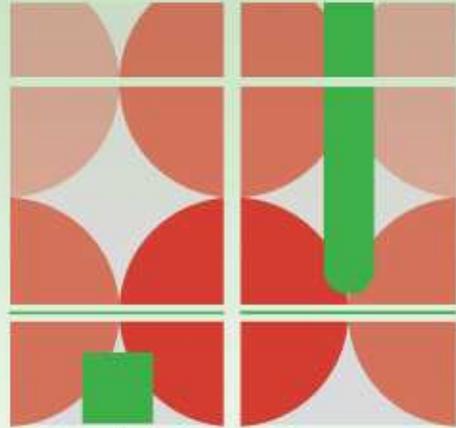


ACNU08



Brisbane

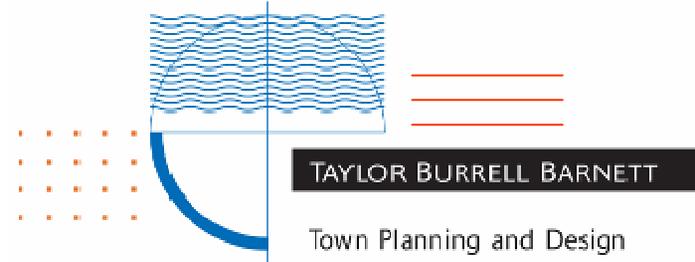
**2008 NATIONAL
CONGRESS OF THE
AUSTRALIAN COUNCIL
FOR NEW URBANISM**

6th – 9th February, 2008





Western
Australian
Planning
Commission



LIVEABLE NEIGHBOURHOODS

Community Design Code

Presentation to **Australian Council for New Urbanism**
6-9 February 2008

Bill Burrell, Director
Taylor Burrell Barnett

Evan Jones, National Director Planning
Multiplex

Background

- ❑ Liveable Neighbourhoods was developed in the late 1990's in response to concerns about the **performance of large-scale conventional development** in Perth's Corridors.
- ❑ Unique opportunity was opened – a **State led subdivision control system** through the WAPC and a **New Urbanist Planning Director**.
- ❑ Ecologically Sustainable Design and Taylor Burrell Barnett developed Liveable Neighbourhoods 1
- ❑ The Code was developed through an Enquiry-by-Design Workshop and several subsequent **training workshops** were held throughout the State to engage industry and Local Government.
- ❑ The Code was released for testing and trialling by industry, local and State Governments. The trial was strategic to allow **developers to throw out sprawl rule book** to deliver innovative NU projects and **not to have to take on every vested interest** at once

Background

- The response was enthusiastic:
 - Lay people at workshops and in local government said that **“this is the way we used to do it”** – traditional urbanism
 - Most **regulators at State level** could see the merit in having a performance-based code that **encouraged innovation** and yet had **key elements that gave certainty**
 - The **development industry** embraced many of the principles of the new code, even before it was published, e.g. Joondalup City North and Ascot Waters
 - There was **professional resistance** from some engineers and planners who wanted to continue with **conventional practice** and were uncomfortable in working collaboratively

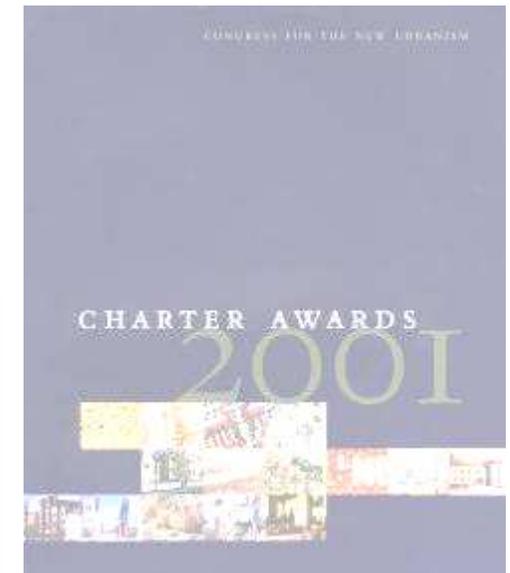


Ascot

What is the Code about?



- ❑ The Code guides **structure plans and subdivision** which in Western Australia is controlled at State level by a Planning Commission – housing is separately approved under a Residential Planning Code
- ❑ There are **8 elements** ranging from the district and its well-defined edges down to the legibility and diversity of mixed use built forms
- ❑ LN3 starts with its strong links to SPP3, Sustainable Settlements and Community, and is preferred policy with LN 4 imminent as **compulsory**
- ❑ It underpins Perth's Metropolitan Strategy **Network City**



Liveable Neighbourhoods sets out

... a **built environment** which is diverse in use and population, scaled for the pedestrian, and capable of accommodating the automobile and mass transit...

... a **well-defined public realm** which is responsive to site features and ecology, and supported by an architecture reflecting the climate and culture of the region...

... **fine-grained mixed use town and neighbourhood centres** with a variety of higher density housing in proximity....

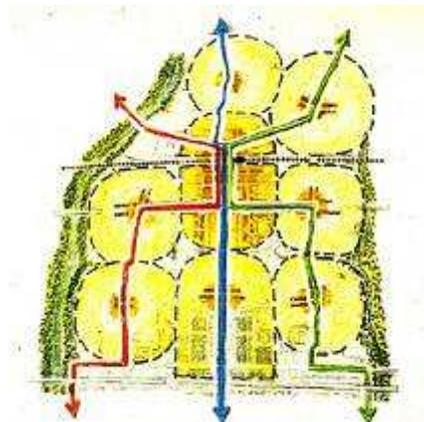
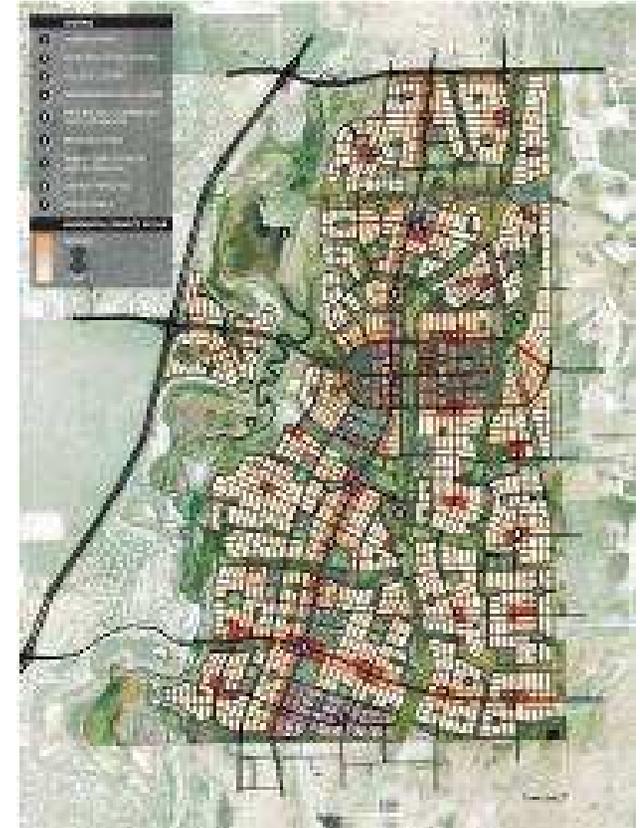
... a **highly-interconnected street network**, with sophisticated traffic management to provide safety and comfort for pedestrians, cyclists and transit-users....

...**when applied at the regional**, as well as local scale, provides a basis for **comprehensive sustainable growth management**



Element 1 – Community Design

- ❑ **Climate change** places higher requirements on urban design outcomes
- ❑ This element stresses the importance of **regional planning and urban structuring based on walkable mixed use towns and neighbourhoods**
- ❑ **Resident and worker density**
- ❑ Urban centre and corridor **self-sufficiency**
- ❑ **Transit orientation/walkability**

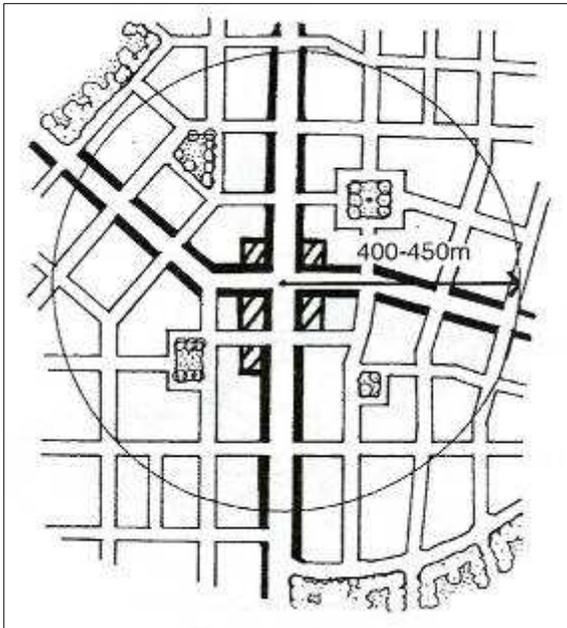


New Town of Keralup

ELEMENT 1 – COMMUNITY DESIGN

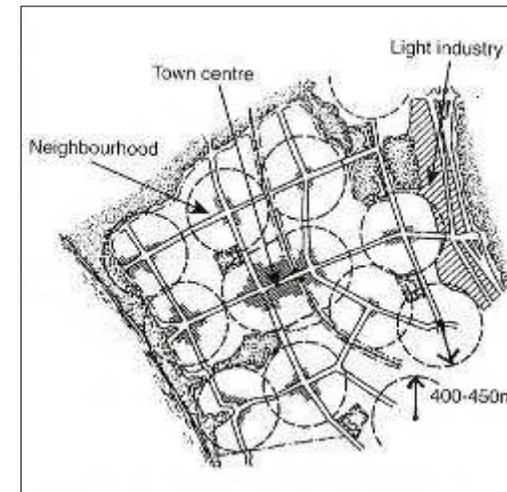
Neighbourhood Structure

- ❑ **Neighbourhoods** are the urban building blocks
- ❑ Size/shape is defined by the **400m-radius walkable catchment**
- ❑ **Streets are interconnected** in a network with perimeter block development and frontage to streets and open spaces.



Town Structure

- ❑ **Towns** are formed by the **clustering** of 6-9 neighbourhoods
- ❑ **Town Centre** is central on an arterial intersection, walkable (800m) with public transport
- ❑ **Town Centre** to provide for a range of weekly shopping needs, community facilities & local employment.

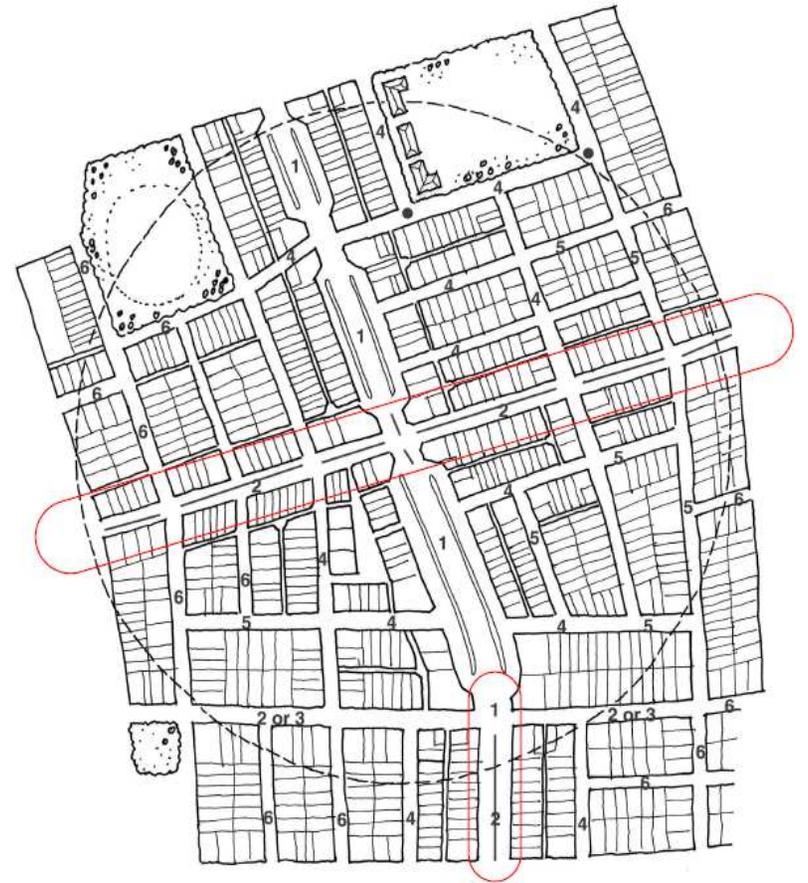


Element 2 – Movement Network

- Sets out network design for **highly connected streets** and puts forward standard **street types** with an emphasis on well surveilled shared space for all users



Rokeby Road



KEY

- 1 Integrator A – with service roads
- 2 Neighbourhood connector A or B
- 3 Access street A – Avenue
- 4 Access street B – Wider access street
- 5 Access street C – Yield (or give way) street
- 6 Access street D – Narrow yield (or give way) street
- 7 Rear lane

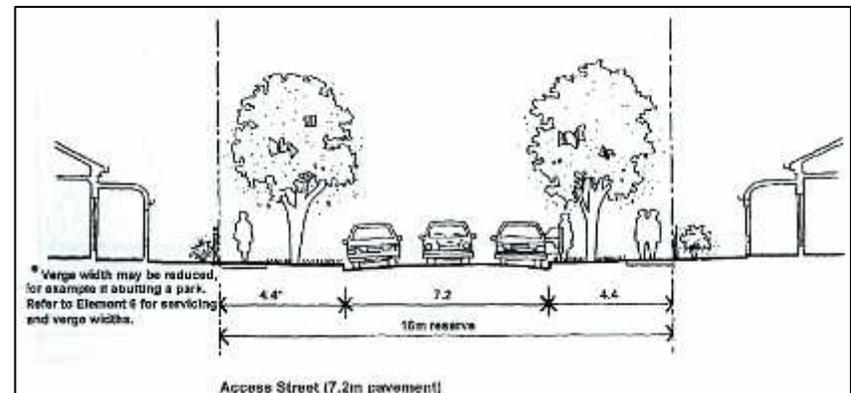
Element 2 – Movement Network

Liveable Neighbourhoods promotes several major differences from conventional suburban street systems, with characteristics including:

- ❑ the street system is **highly interconnected**
- ❑ **integrator arterial routes** generally form the core or spine of neighbourhoods and towns, rather than the edges;
- ❑ traffic is distributed more evenly through a **flatter hierarchy** of streets.

3 Pillars: **Street layout, street cross-section design and intersection control guidance**

- ❑ Street Network design re-orientate blocks to avoid excessive 4 ways
- ❑ Design for safety, rather than adding traffic management devices



Element 3 – Lot Layout

LN places emphasis on **delivering built form** that addresses the street, delivers density where it matters - close to activity centres and employment corridors. It delivers

- ❑ greater **lot size variety** for housing choice and affordability;
- ❑ provision of lots in appropriate locations for **mixing of compatible uses**;
- ❑ lot design for **climate-responsive dwellings**;
- ❑ development **fronting major streets** and public open space to support safety and surveillance.

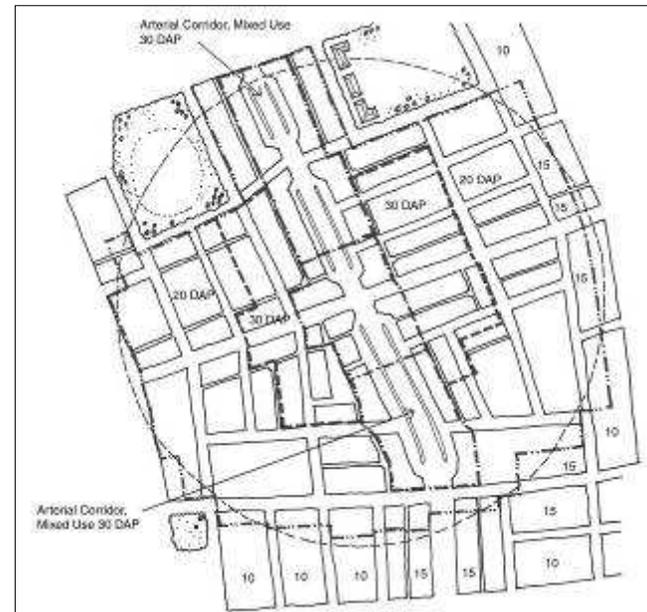
Next version will need to promote **'Green Buildings'** to help achieve sustainable urbanism

Wellard Village (page 113)



Element 3 – Lot Layout

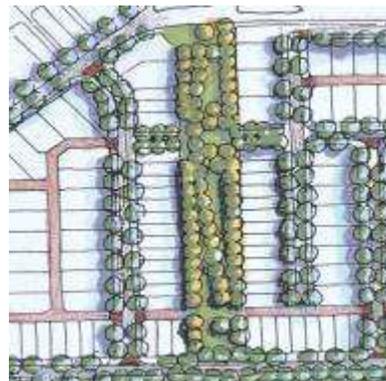
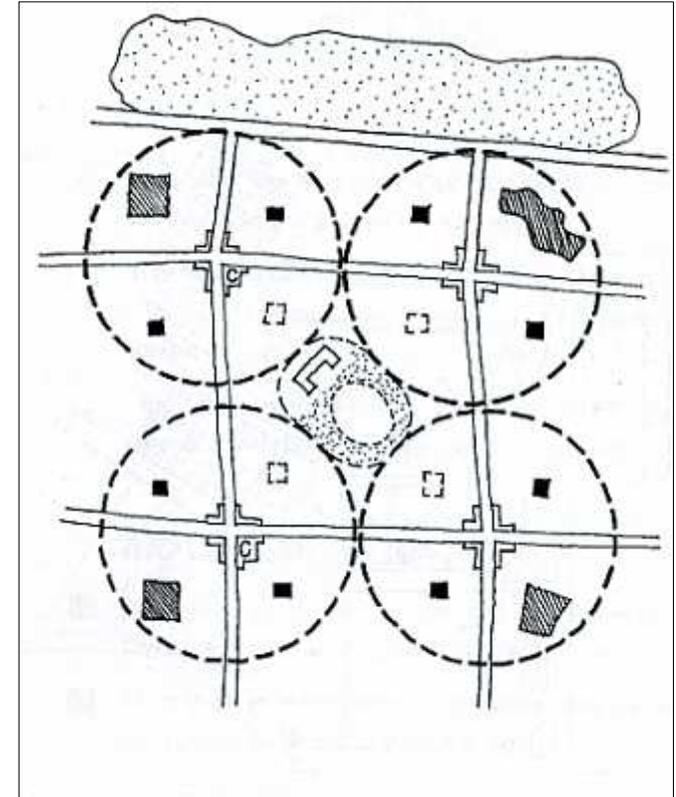
- ❑ Built form outcomes are achieved through the use of **Detailed Area Plans** to define housing at the time of subdivision –
- ❑ a sort of two dimensional version of **Built Form Codes**
- ❑ Need direct integration with WA's Residential Planning Codes and approval processes



Element 4 – Public Parkland

- ❑ **Quality and distribution:** not just quantity
- ❑ Walkable access: 400m maximum
- ❑ Range of sizes/types
- ❑ Frontage development and surveillance
- ❑ Changing attitudes to water sensitive urban design outcomes

Developers are providing high quality open space integrated with key uses such as village centres and schools and community facilities to support density



Element 5 – Urban Water Management

- ❑ “**Collect and convey**”, not “drain and fill”
- ❑ Environmental corridors at edges of development: **do not divide urban structure**
- ❑ Next steps **Water recycling and low maintenance landscaping measures**



Keralup



Ascot (page 88)



Element 6 – Utilities

- ❑ Emphasis is on **predetermining, through design, the most appropriate way in which often competing needs for space can be met.**
- ❑ Professionals will debate this well into the future as we make over-provision for future upgrades and make under-provision for the street trees and landscape amenity in the name of fiscal responsibility



Element 7 – Activity Centres & Employment

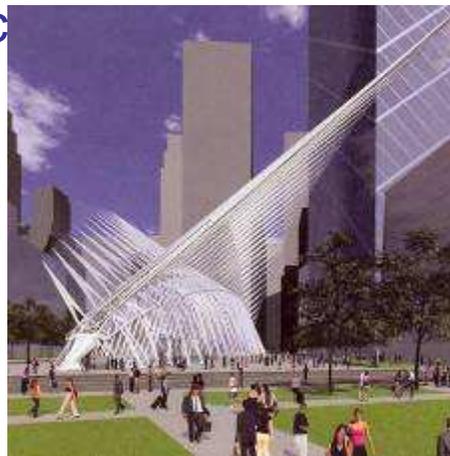
- ❑ Missing in the earlier versions and included to provide general guidance for mixed use centres
- ❑ Provides more detailed support for regional and district structure plans by **emphasising mixed use activity centres and corridors**
- ❑ LN – next version should be expanded to include **built form codes** that deliver mixed activity c



Wellard



Portland



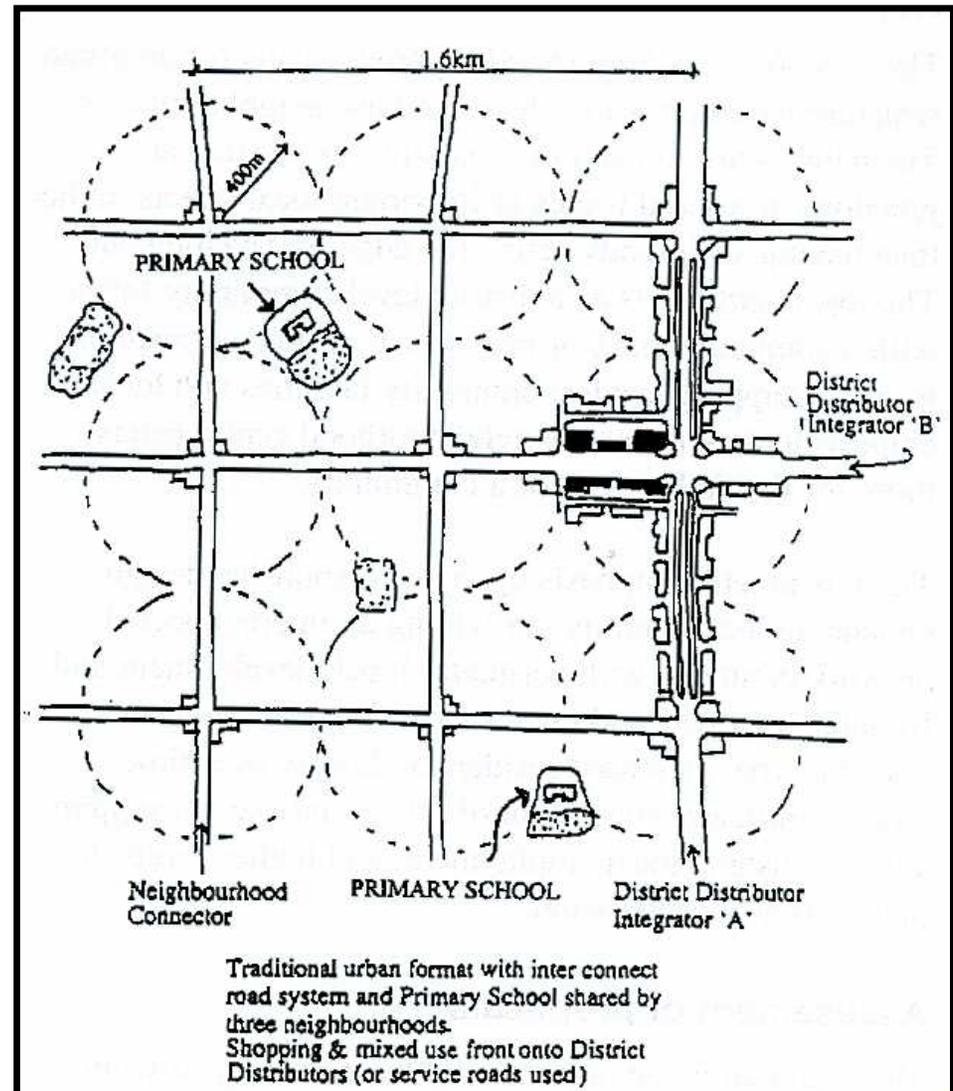
New York



Portland

Element 8 – Schools

- ❑ Provision of schools in the **walkable catchment** (primary) and near public transport (secondary and tertiary)
- ❑ Ongoing issues are the size of school sites and the shared use of facilities



Where to from here?

- ❑ **Each Australian State** should consider adapting a Liveable Neighbourhoods Code to guide development, along with training.
- ❑ As good as it is, LN can't deliver great built form outcomes without **political leadership and professional talent**.
- ❑ LN needs the **support of regional and district planning**, which has fallen behind in WA and the booming economy is producing cracks:
 - It is very **difficult playing catch-up** when the system is a decade behind
 - There is a need for **basic science and data**
 - There is a need for **community based visioning**
 - There is a need for tried and tested regional plans for **all growth corridors** based on the principles Liveable Neighbourhoods



Somerly (page 110)



Wellard



Wellard Station

In the Future – LN4

- ❑ To remain relevant, LN needs **continual revision** as the practice of **delivering densities, diversity and mixed use towns and neighbourhoods** becomes more sophisticated – particularly on marginal land.
- ❑ LN in future will need a **more refined approach to the development of robust built** form that allows for change over time. Built form that supports home-based businesses, locally based employment, jobs close to where people live will require more refined Detailed Area Plans
- ❑ LN needs a more **integrated approach to transit** – it is not just about integrating the car, bus and train, it is about transit-friendly land use. Maybe the next cut of LN needs to extend Activity Centres and Employment to deal with public transport, the dependence on the car and the benefits that flow from compatible mixed use towns as destinations for transit.



Density



Diversity



Liveable Neighbourhoods

a Western Australian Government sustainable cities initiative

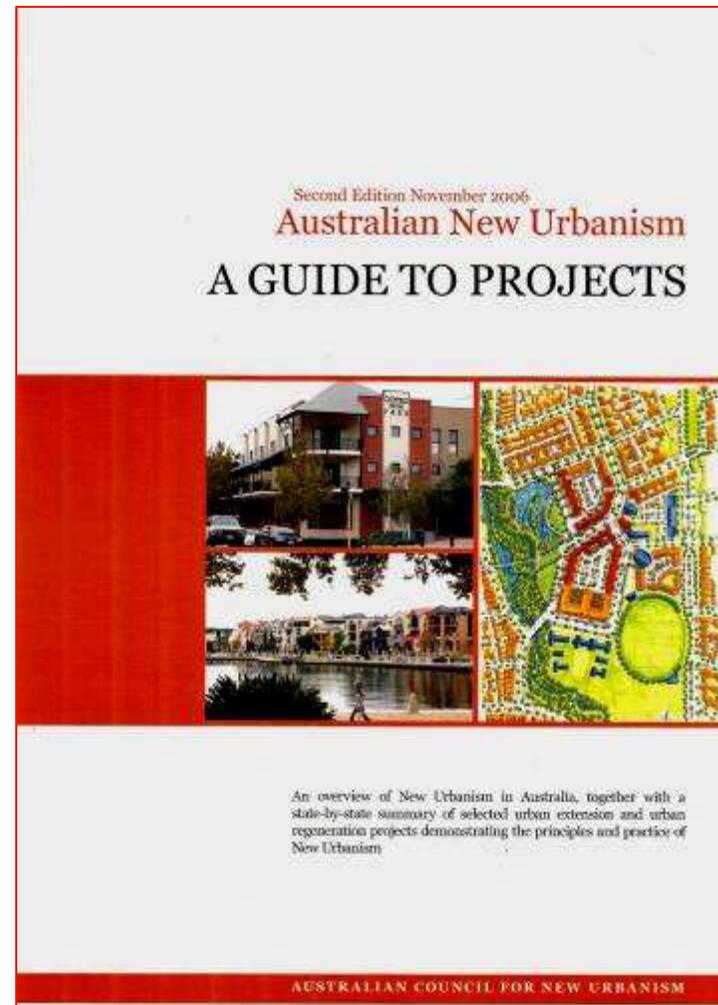


Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans (regional, district and local) and subdivision for new urban (predominantly residential) areas in the metropolitan area and country centres, on greenfield and large urban infill sites.

www.wapc.wa.gov.au/LiveableNeighbourhoods

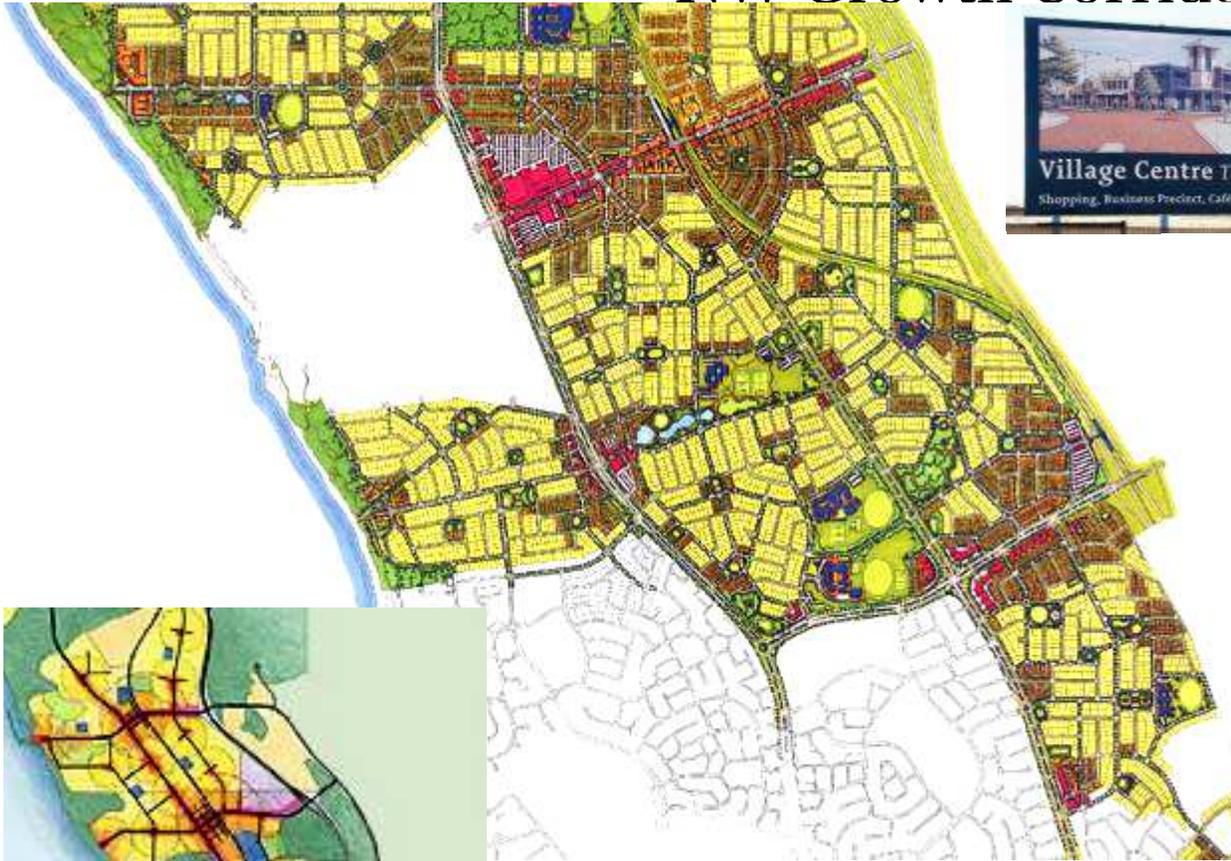
The Australian New Urbanism Projects Book

- State-by state, alphabetical order, eighty seven projects in total. Includes an overview of New Urbanism in Australia and the CNU Charter.
- Compiled by ESD on behalf of ACNU. Sponsored by eight design firms.
- Each project page has a description of the project and details of developer/client, design and technical consultants, size, type and implementation status. Photos and plans.
- A key purpose is to provide directions to get to projects.... to encourage visits to the rapidly-expanding amount of built product.
- Also covers some key codes and strategies.
- Available from acnu@netspace.net.au for \$35.



Brighton

NW Growth Corridor. Perth, WA

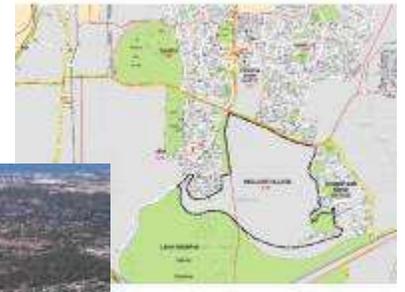


**‘Liveable Neighbourhoods Code’
urban extension with village
centre, future rail route and mixed
use Brighton Town Centre**

Wellard

SW Perth, WA

Transit-oriented urban extension at new station south of Kwinana on the new Perth SW railway, with village centre and higher density housing.



Somerley

Clarkson, North-west Corridor, Perth, WA

Transit-oriented urban village at recently-opened Clarkson Station. Rail being extended well in advance of freeway. Nearby Ocean Quays Town Centre is a main street hybrid, with street front development expanding. Council and Landcorp key players.



Joondalup City Centre

Perth, WA

Creating dense, mixed use inner suburbs around a new urban fringe centre. Extensive terrace housing, rear lanes, studio units and a range of small business spaces.



Gosnells Town Centre

Perth, WA

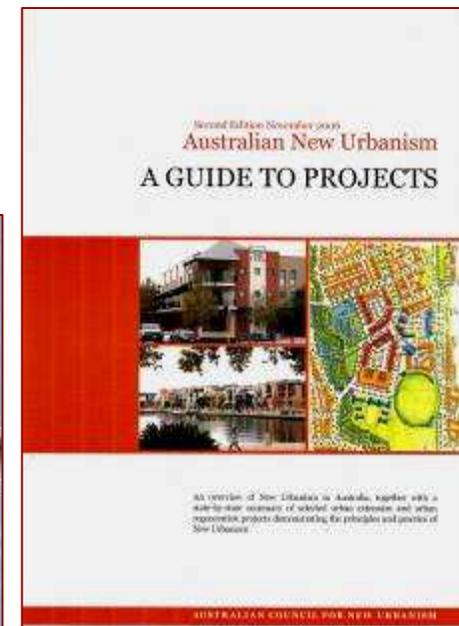


Council-led redevelopment of town centre badly affected by low amenity, car-based highway strip development. New Main Street connected at-grade across the rail line to integrate communities west of the line into the Centre, and a new station constructed.

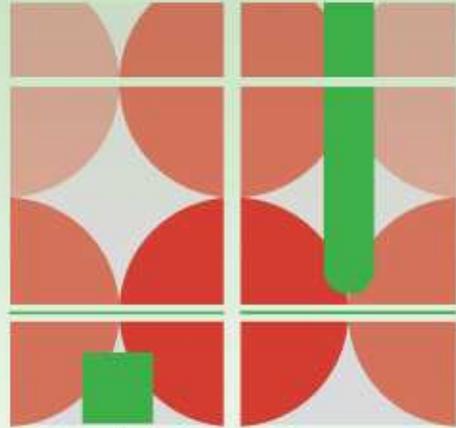


Australian Council for New Urbanism

- www.acnu.org
- acnu@netspace.net.au
- ACNU Congress 2005 CD packs
- Australian New Urbanism - a Guide to Projects Ed 2
- Next ACNU Congress scheduled for February 2008 in Brisbane
- ACNU Perth Projects Bus Tour Itinerary November



ACNU08



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