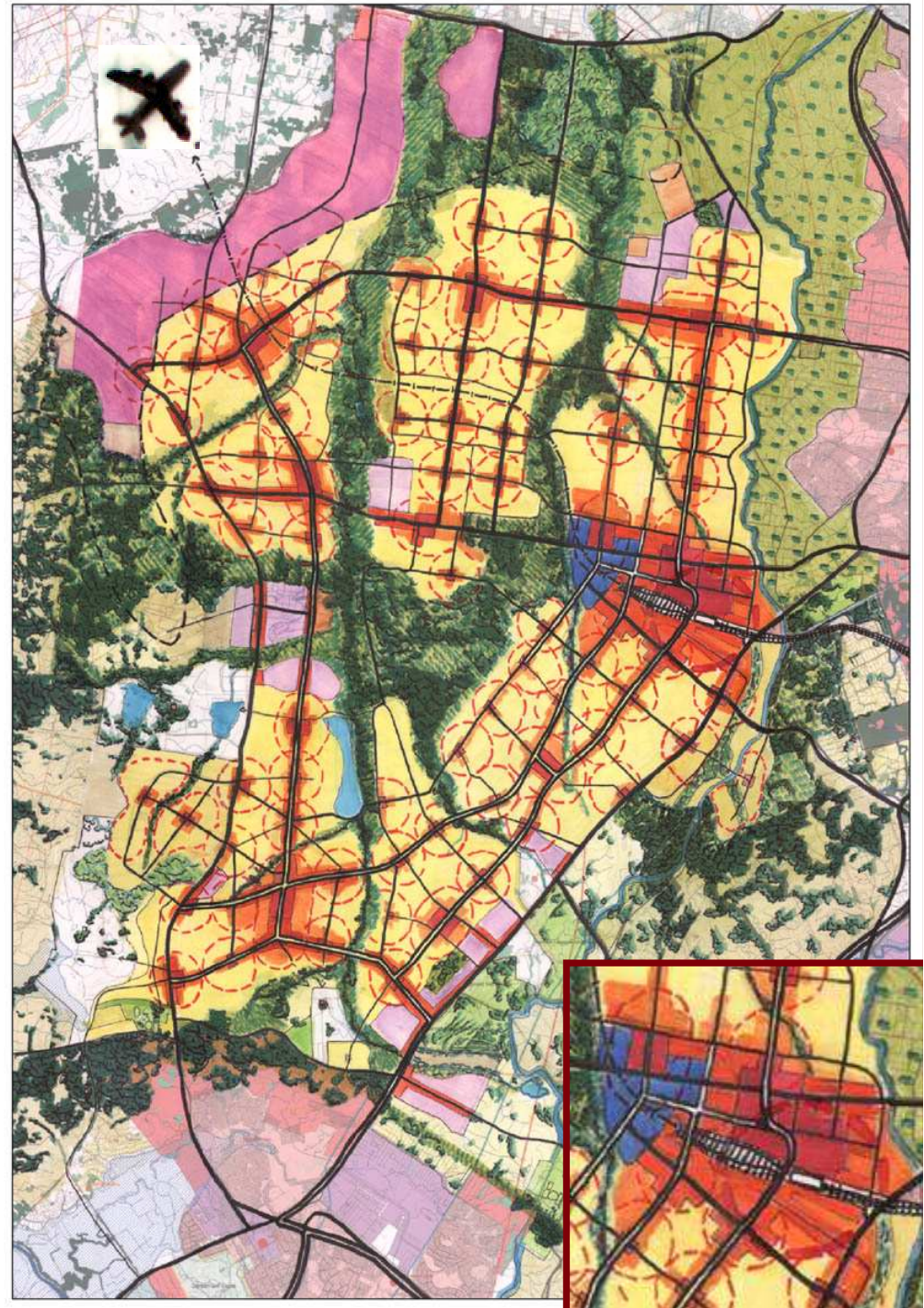


U-shaped heavy rail to airport. Higher densities along line. Maximum conservation.



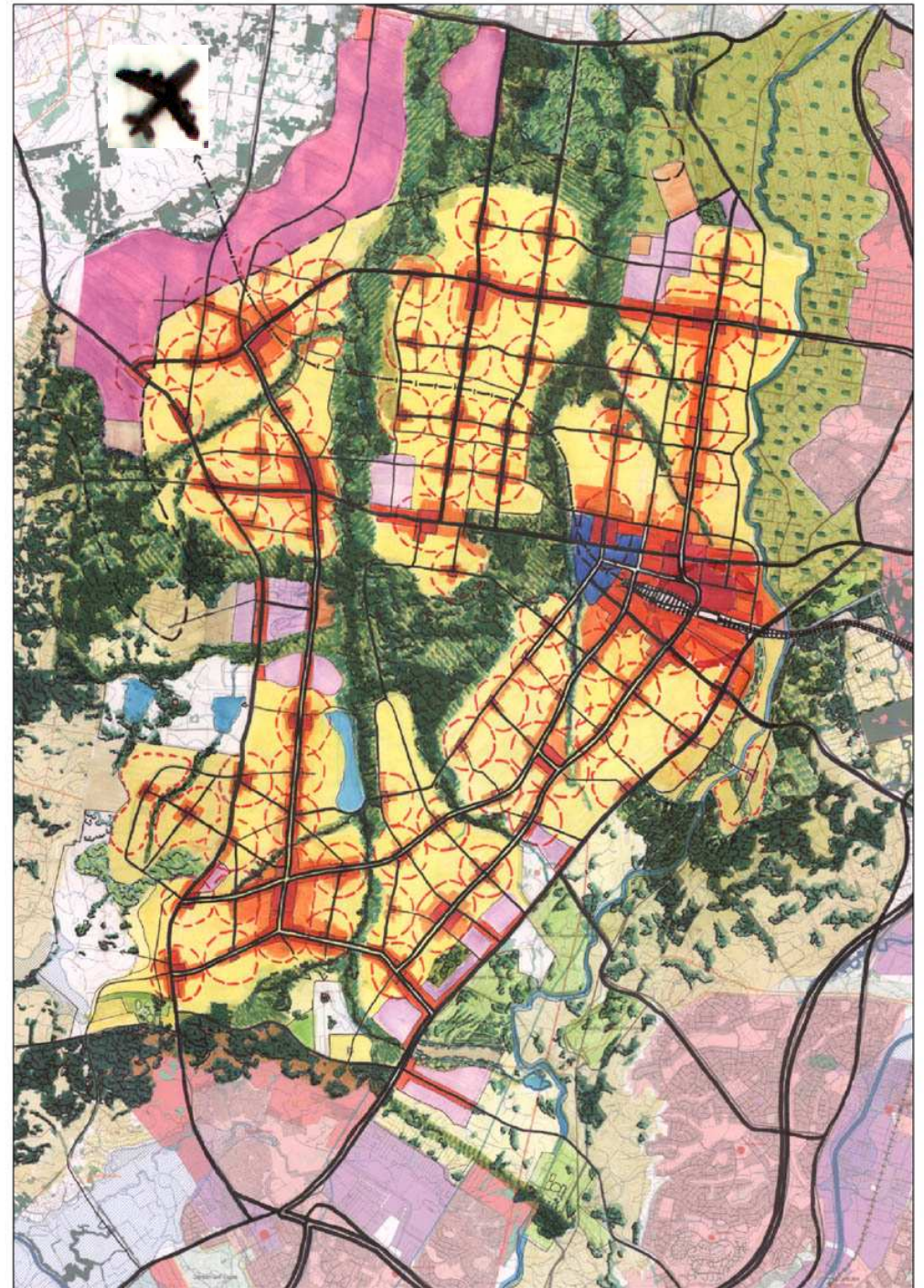
Y-shaped heavy rail. Higher densities overall. Maximum conservation.

Southwestern Sector Structure Plan Public Transport Approach



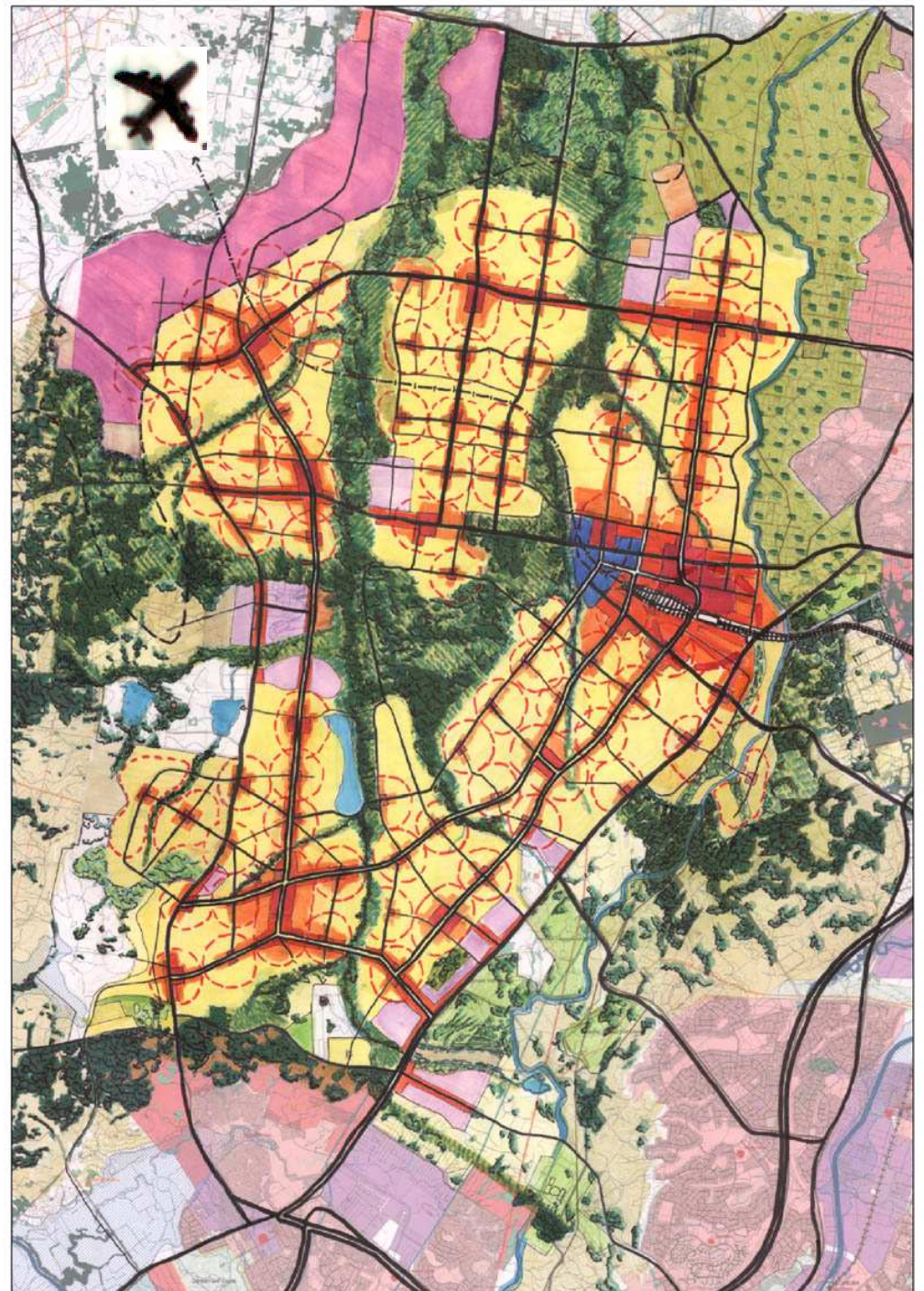
Leppington Regional Centre, Bus transit boulevards, Future LRT and/or high speed rail to possible airport.

Town sizes and locations to serve available catchments defined by surrounding habitat, with (ideally two 4,000sm) supermarkets and maybe DDS as main street anchors, and with Retail located and controlled for **Complementarity** instead of Predation



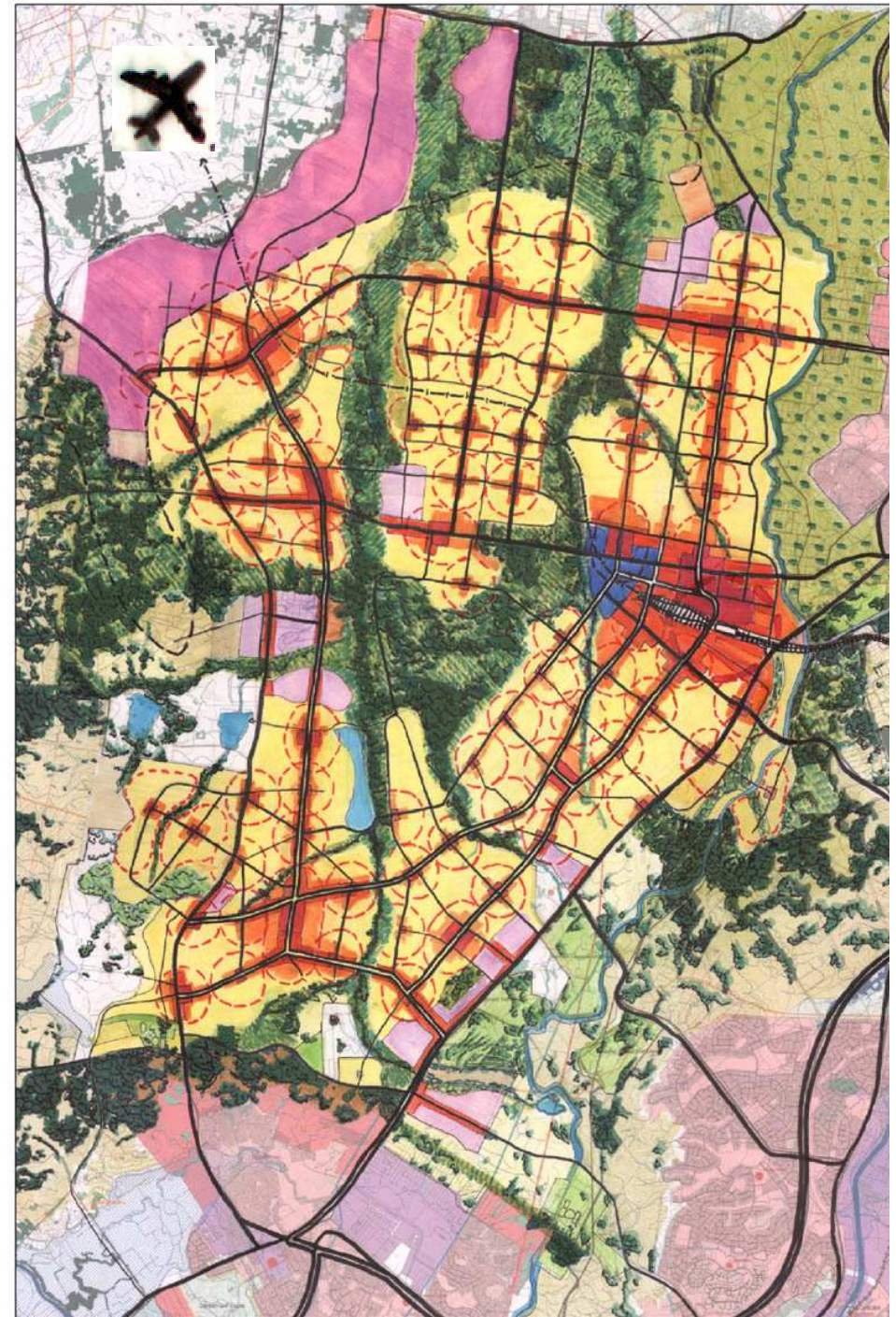
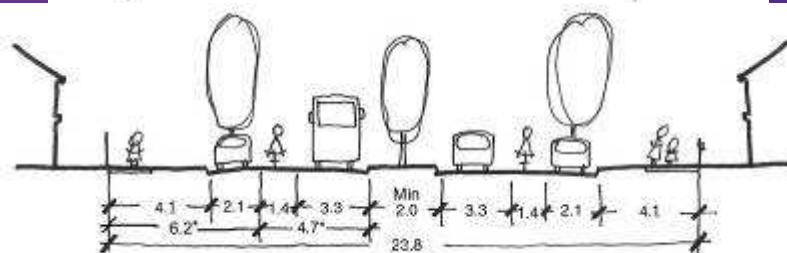
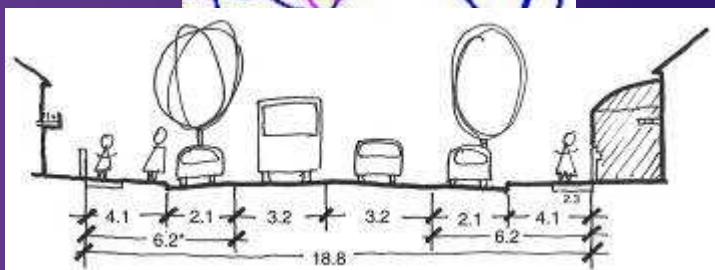
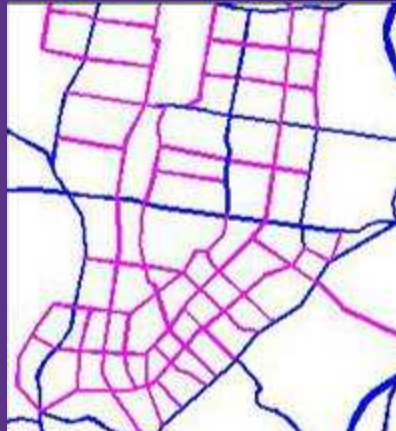


Urban Structure 'feeds' every neighbourhood with both 'through' and 'to' traffic, and minimises underserved car-dependent areas.



Movement network minimises giant arterials/intersections, and resultant over-sized retail

800m-spaced arterials feed all neighbourhood centres, parallel routes either side town centre main streets, and up to 7,000 vpd in Neighbourhood Connectors



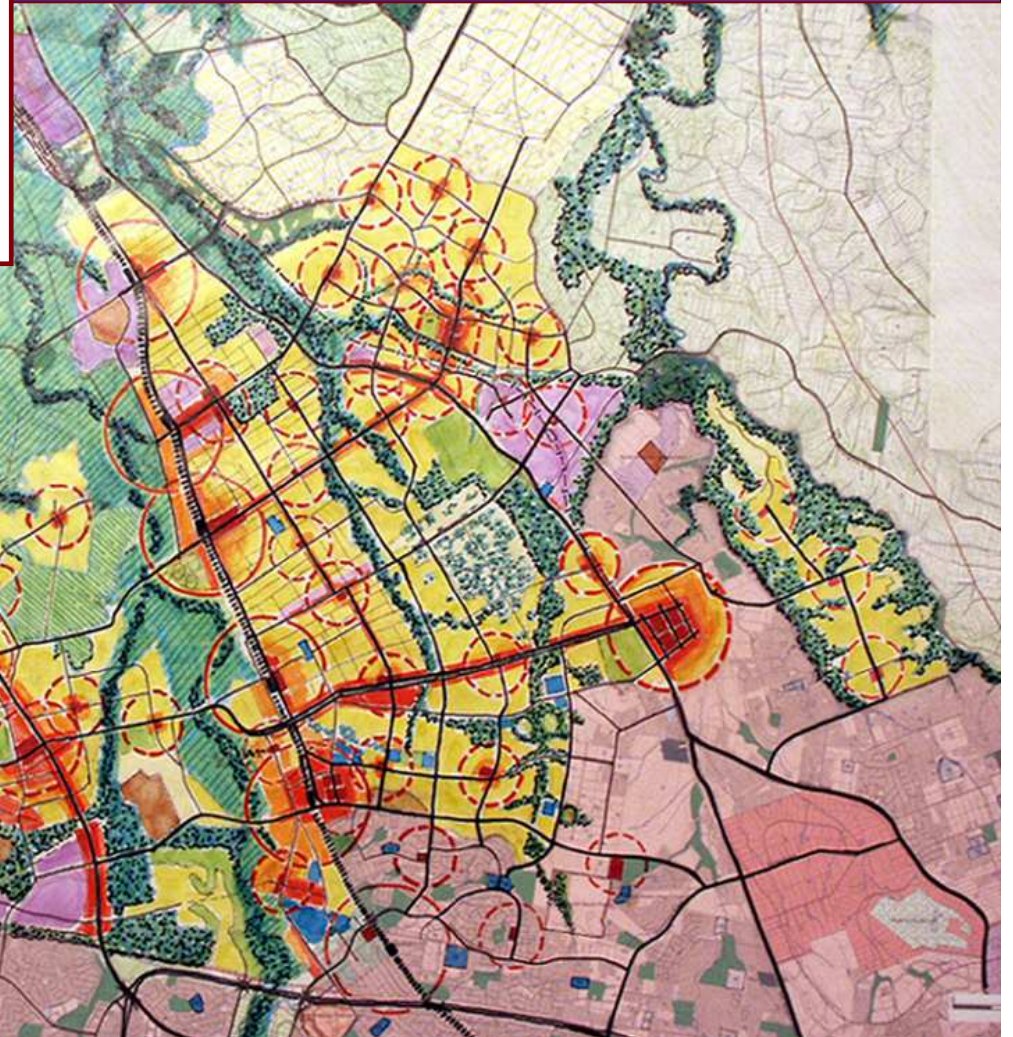
Northwest Sector Existing Constraints

Hawkesbury-Nepean Floodplain

Rouse Hill Regional Centre

Windsor Railway

Extensive habitat constraints

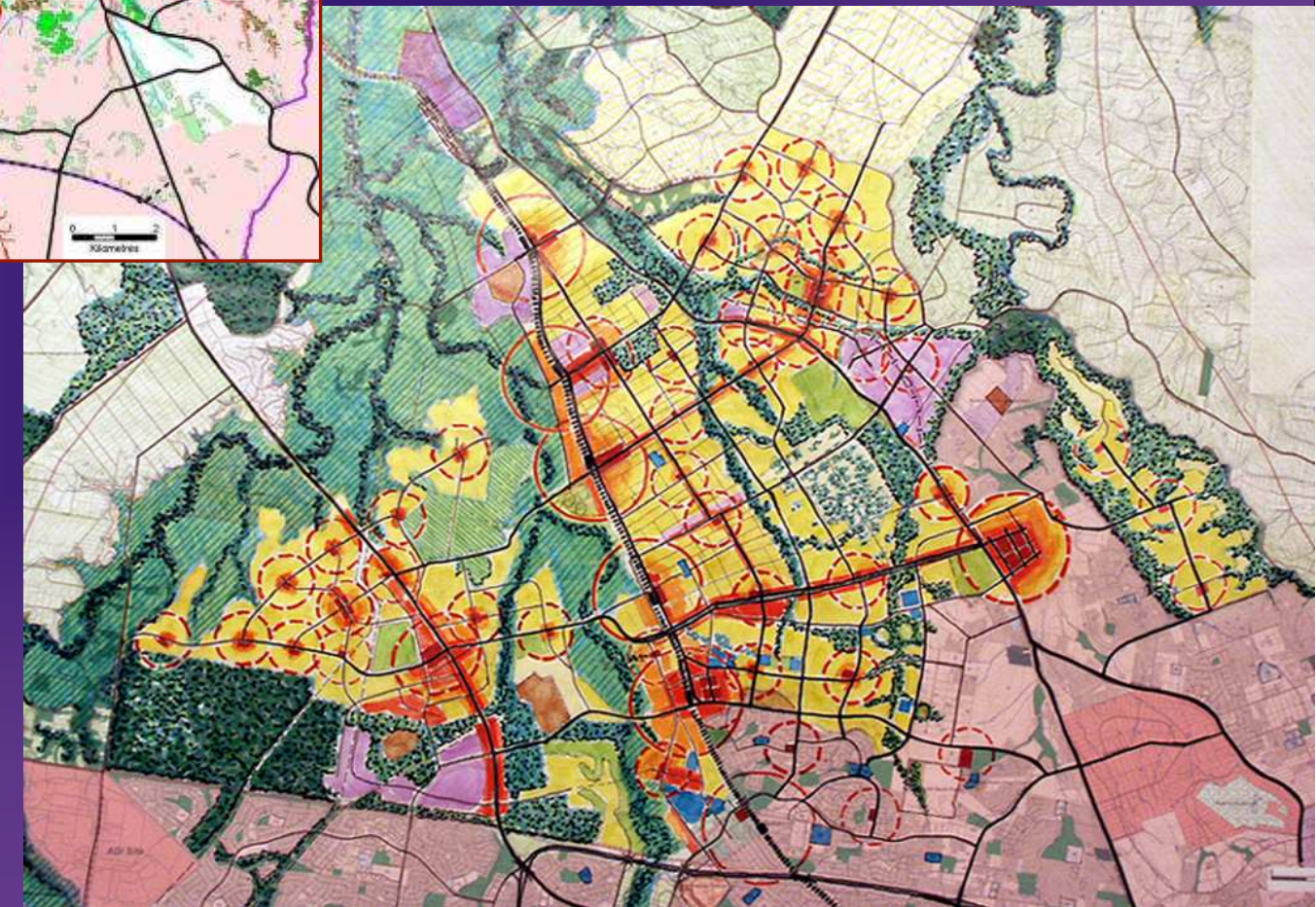
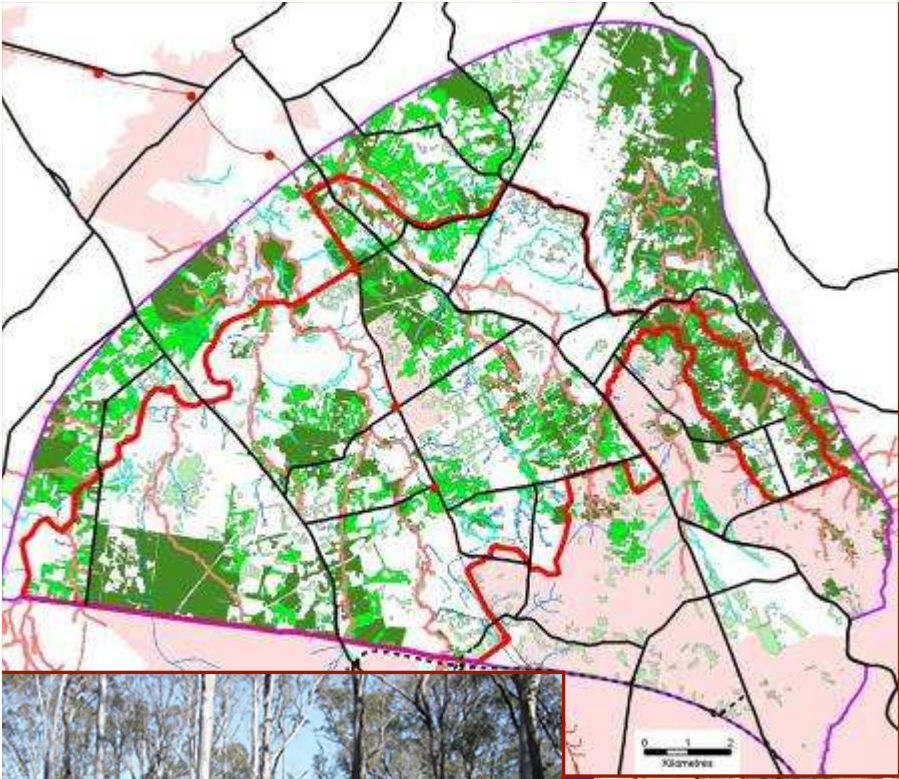


Widely spaced
country roads

Multiple complex
ownerships

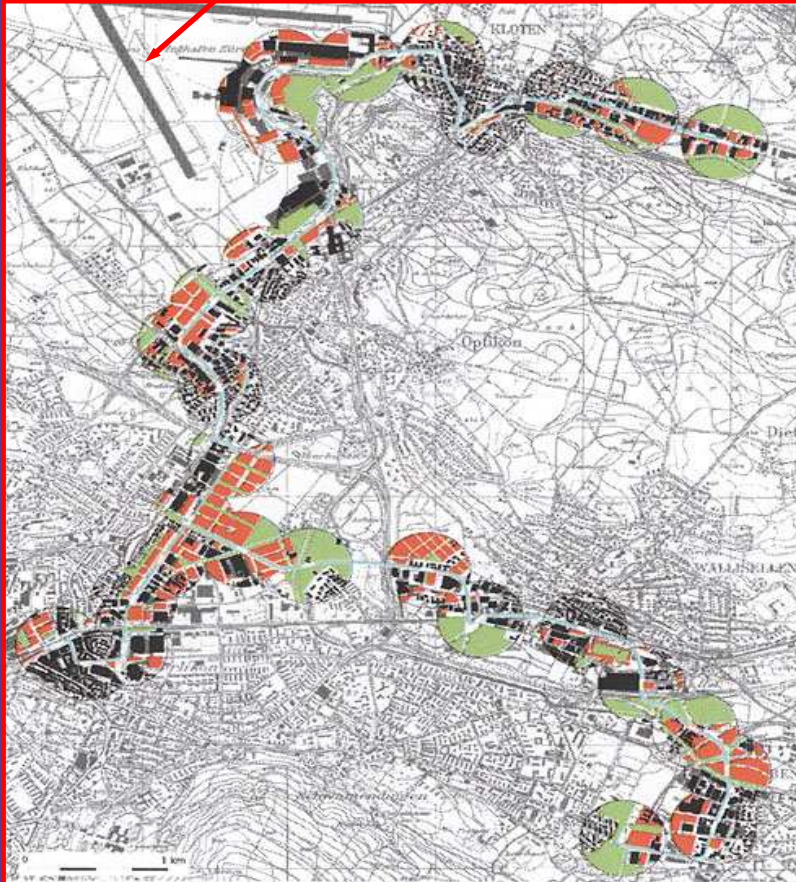
Northwest Sydney Configuring both urban and natural habitats

to function optimally
as one
interdependent
ecosystem.



From Airport to Airport City, Guller & Guller, ISBN 84-252-1905-1

Airport runways

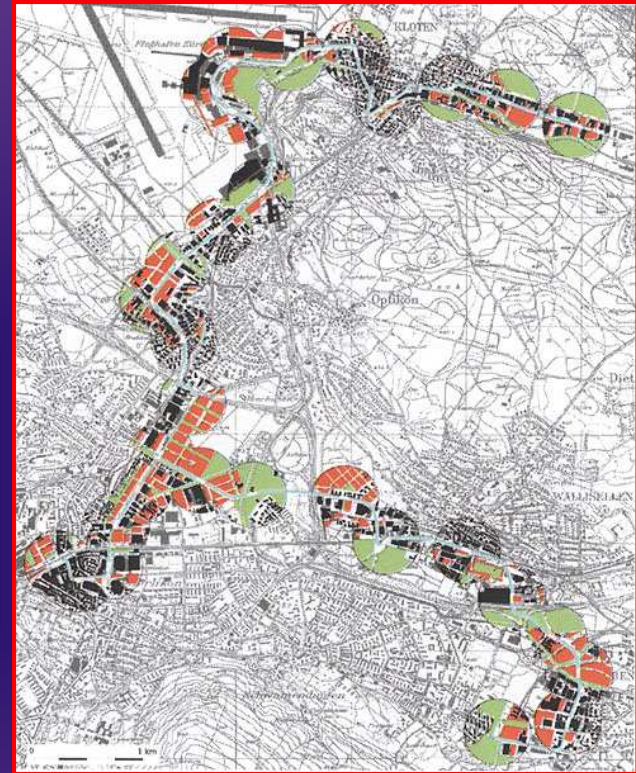


**Amsterdam Airport and
Business Corridor
Local as well as distance
access via LRT**

“Now, in many airports most of the people are not taking a plane at all. Airports have become major centres of employment and sites for business contacts, as well as vital logistic and distribution centres” ...Jack Short, European Conference of Ministers of Transport.

“If public transport initiatives are limited to AiRail interchange alone, more than 50% of the traffic movements to and from the airport -- that is, those movements not generated by air passengers -- will be disregarded. The interchange has to be complemented by adequate public transport distribution to the airport city as a whole.”

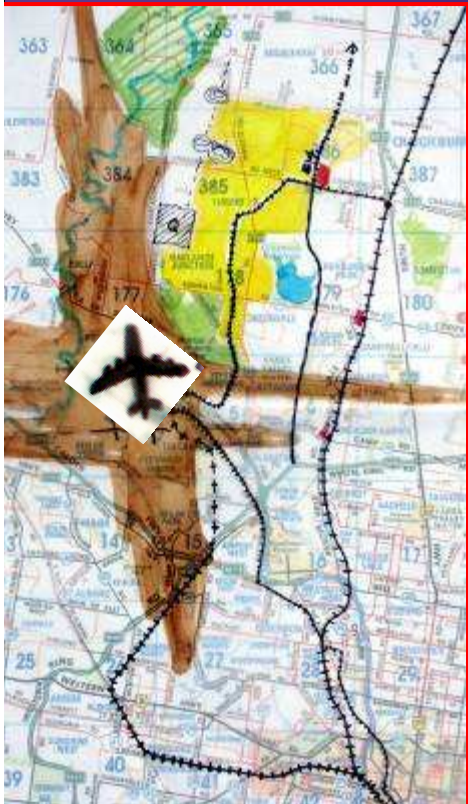
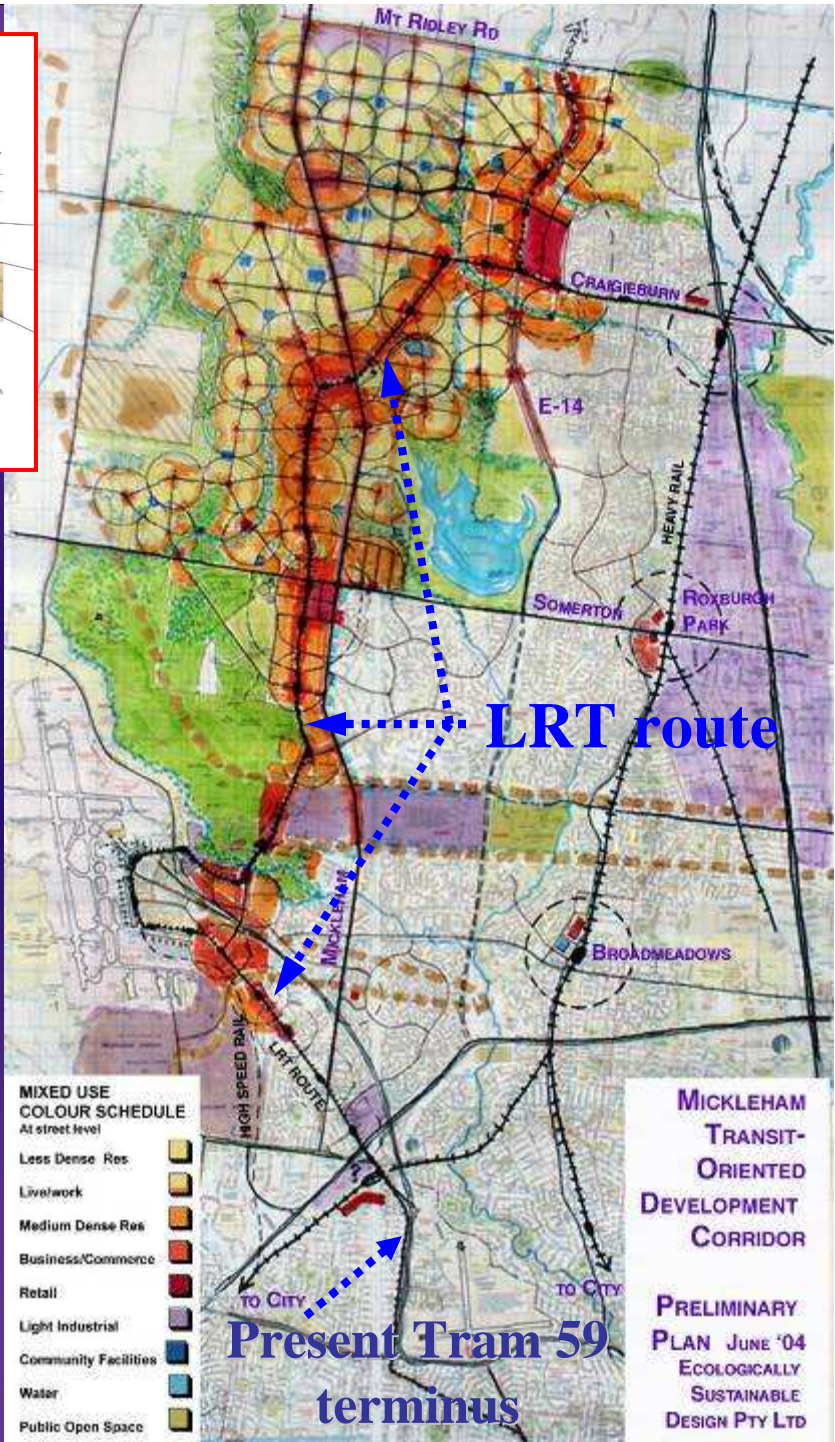
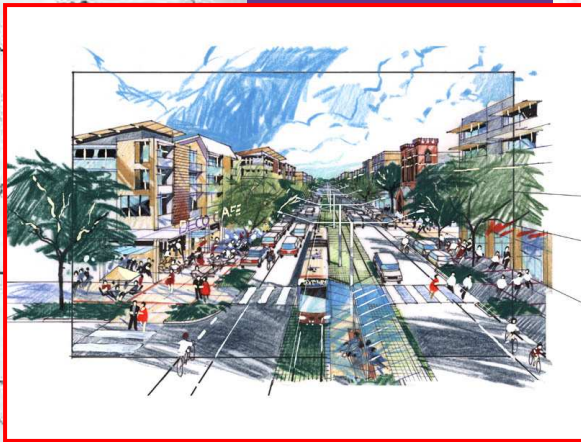
'TullaMick' (Tullamarine-Mickleham) TOD Corridor and LRT Airport Link Into Melbourne



**A TOD Proposal to the State, as part of Melbourne 2030's
Investigation into Expanding its Urban Growth Boundary**

Initiated and designed by Ecologically Sustainable Design Pty Ltd,
Melbourne esdesign@netspace.net.au

To be developed in large part by Multiplex, if approved by the State



TullaMick TOD Corridor

- MIXED USE COLOUR SCHEDULE**
At street level
- Less Dense Res. [Yellow square]
 - Livework [Orange square]
 - Medium Dense Res. [Red square]
 - Business/Commerce [Dark Red square]
 - Retail [Red square]
 - Light Industrial [Purple square]
 - Community Facilities [Blue square]
 - Water [Light Blue square]
 - Public Open Space [Green square]

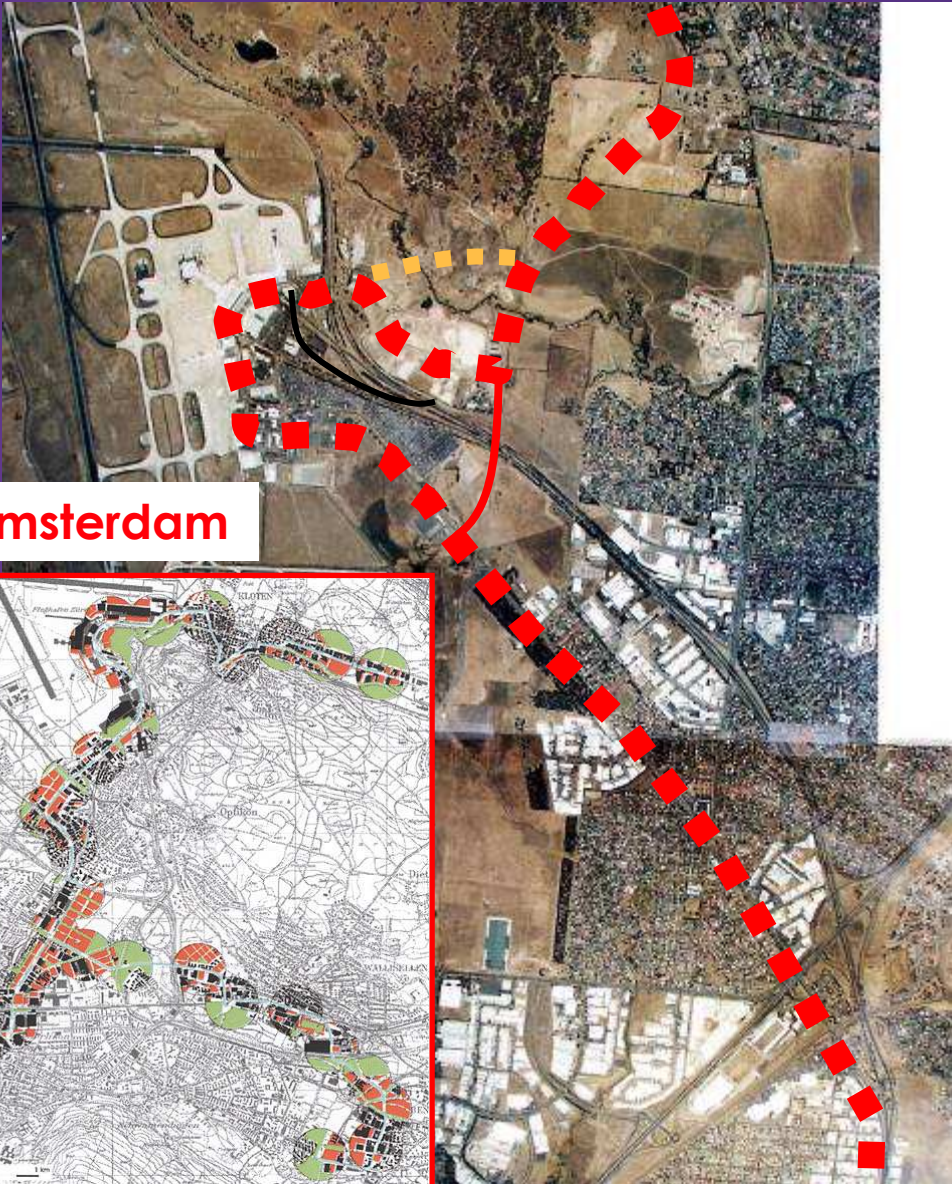
**MICKLEHAM
TRANSIT-
ORIENTED
DEVELOPMENT
CORRIDOR**

**PRELIMINARY
PLAN JUNE '04
ECOLOGICALLY
SUSTAINABLE
DESIGN PTY LTD**

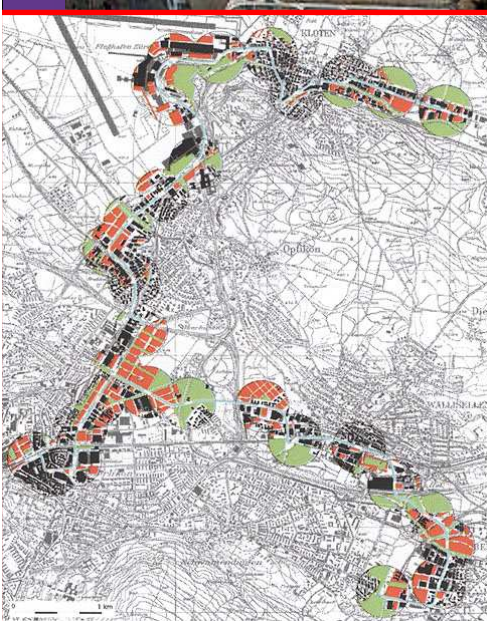
Melbourne 2030
Public submissions requesting changes to the UGB

**Present Tram 59
terminus**

HOW THE SOUTHERN AREA WORKS LRT extends up Melrose Drive serving intensified and expanded Tullamarine Business Corridor, then serves 'ultimate' Terminal layout, then through existing Freeway underpass, past Cleanaway, crosses Moonee Ponds Creek to north across Attwood, then alongside Woodlands Park.



Amsterdam





Proposed Tram Route through the Airport Terminal, with route choices to cross Creek



In conclusion...

Key Components of this Integrated Urban Structuring

Movement Network

800m Arterial spacing and neighbourhood connectors carrying up to 7K vpd enable generally smaller arterials and higher amenity.
Public transport routes designed for local and regional feasibility.
Permeability and Parallel Routes at Town Centres.

Movement Economy

Catchment Size, Centre Location and concentration of features,
fed by Movement Network

Both town and neighbourhood centres

Town Centre Sizing to fit own Catchments

Retail Complementarity versus Predation

Configure both Urban and Natural Habitats to function
as one Ecosystem.

Feasible Neighbourhood Centres*



Western Sydney Land Release



4. Implementation of Sydney's Growth Centres

1. Inputs

2. Implementation Issues

3. New Approaches

Private Leadership

Place

Studies & Investigation into issues & tradeoffs

Process

Enquiry by Design

Brokerage of Issues

- State Government
- Local Government
- Private Sector

State & Local Leadership

Regional Land Use & Infrastructure Plans

Ensuring delivery of the overall regional plan

Orderly sequence of development

Funding 'gaps' in infrastructure
Provision at State level

Coordinating new State & local infrastructure with development sequencing
•E.g. Bus, rail, community

Ensuring improved environmental outcomes

Encouraging Private Sector Participation



A New Approach to Land Release

In December 2004, the NSW Government announced a new plan for land releases in the NW and SW of Sydney. These included the development of approximately \$7.8 billion of infrastructure, including roads, rail and bus networks, educational and health services, linked to staged release of land.

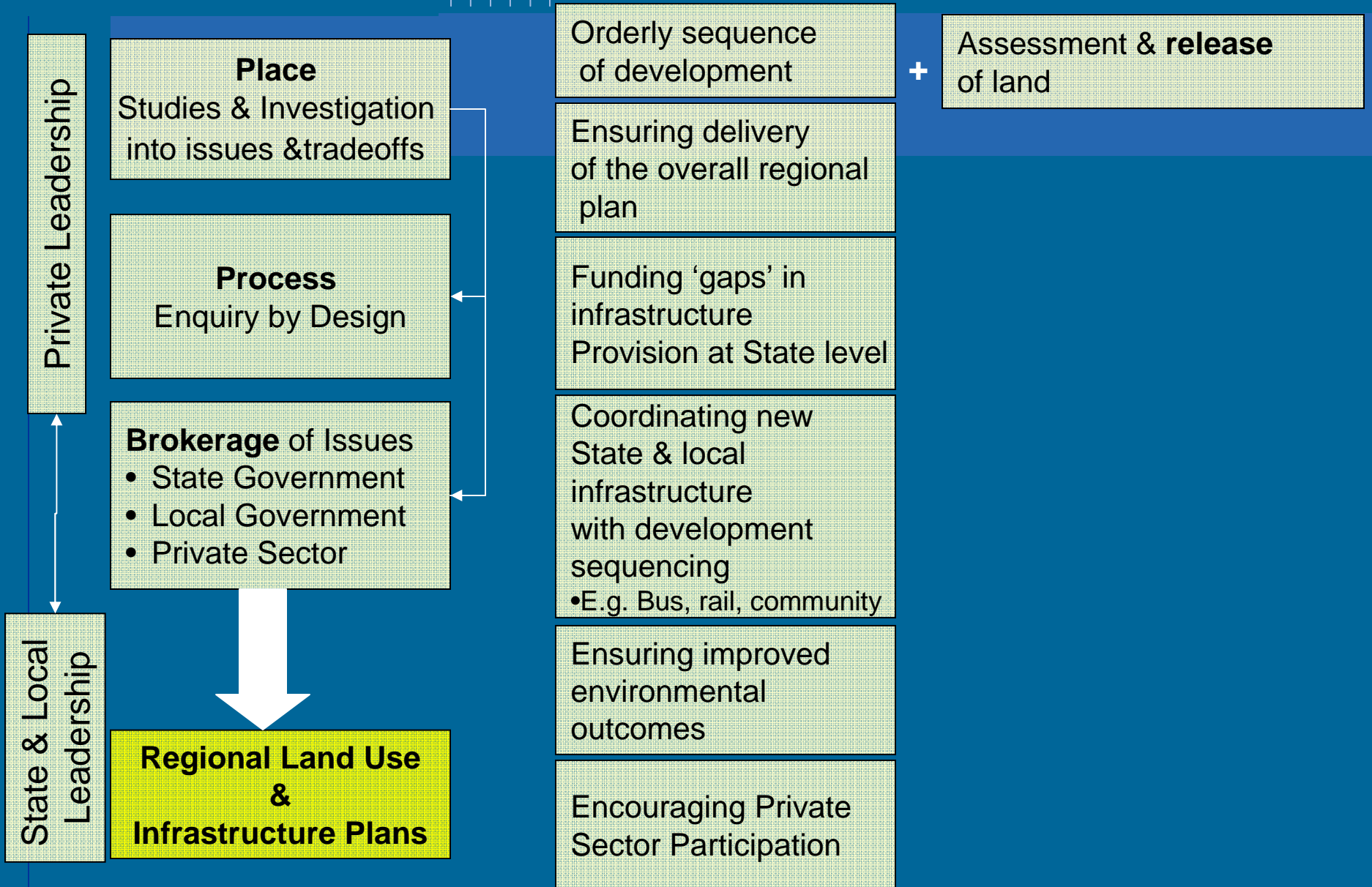
The plans reflect the workshop aspirations for:

- Better public transport
- A range of land uses with a mix of houses, jobs and open spaces
- Jobs available locally and within the region
- Streets and suburbs planned for walking and cycling
- A wide range of housing choices
- Conservation lands around development areas

1. Inputs

2. Implementation Issues

3. New Approaches

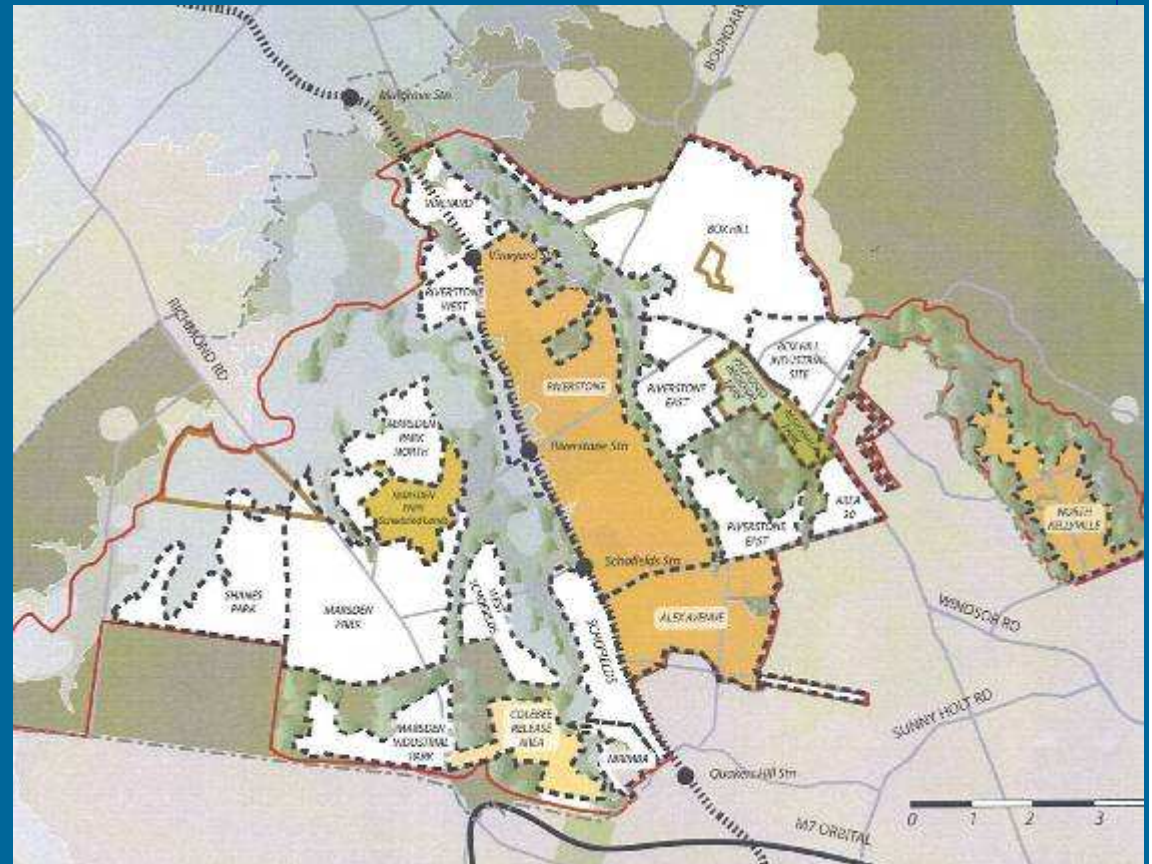




The Assessment, Release and Approvals Process

New arrangements for land release:-

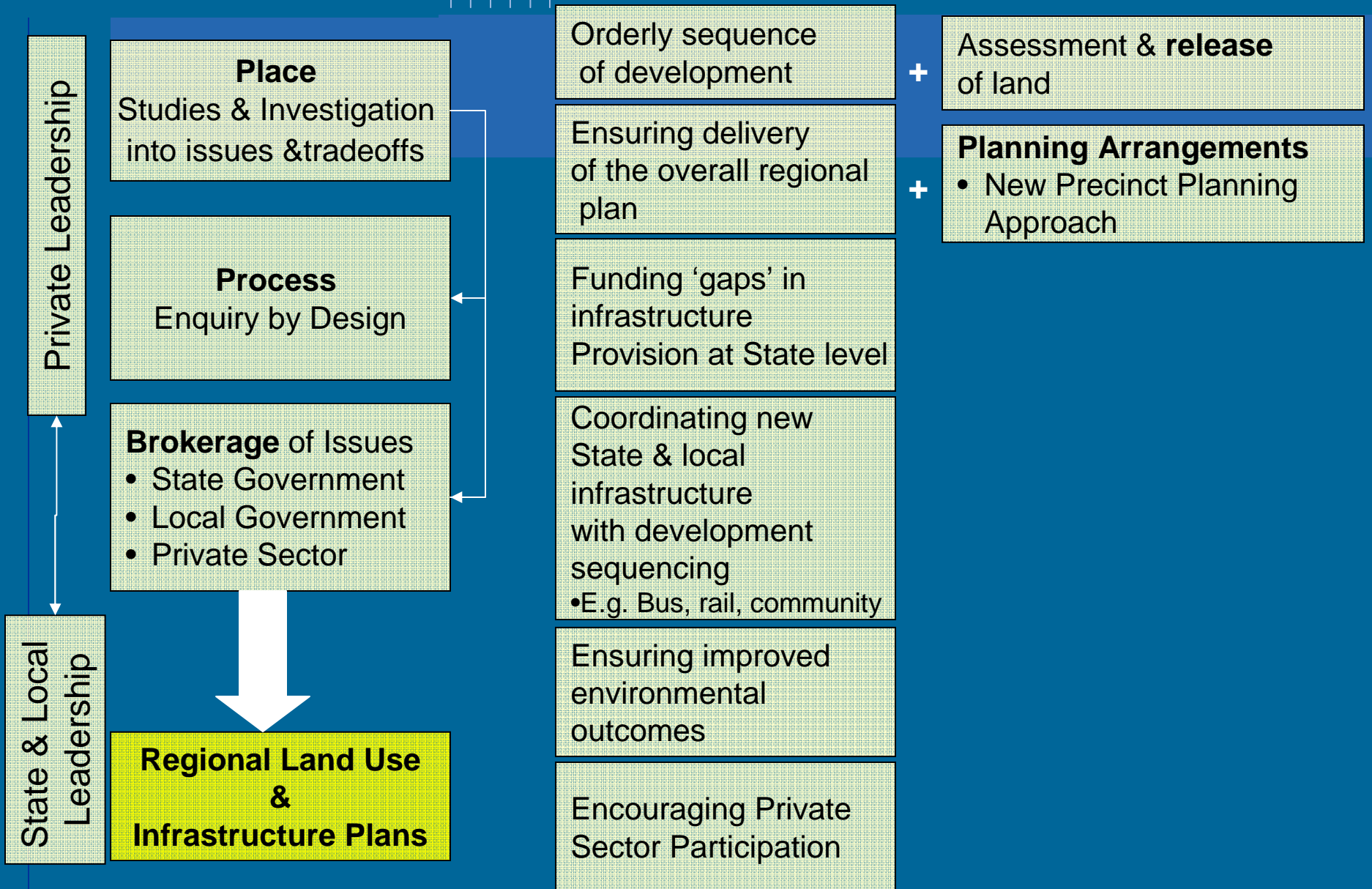
- Release precincts reflect regional structure plans
- Growth Centres Commission to initiate land release in accordance with long term spatial and infrastructure plans assessed against market demands
- an Independent Land Release Advisory Committee



1. Inputs

2. Implementation Issues

3. New Approaches





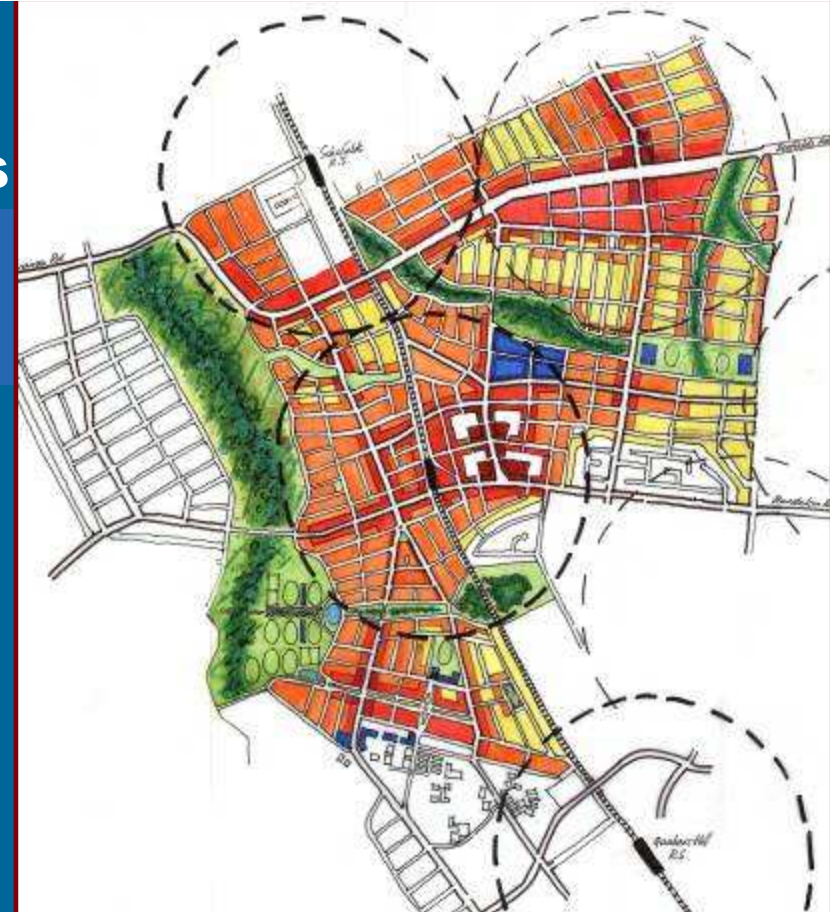
New Planning Arrangements

New Land Release SEPP

- A State Environmental Planning Policy will zone the released precincts for urban use; other zones include future urban, industrial, landscape and rural lifestyle
- A new development code will be introduced and concurrence arrangements will be removed

Planning for Released Precincts

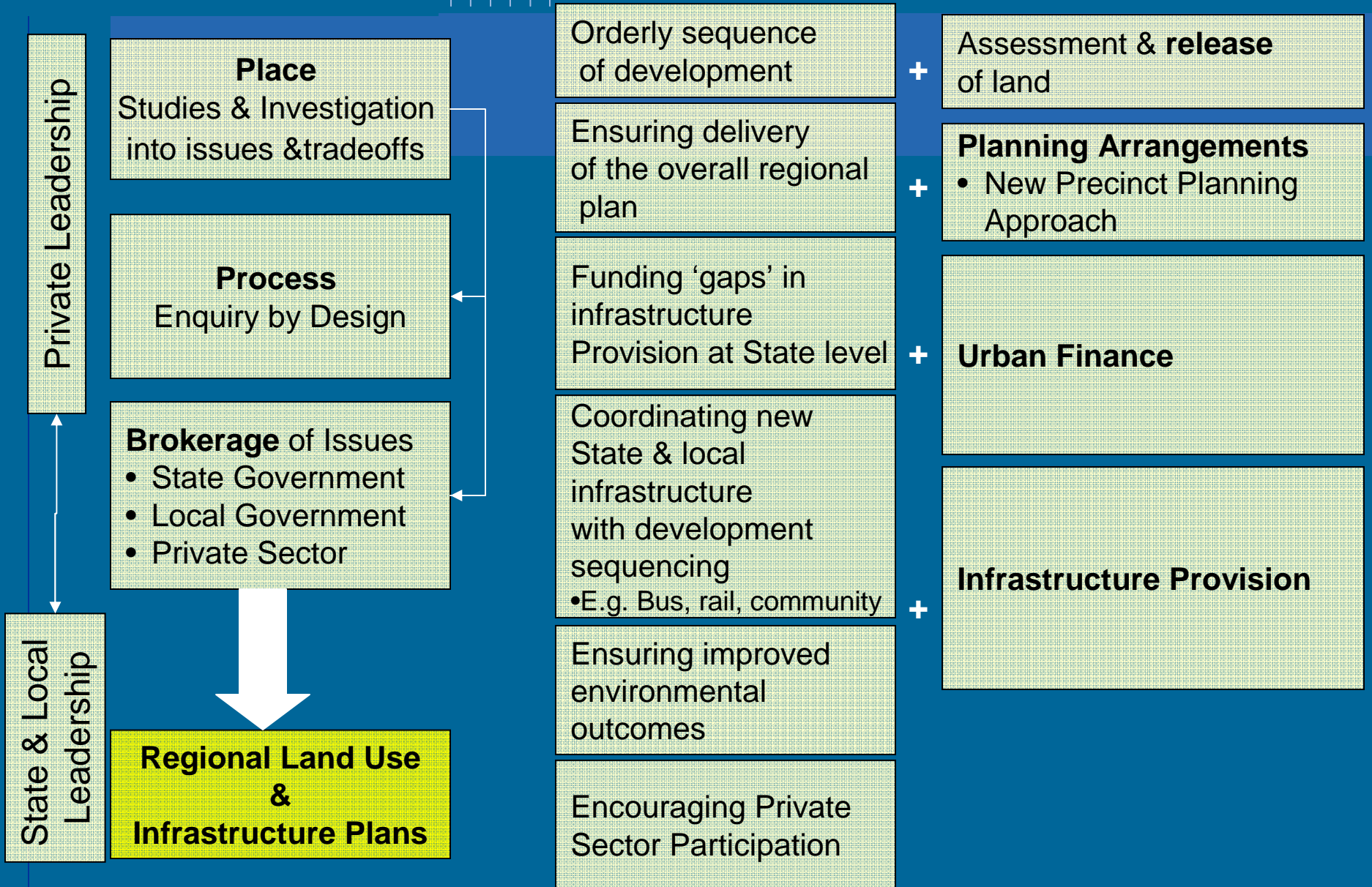
- The Growth Centres Commission + Council will develop and advertise a Precinct Plan for each release area
- The Precinct Plan will amend or replace the LEP for the release area and new zoning and development controls will apply
- Local Councils will approve all development applications for subdivision and building



1. Inputs

2. Implementation Issues

3. New Approaches

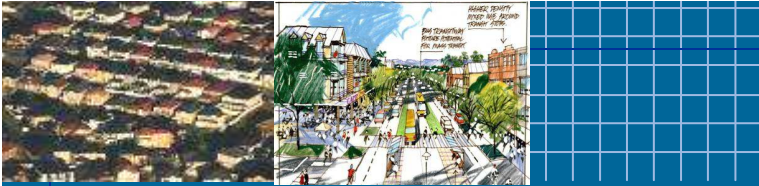




Infrastructure Costs

Regional infrastructure to support the new communities totals \$7.8 billion over 30 years, including:-

- Roads \$3.3 billion
- Rail \$688 million
- Buses \$488 million
- Education \$1.75 billion
- Health \$380 million



Infrastructure to be Provided

New Funding for Regional Infrastructure

The NSW Government will provide 25% of the funding required for infrastructure, the rest will be funded through new regional developer contributions

Infrastructure Coordinated with Land Use and Funded

- Local facilities and utilities funded under existing delivery arrangements
- Roads, rail access, bus-ways, schools, health and emergency services, parklands and conservation of bushland and waterways are all planned, costed and financed up-front.
- Staged delivery of infrastructure coordinated with staged land release over 25-30 years

Conservation

- Protection of 38,000 acres of vegetation through landscape corridors + a new conservation fund



Encouraging Private Sector Participation

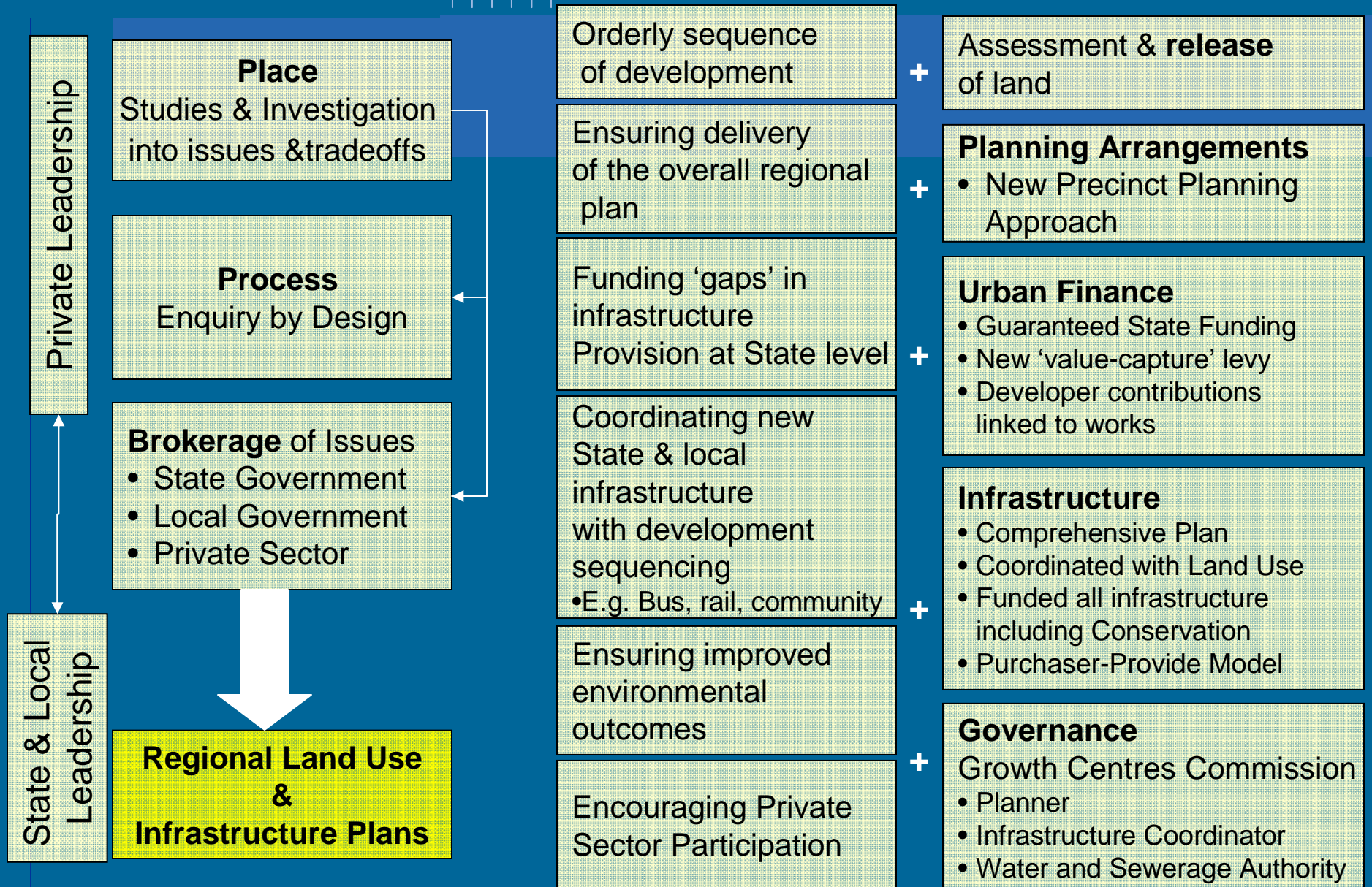
- A **purchaser-provider model** has been introduced to ‘balance’ the power of servicing agencies – allowing the introduction of new standards (e.g. an ‘integrator arterial’ as well different construction techniques (e.g. not all big pipe sewerage systems).
- The Growth Centres Commission will identify opportunities for private sector involvement

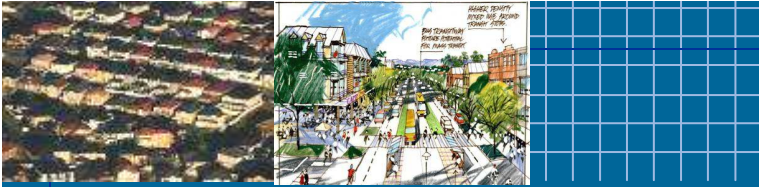


1. Inputs

2. Implementation Issues

3. New Approaches

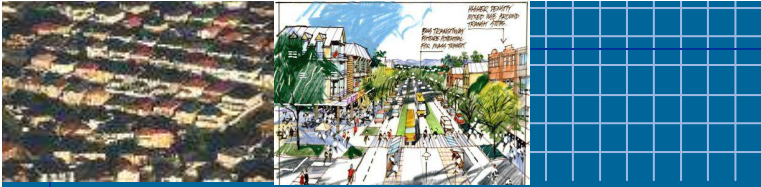




Governance

New Growth Centres Commission

- A Growth Centres Commission will be established under the Growth Centres (Development Corporations) Act 1974
- It will coordinate the orderly roll out of land release and infrastructure by:-
 - Developing land use and infrastructure plans
 - Managing funding with infrastructure plans
 - Recommend land sequencing to Government
 - Coordinate small land holders
- It will work with local government on precinct planning
- The Growth Centres release will be co-ordinated over a 25-30 year period so that the delivery of lots is optimised with the provision of critical infrastructure.



Western Sydney Land Release



5. Sustainability Assessment



CRITERIA 1: NATURAL RESOURCES – To live within natural resource limits & minimise ecological footprint

NSW Sustainability Commissioner Professor Peter Newman

- WATER – Manage total water cycle to keep water extraction levels within sustainable yields
- LAND – Minimise urban footprint and disruption
- ENERGY/GREENHOUSE – Use energy efficiently and reduce Greenhouse Gases
- MATERIALS – Use appropriate materials and recycle waste
- WASTE – Minimise, reduce and recycle waste

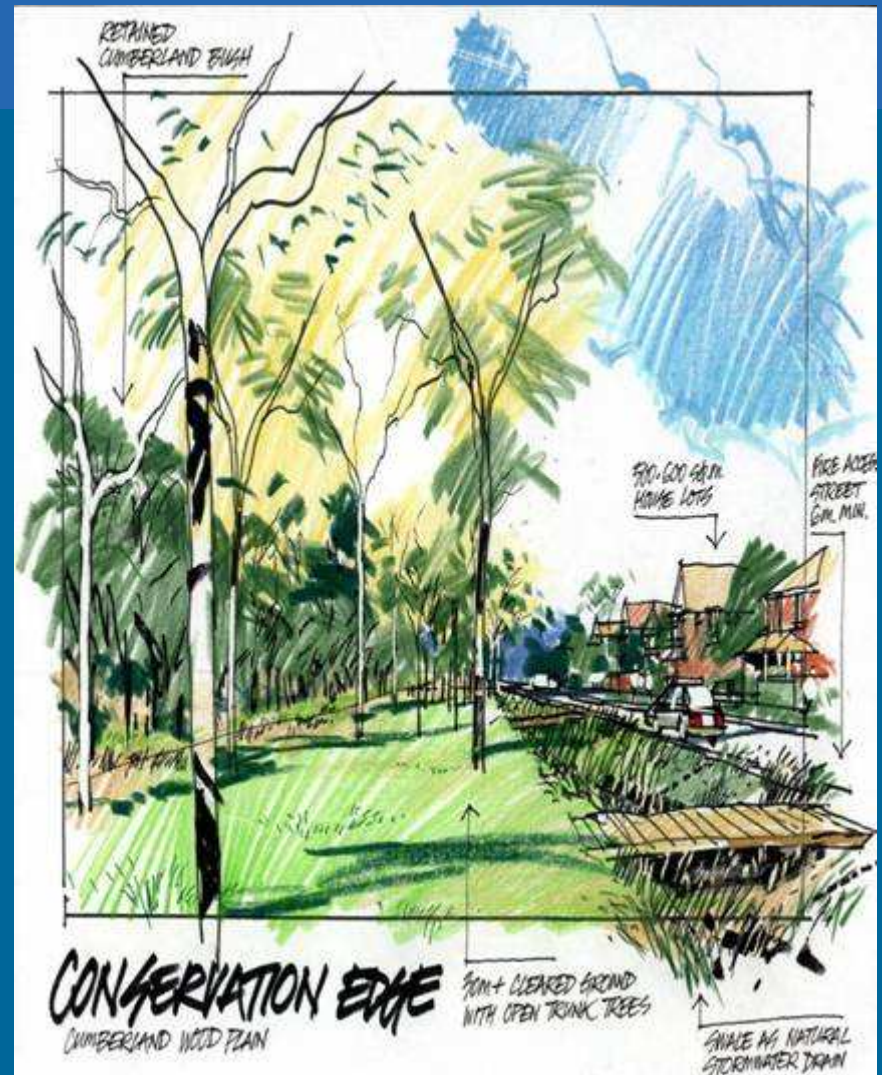
Peter Newman: Close to world 'BEST' practice as water, energy and land are significantly more conserved than in average developments



CRITERIA 2: ENVIRONMENTAL PROTECTION – To protect and enhance biodiversity, air, water and agricultural land

- BIODIVERSITY – Save core biodiversity values and enhance natural ecosystem of the bioregion
- AIR QUALITY – Improve air quality
- WATER QUALITY – Maintain and improve waterway health
- AGRICULTURAL LAND – Ensure important agricultural land is conserved

Peter Newman 'GOOD' to 'BEST' practice as one of the major features of the area is the new ways that the environment will be protected however air and water quality limits are approaching so any development has to be very clean: the introduction of BASIX for 40% decrease in energy and water usage for all new homes

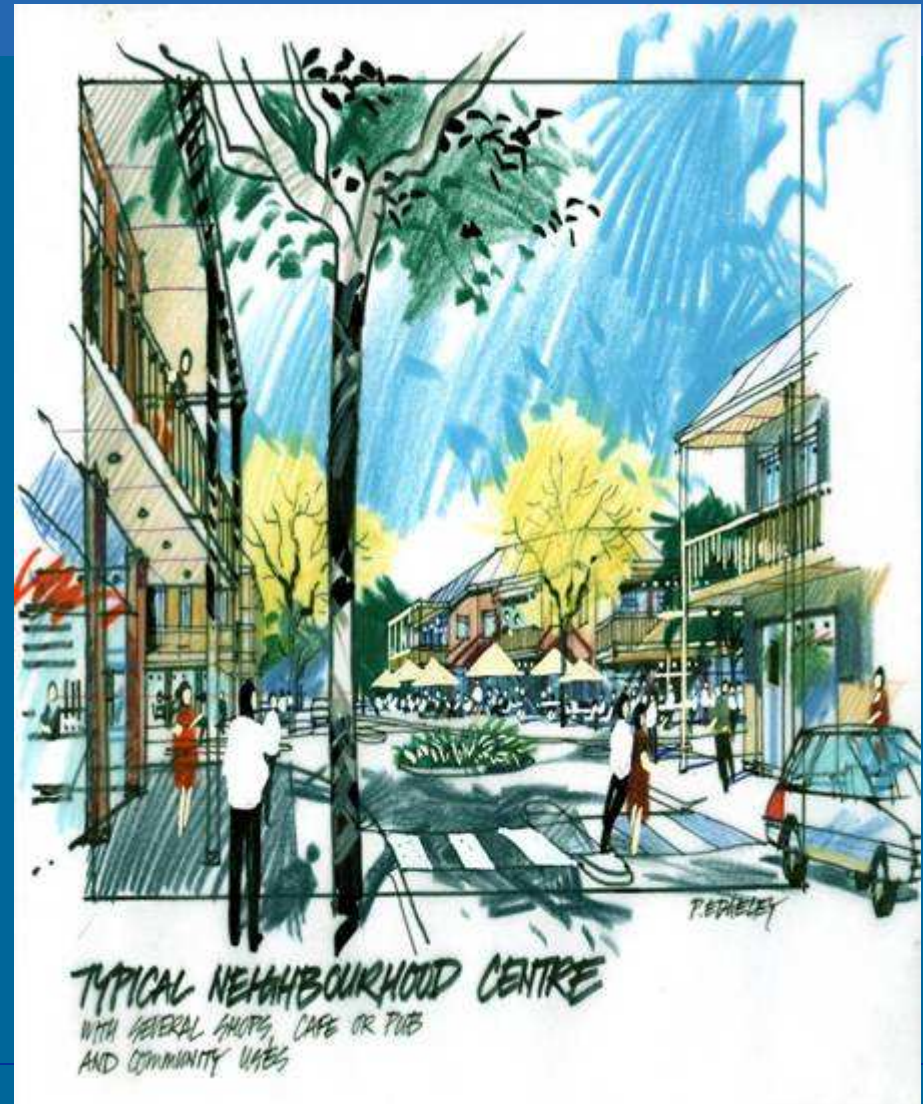




CRITERIA 3: QUALITY PLACES – To provide quality places to live and play

- PARKS – Preserve open space corridors and ensure local parks are provided
- HERITAGE – Protect and enhance regionally significant cultural landscapes and places
- COMMUNITY FACILITIES – Provide land for community facilities
- AMENITY & DESIGN QUALITY – Ensure amenity and design of streets and buildings that provides quality urban spaces with minimal traffic conflicts
- WALKABILITY- Provide easy accessibility for walking and cycling in local areas

Peter Newman: Exceeds world 'BEST' practice as there is very high quality in all aspects of spatial design

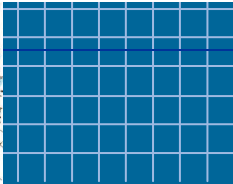




CRITERIA 4: HOUSING DIVERSITY – To provide a range of housing choices to ensure a broad population can be housed & which can be adapted over time

- HOUSING TYPES – Ensure there is a range of housing types available for the full demographic of the city
- HOUSING CHOICE – Provide housing choice for households on a range of incomes across the region
- HOUSING QUALITY – Manage the quality of housing to ensure it is sustainable and liveable
- HOUSING ADAPTABILITY – Ensure land and housing is available that can be adapted for an aging population
- HOUSING QUANTITY - Manage the quantity of housing to enable demand to be met

Peter Newman: 'GOOD' practice as considerable effort is taken to facilitate a much bigger range of housing, though inevitably less than in older areas of the city






CRITERIA 5: JOBS-ECONOMY – To provide employment opportunities through growing Sydney's role in the global economy and in regionally-based jobs

- OFFICES – Provide quality office space in centres and along corridors serviced by quality public transport
- INFRASTRUCTURE – Provide all necessary employment-related infrastructure, especially communications networks
- LAND – Ensure employment-related land is provided in appropriately zoned areas
- CLUSTER LINKS – Facilitate interactions between R&D and employment centres in relevant clusters
- TRAINING – Ensure skills are available in appropriate regions for employment support and job creation

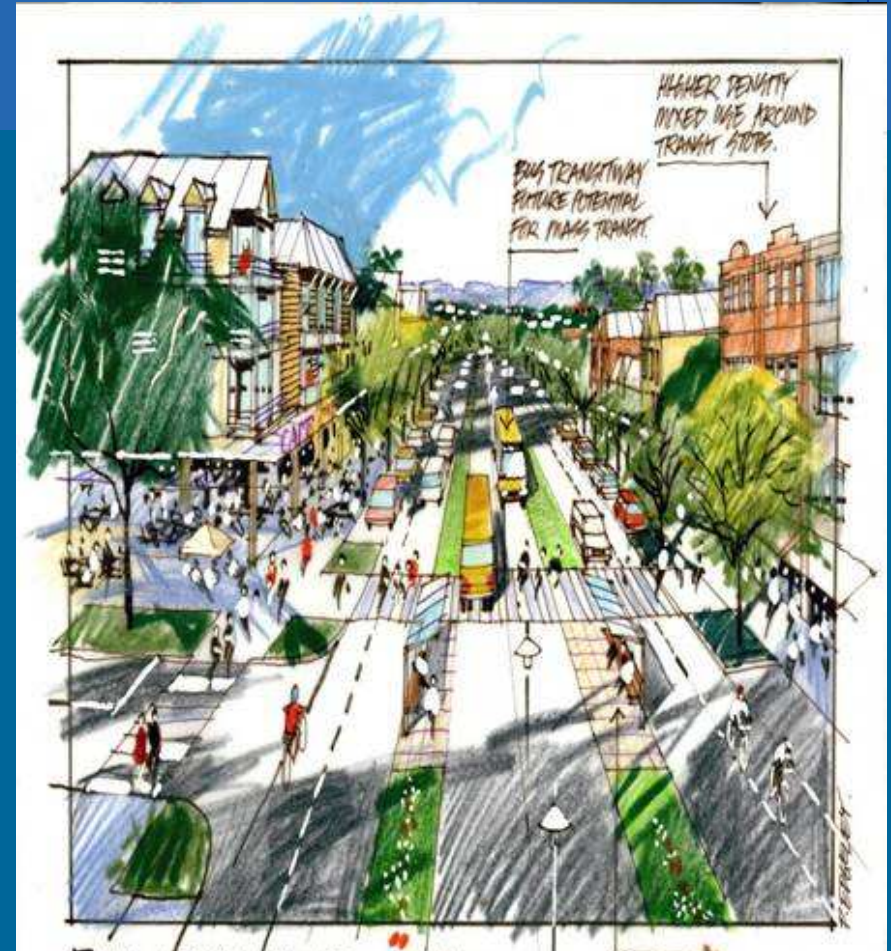
Peter Newman: Jobs are always hard in outer suburbs but moving towards 'GOOD' practice in comparison to the rest of the city and considerably better than most new areas







CRITERIA 6: ACCESS – To provide sustainable accessibility between homes, jobs, services and recreation

- PUBLIC TRANSPORT INFRASTRUCTURE – Ensure all knowledge-intensive centres and corridors have quality public transport at their core
- ROAD NETWORK – Maintain and extend the road network where appropriate
- LOCAL ACCESS – Facilitate short trips by sustainable modes for local accessibility
- DENSITY AND MIX – Create appropriate zonings and opportunities for density and mix of uses in centres and corridors to reduce car dependence and create efficient land use
- FREIGHT ACCESS – Ensure there is quality access for freight especially between manufacturing areas, ports and airports
- TRAVEL DEMAND MANAGEMENT - Use TravelSmart and other demand management tools to make transport of people and freight more effective

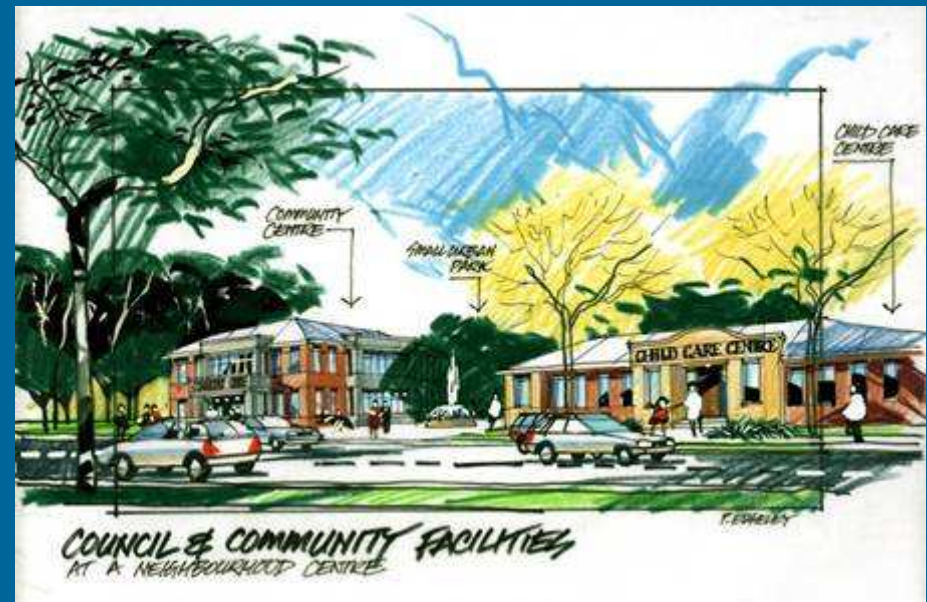


Peter Newman 'OK to GOOD' as rail links to areas eventually with rapid transit routes planned within the regions though service levels will be low until population develops



CRITERIA 7: QUALITY and EQUITY in SERVICES –
To ensure quality health, education, security,
community development and other government
services are provided equitably across Sydney

- **QUALITY SERVICES** – Require the provision of quality services in health, education, security and community development
- **EQUITABLE SERVICES** – Ensure that services are provided equitably across the GMR



Peter Newman: 'GOOD' to 'BEST' practice as Development Corporation will ensure services are available in a timely manner to all of the new areas



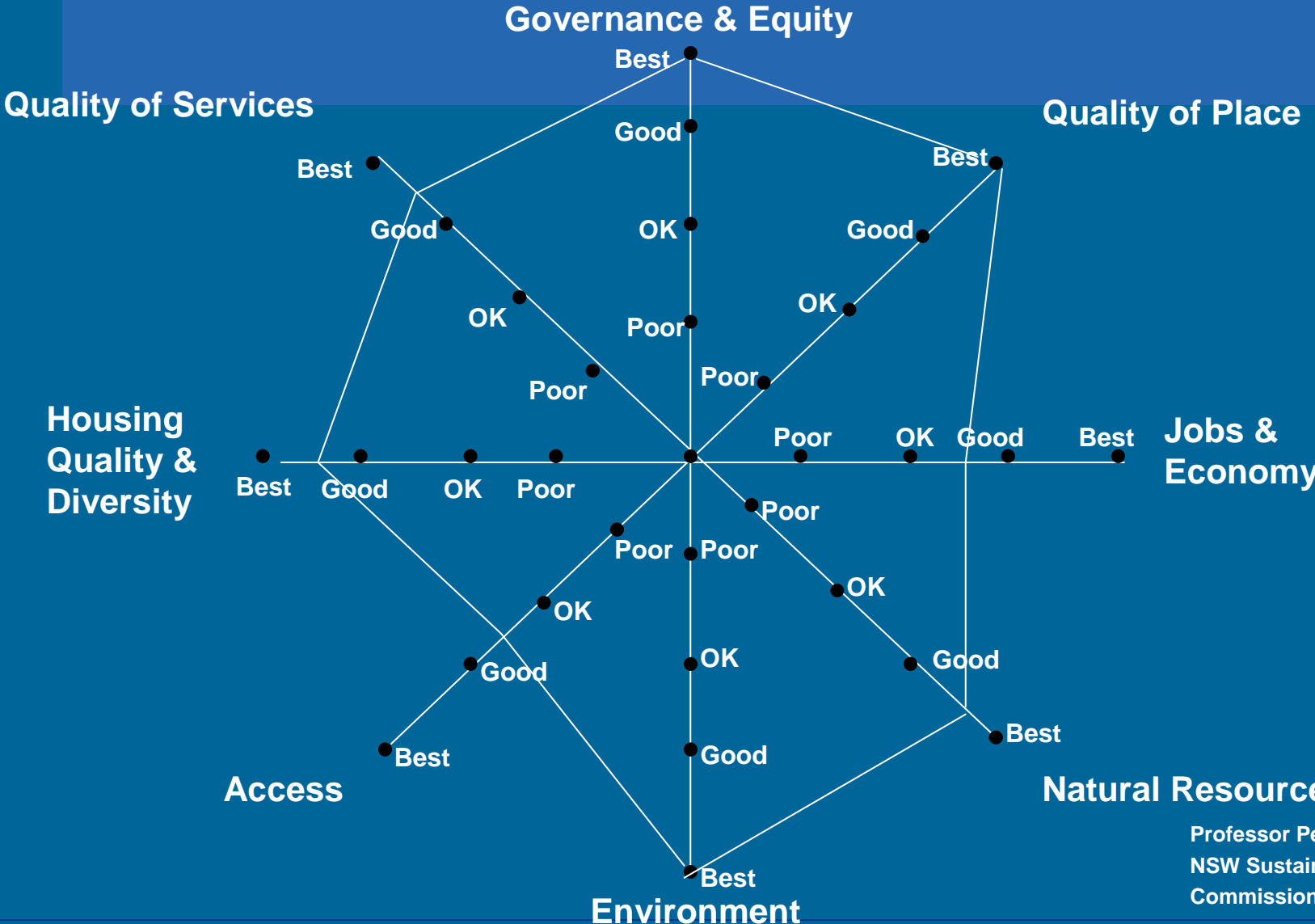
CRITERIA 8: GOVERNANCE – To establish effective, fair and efficient planning and decision-making

- **PLANNING GOVERNANCE** – Ensure that appropriate institutional support with local government is available for the implementation and review of plans in new land release areas, complex redevelopment areas and centres/corridors/regions across the GMR
- **FUNDING and FINANCING MECHANISMS** – Create funding and financing opportunities for each of the planning functions required to deliver the Metropolitan Strategy
- **TRANSPARENT & ENGAGING PROCESSES** – Ensure each planning step is transparent and where complex issues are involved create community engagement processes

Peter Newman: 'BEST' practice due to Development Corporation and partnerships with local governments, industry and civil society



Sustainability Criteria Spidergram for Sydney's New Land Release Program



Professor Peter Newman,
NSW Sustainability
Commissioner



Western Sydney Land Release



6. Key Success Factors



Key Success Factors

1. Very strong market demand
2. Over-riding government agency
3. Enquiry by Design - a structured *integrative* mechanism that gets stakeholders in one place.
4. Precedents and available codes + skilled and experienced multi-disciplinary team
5. Long-term Regional Plan Project
6. Champion/s
7. Available instruments adapted – not reliant on legislation
8. Specific governance & implementation
9. Integrated planning, design and implementation controls, from the region to the architecture
10. Measurement and evaluation of the outcome/s

