

Current Issues for The New Urbanism in Australia

Evan Jones
On behalf of the ACNU

February 2008

2008 Congress of the Australian
Council for New Urbanism



In collaboration
with Ecologically
Sustainable Design

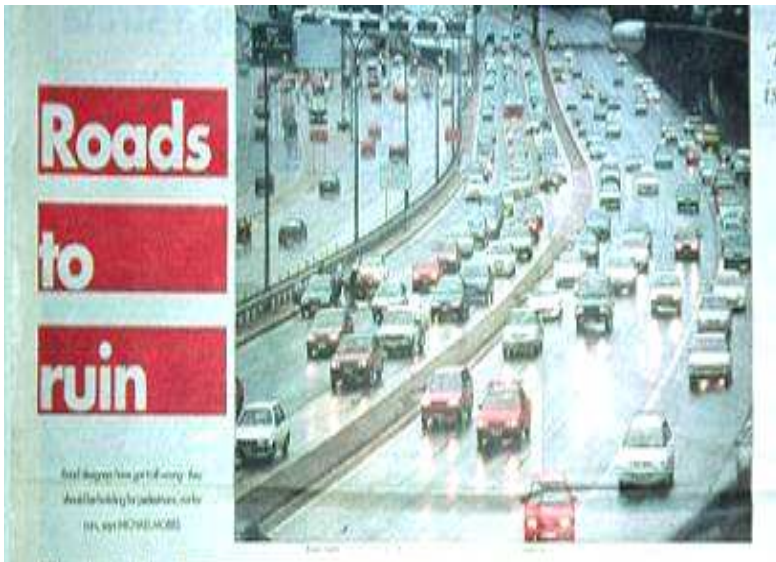


Decisions we take over the next decade will determine Australia's direction for the next half century



We are less than **30 years** away from:

- **Climate catastrophe**
- **Fossil fuel depletion**
- **An aged and almost stable population**



- Growth in Australia will be strongest over the next 10 to 20 years and tail off to an almost static population by 2051
- This means that **the decisions we make in the next 10 to 20 years** – the location of growth, its form and the infrastructure that we can afford to provide today **will dictate the shape, liveability and sustainability of Australian cities for the whole of the 21st Century**
- There is **no second chance** this time for our children to solve problems that we create through our greed, ignorance or incompetence.



What is The New Urbanism?

The New Urbanism is a reaction to sprawl that has grown adaptively into

- A basis for Sustainable Urban Growth/Smart Growth
- An integrated response to Climate Change and Peak Oil
- A basis for addressing physical health and social well-being

The New Urbanism provides a sustainability framework of how to build cities for the long term.





What is New Urbanism in Australia?

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

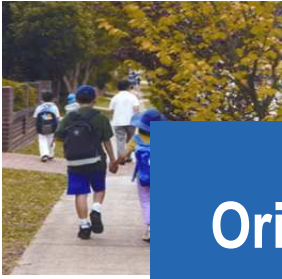
... a **well-defined public realm** which is **responsive** to site features and ecology, and supported by an architecture reflecting the climate and culture of the region...

... **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**





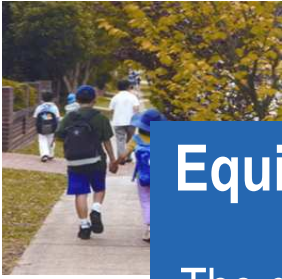
Origins & Evolution of Australian New Urbanism





Outline of the Presentation

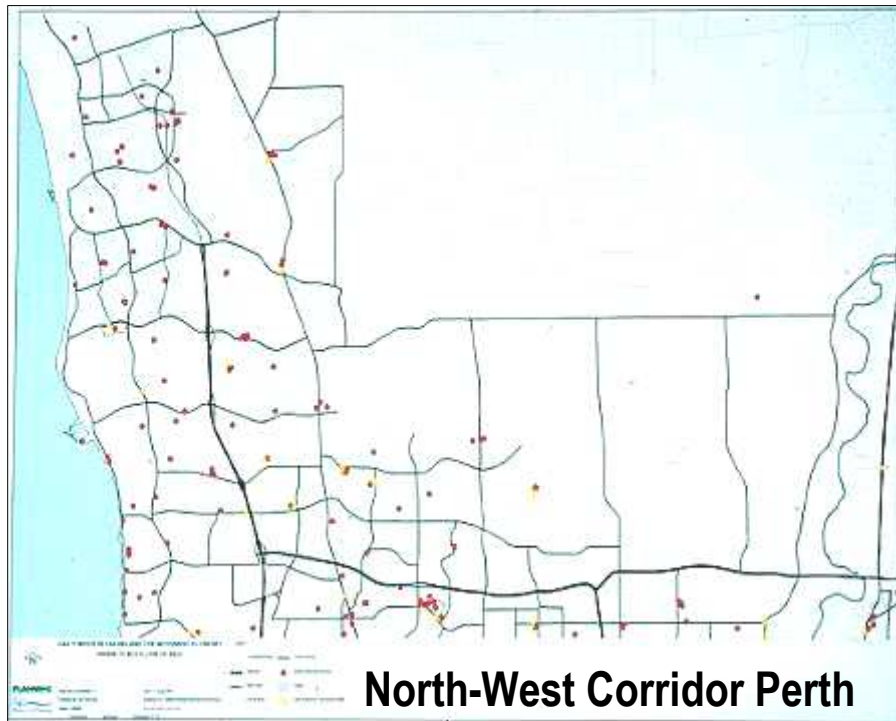
- 1. The Importance to Cities of Physical Form**
- 2. The Australian New Urbanist Practice**
- 3. Key Challenges and Australian New Urbanism's Responses**
 - a) Planning for Sustainable Growth**
 - b) Not Throwing the Baby Out With the Bath Water**
 - c) Planners and Bureaucracy**
 - d) Rooting out Conventional Sprawl Practices**
 - e) Achieving Balanced Planning Outcomes**
 - f) Sustainability in Settlements**



Equity through Access

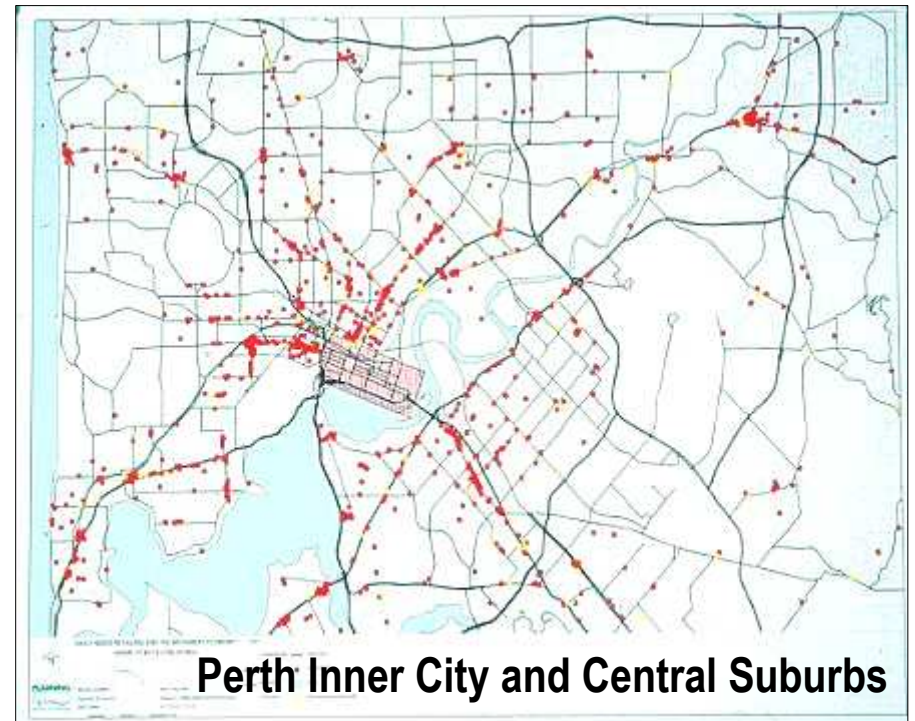
The decline of the corner store

Conventional/sprawl Suburbs



Use a litre of petrol to buy a litre of milk!

Traditional 'grid' street Suburbs



Buy a litre of milk within walking distance

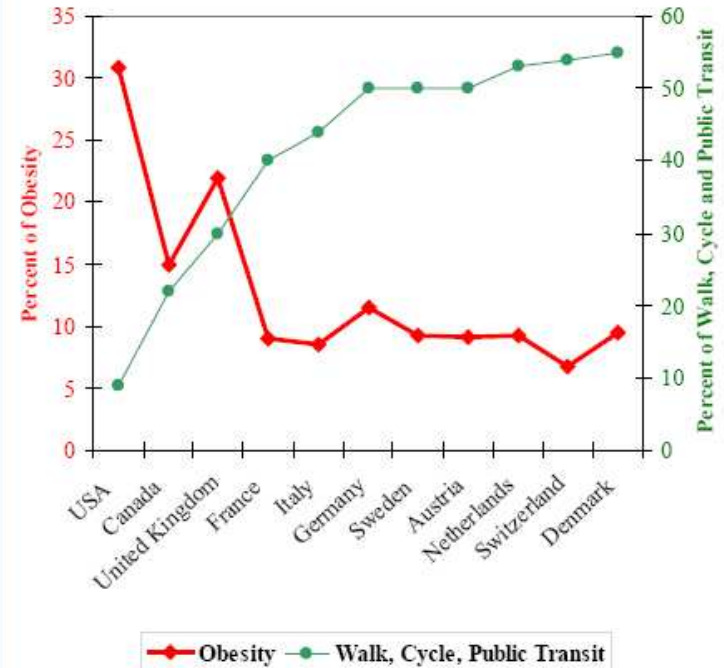


Health

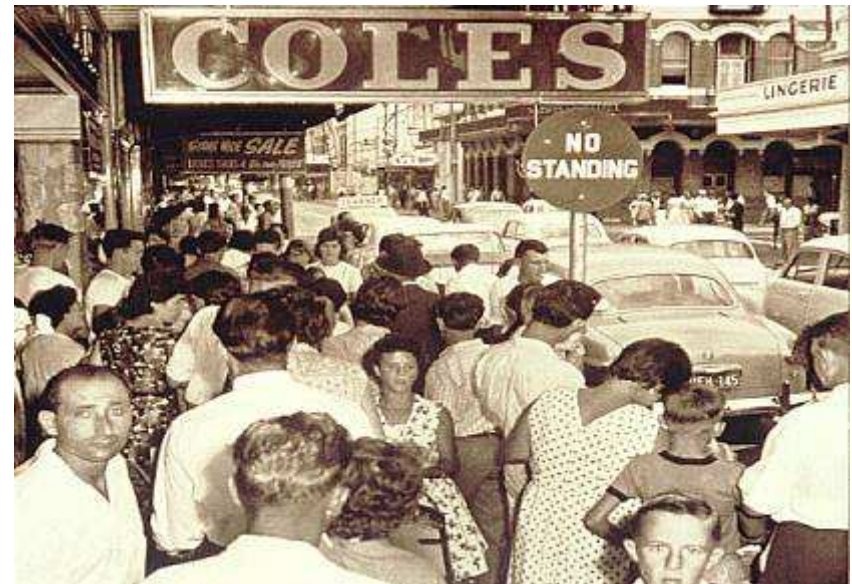
Journal of the American Medical Association

Jeffrey P. Koplan and William H. Dietz of the Centres of Disease Control and Prevention

The absence of safe walking and bicycling opportunities in sprawling areas is contributing to sedentary lifestyles and an “epidemic” of obesity among both adults and children.



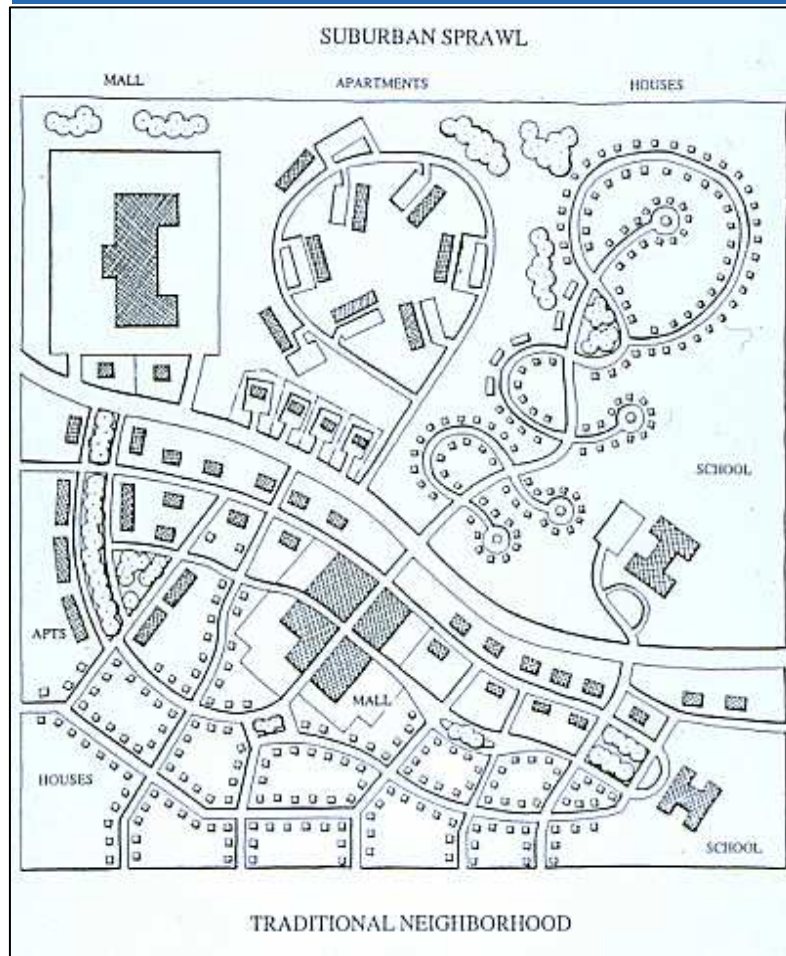
Pucher and Dijkstra, “Promoting Safe Walking and Cycling to Improve Public Health, Am Journal of Public Health, September 2003



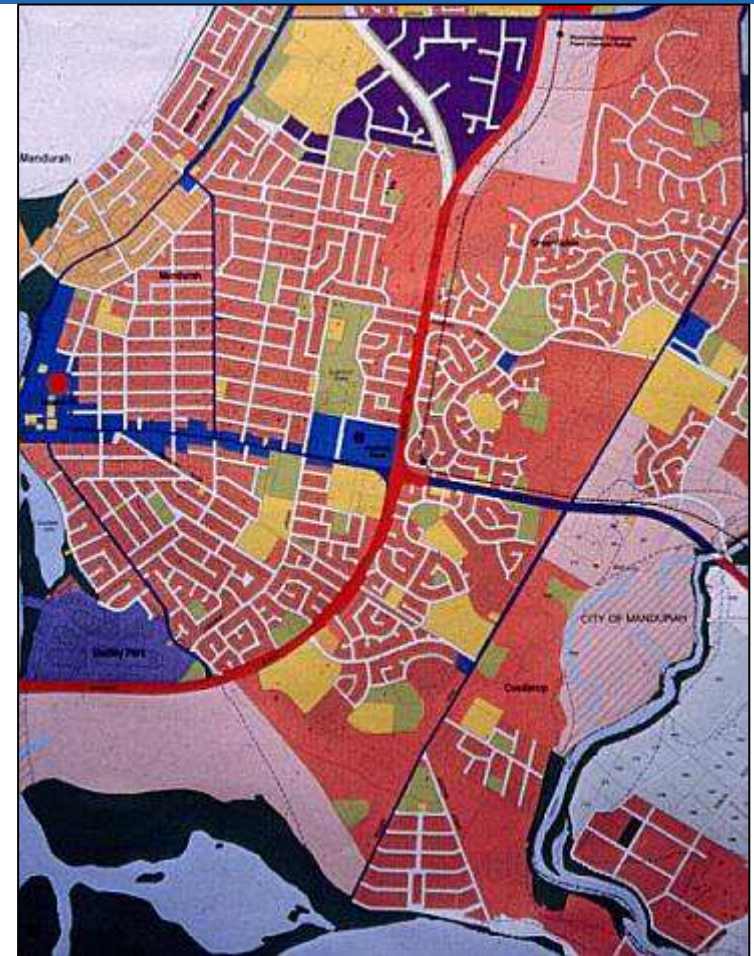


New Urbanism 101: Contrasting Urban Forms

“People live where they do not work, shop where they do not live, and where is the wholeness of life in that?” John Gummer 1995



Conventional suburban development /sprawl vs traditional urban form



Real case study - Mandurah in WA



Conventional vs Traditional Australian Urbanism

Conventional
Subdivision

Exclusivity
Privacy



Traditional
Australian
Urbanism

Culture
Community





Energy Use and Emissions

Suburb	Energy Use (MJ/cal)	Rating	Ranking
Subiaco (Traditional)	45.40	Low	1
Shenton Park (Traditional)	47.30	Low	2
Nedlands (Traditional)	57.02	Med/low	3
Mount Lawley (Traditional)	59.74	Med/low	4
Willetton (Conventional)	67.73	Med/high	5
Ballajura (Conventional)	71.79	Med/high	6
Hillarys (Conventional)	82.14	High	7
Kallaroo (Conventional)	84.76	High	8

The **energy use** and **greenhouse gas emissions** of Perth suburbs were calculated by **Prof. Peter Newman** of **Murdoch University**.

The **energy use** and corresponding **greenhouse gas emissions** were noticeably **lower** in the **traditional** areas.

The better performance of the **traditional** suburbs can be largely attributed to their:

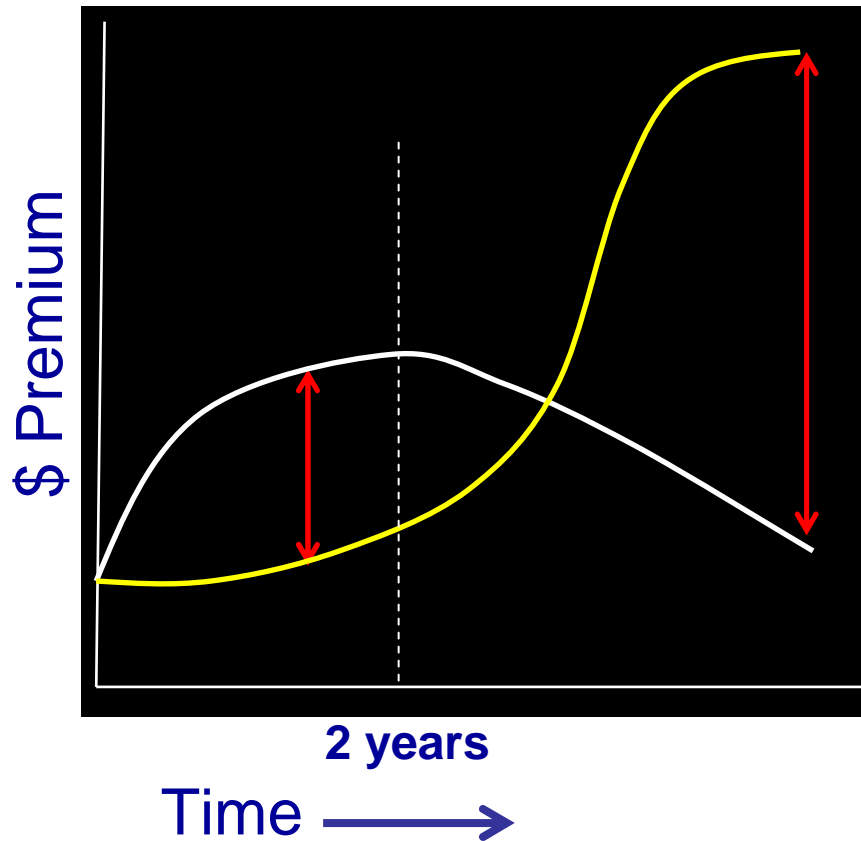
- Higher **resident** and **worker densities**;
- Higher levels of **connectivity**; and
- **Proximity** to other places (effectively, their proximity to the centre of the overall urban area).

These factors both **reduce** the **need to travel** and make alternatives such as **public transportation** more **viable**.



Exclusivity vs Community

Culture drives the Economy



Community-oriented
development



Places become successful over long periods of time, simply because they are well conceived and connected to local culture and community

Source: Stephen Thorn

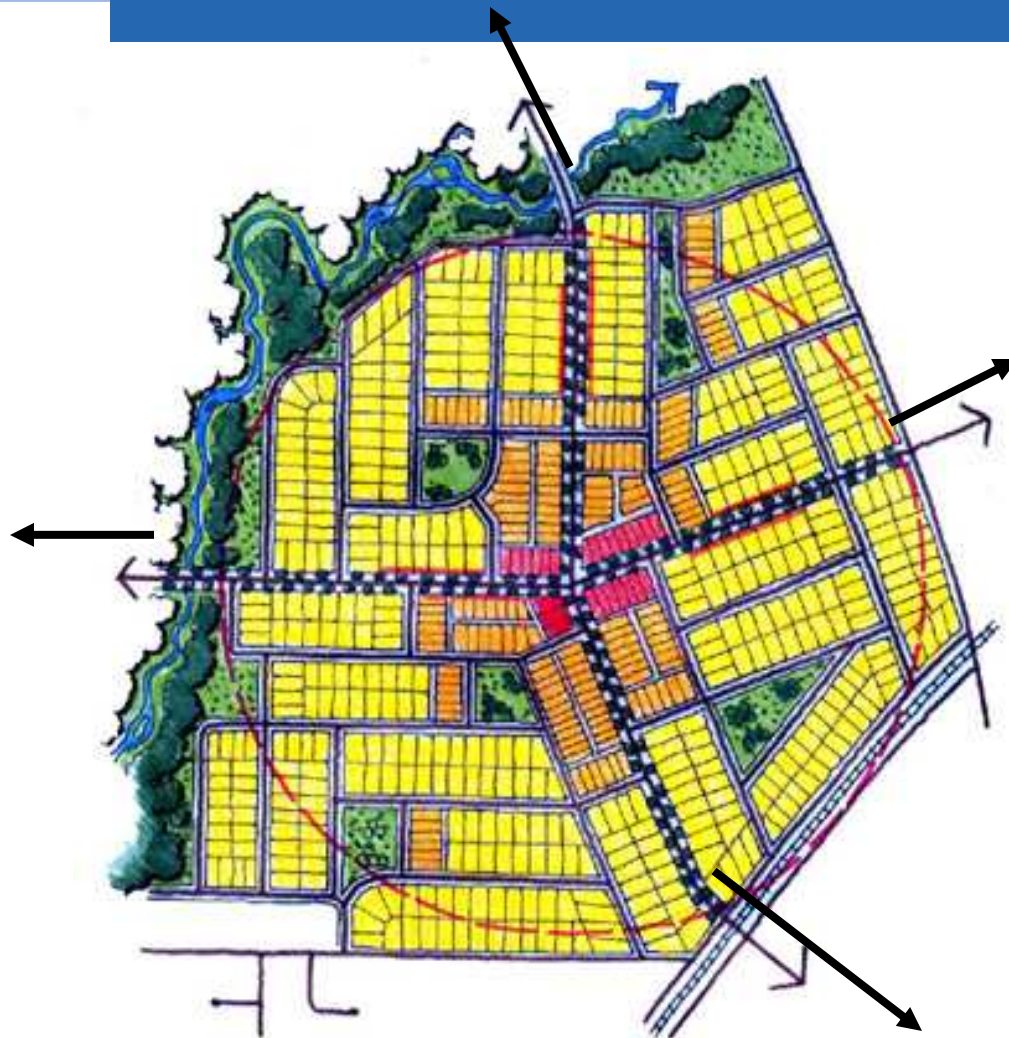


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- 3. Key Challenges and Australian New Urbanism's Responses:-**
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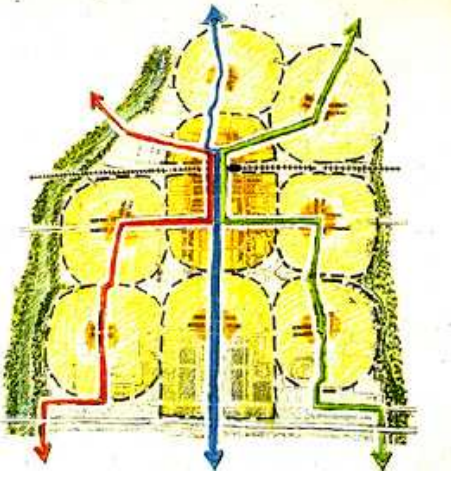
The Basic Element of New Urbanism - A Walkable Neighbourhood



A corner store, child care centre, post box, bus stop and several small businesses provide a walkable focus for a local community, together with **diversity in housing choice.**

400 metres walkable radius

To support retail, the centre must be on through streets with **at least 3000adt** on them, and serve **750-1000 dwellings.** Corner stores are typically very small (150sqm), and preferably combined with a multi-generational dwelling.



Walkable Neighbourhoods clustering together to form relatively self-contained Towns

Typically the **mixed use town centre** serves around 15,000 to 30,000 people, and is supported by **six to nine neighbourhoods**.

It contains a **main-street based convenience retail node** ideally with two supermarkets, together with service businesses, commercial uses, civic and recreational facilities.

Train and bus services serve the town and neighbourhoods.

Ideally the **green network locates between town catchments**, not within the town.

TOWN AND NEIGHBOURHOOD STRUCTURE



WALKABLE CATCHMENTS AND BUS ROUTES

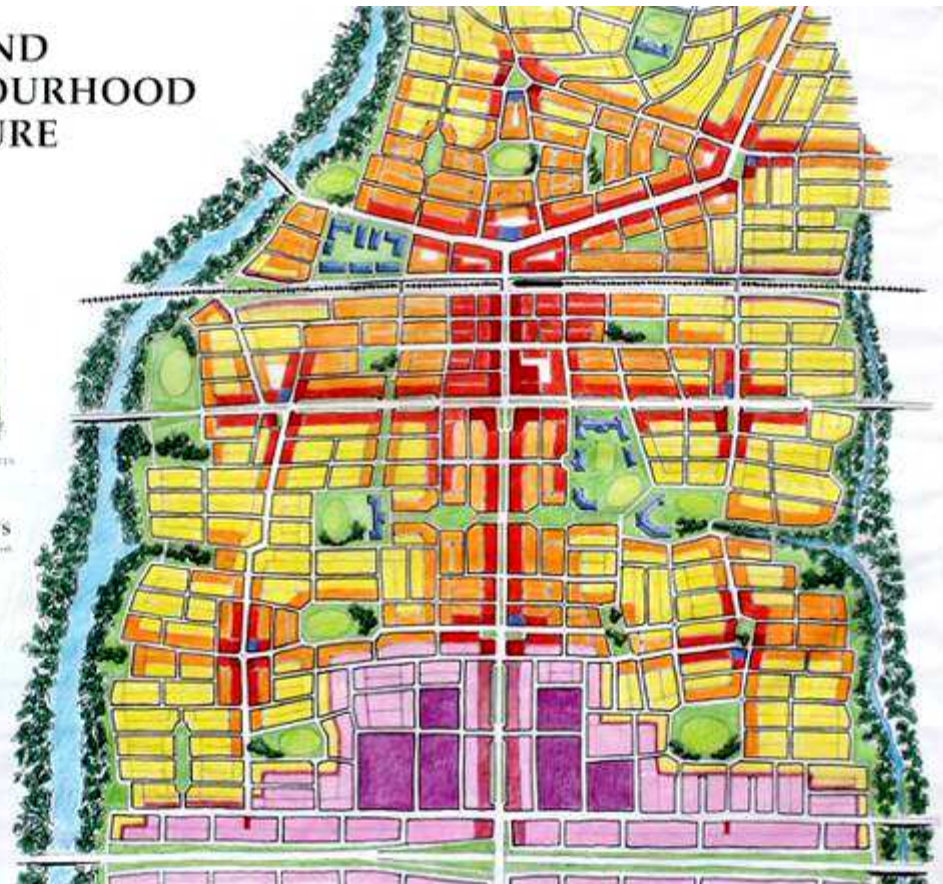
MIXED USE PRECINCTS

Shows relative perceived quality of street level pedestrian environment as right at all residential precincts.

- Pedestrian-Intensive Retail
- Business/Commercial
- Medium Density Residential
- Lower Density Residential
- Home Workspaces
- Bulky Goods Commercial
- Light Industry

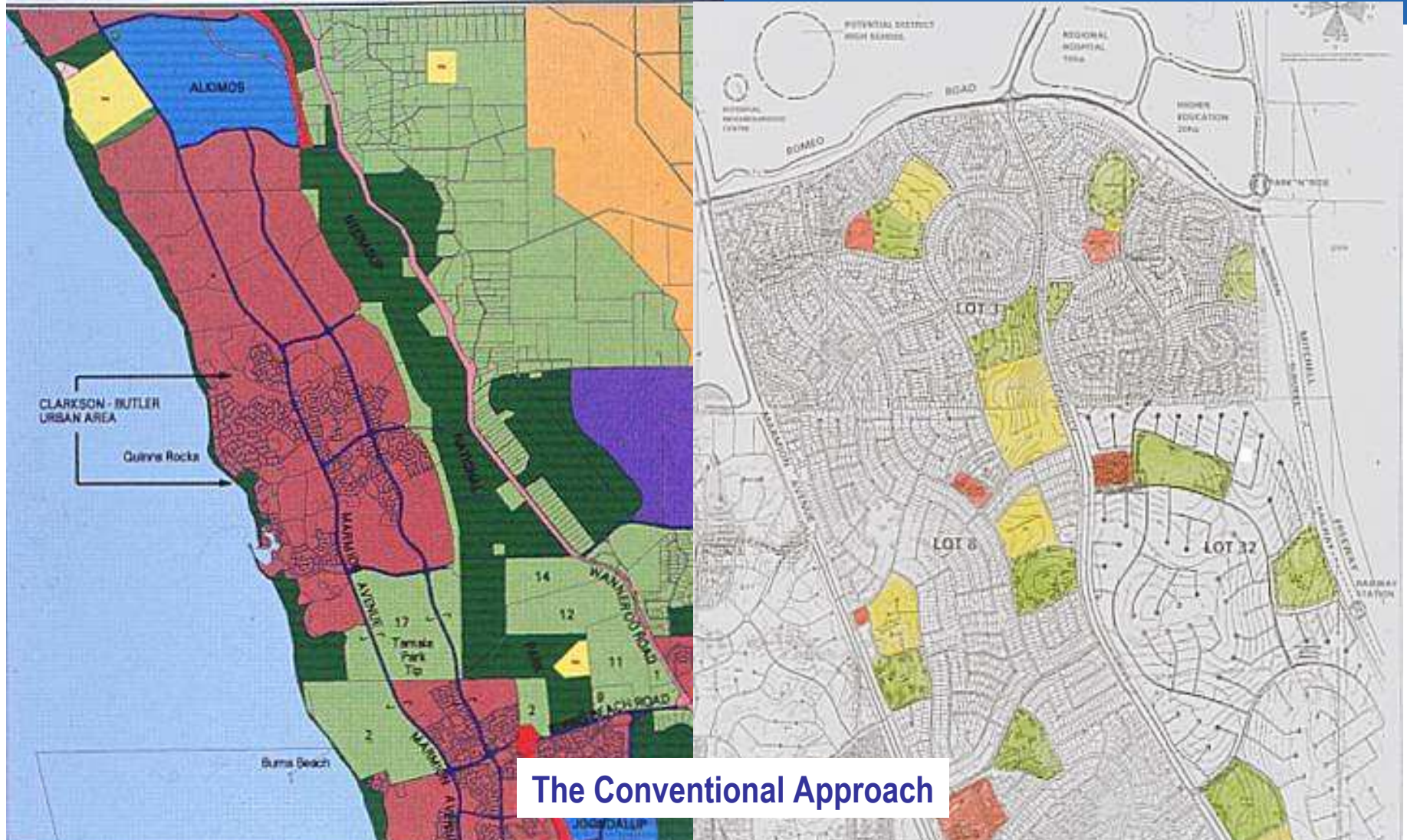
OTHER AREAS

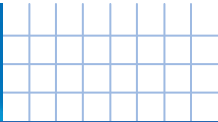
- Heavy Industry
- Community Facilities
- Urban Open Space
- Bushland



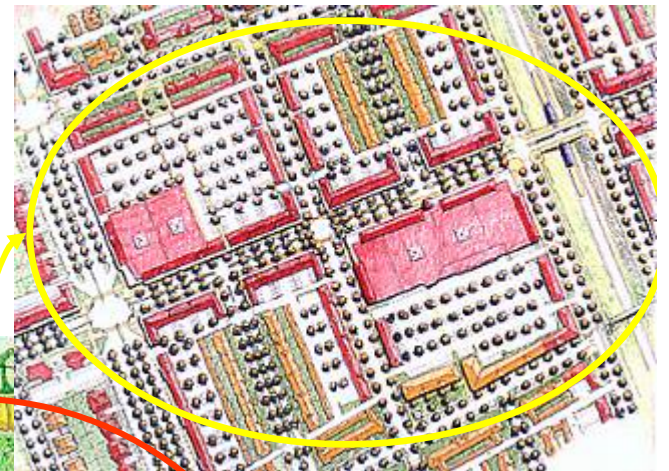


New Urbanist Structure Planning Under Liveable Neighbourhoods



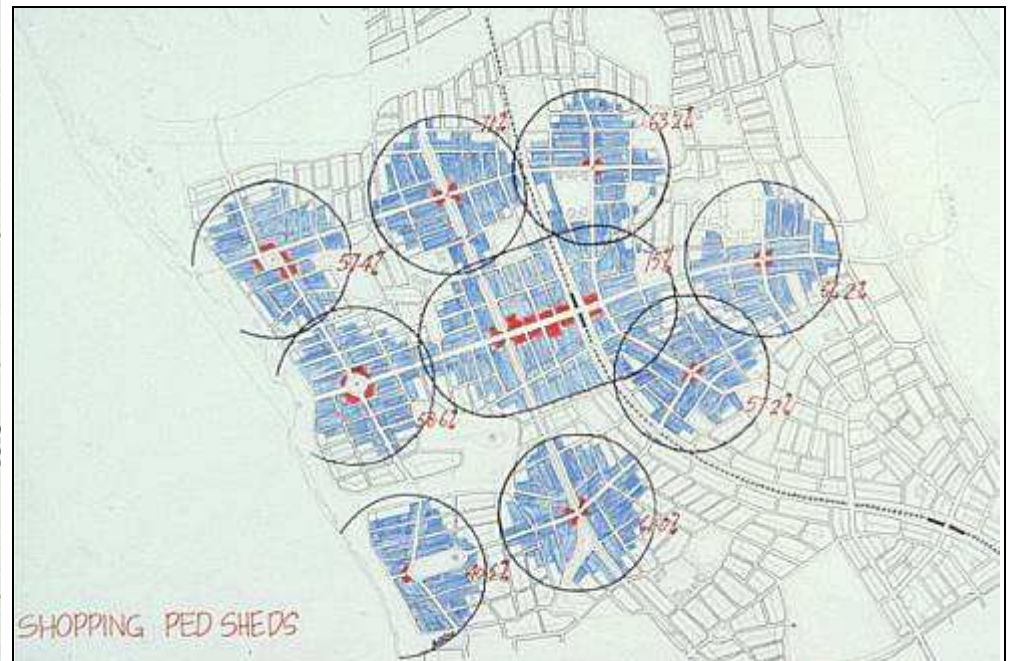


Developing Regional Structure





Measuring Walkability to Centres



Liveable Neighbourhoods Code State-wide Code, WA

- Code Design Elements
- E1. Community Design
- E2. Movement Network
- E3. Lot Layout
- E4. Public Parkland
- E5. Urban Water Management
- E6. Utilities
- E7. Activity Centres & Employment
- E8. Schools

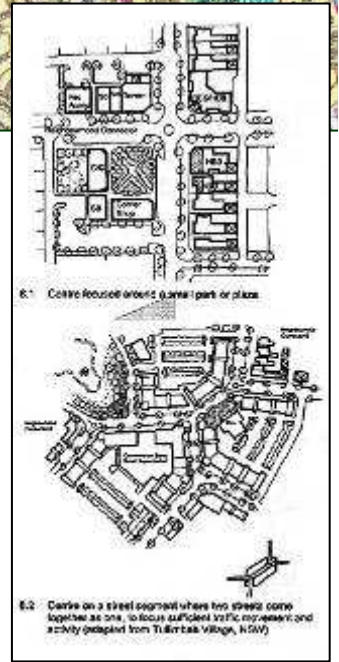
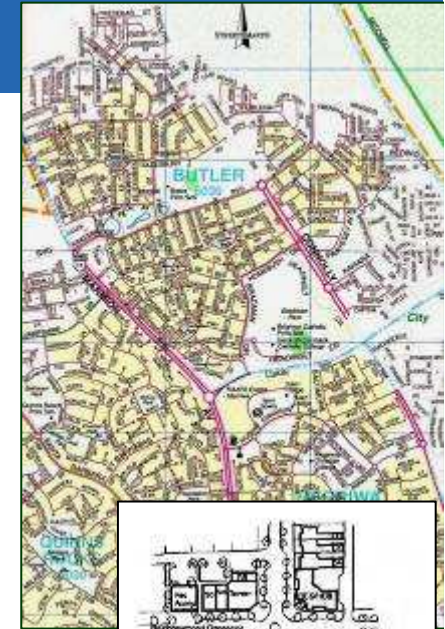


EDITION 3
October 2004

Draft operational policy

Liveable Neighbourhoods

A Western Australian government sustainable cities initiative



CNU 2001 Charter Award winner



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Urban Growth Management – Key Challenges

1. Affordability and livability
2. Ecological footprints
3. Renewing ageing infrastructure

Easy options have been exhausted:

- inflation of land and house prices
- aging population
- resistance to urban consolidation
- managing natural resources
- stresses in urban transport infrastructure with urban development occurring well ahead of the Government's ability to provide adequate transport infrastructure



Urban Growth Management – Key Challenges

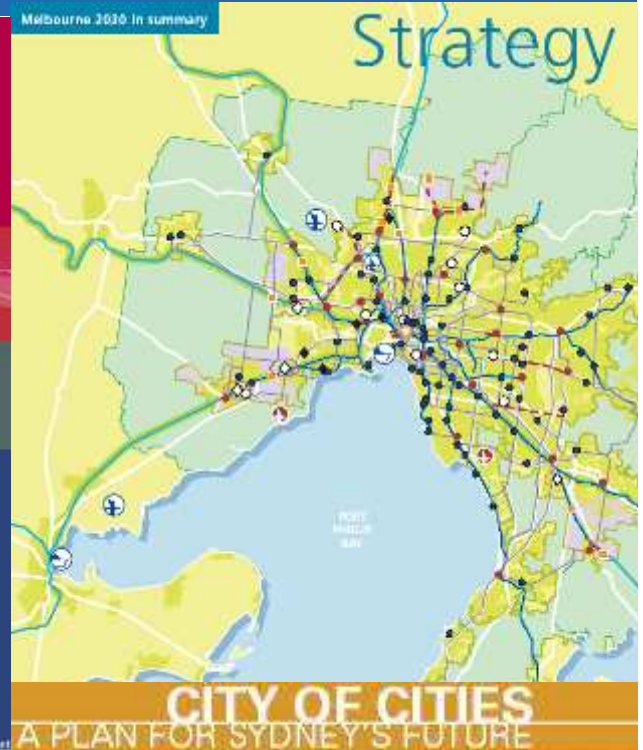
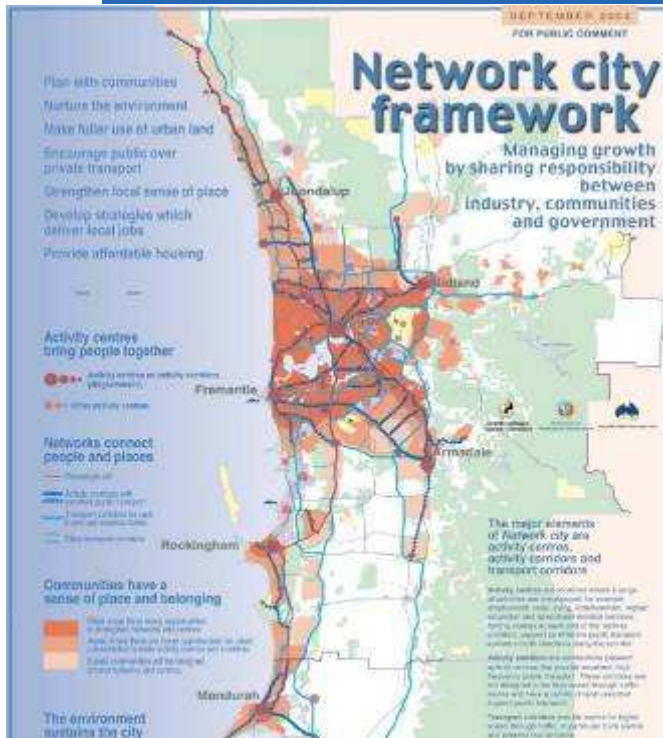
Major and simultaneous challenges for Australian cities:

1. **Where and how to accommodate growth sustainably**
2. **How to maintain and grow infrastructure in existing urban areas, and how to develop new areas with adequate infrastructure**
3. **How to plan for peak oil and reduced resource consumption – particularly water**





Urban Growth Management – Metropolitan Strategies



New Urbanist principles are now embedded in all major Australian growth management strategies eg. Melbourne 2030, Perth Network City, Sydney Metropolitan Strategy, SEQ Regional Plan





Urban Growth Management: Infill

... Moving towards better Urban Sustainability and lower Carbon Developments

- Infill intensification and regeneration are better than new extensions, especially when linked to public transport
- Making real progress towards increased residential density and mixed use
- **Subi-centro, Kogarah, Wynnnum TOD**

Melbourne 2030
Planning for sustainable growth

Direction 1

A more compact city

Build up activity centres as a focus for high-quality development, activity and living for the whole community (Policy 1.1)

Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development (Policy 1.2)

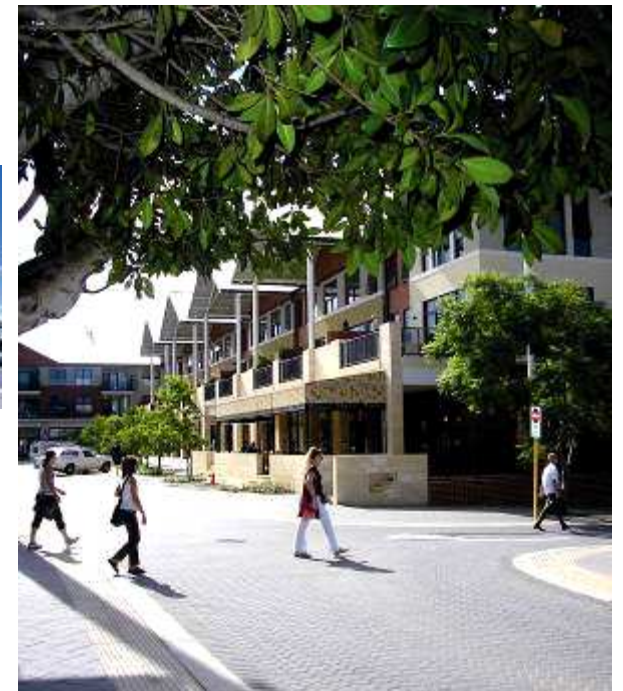
Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport (Policy 1.3)



Urban Infill

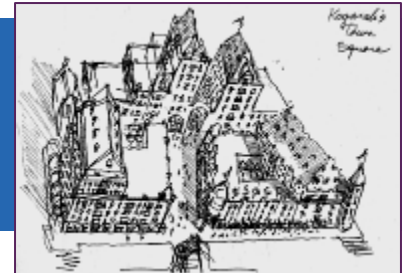
Subi Centro, Subiaco, Perth, WA

Former industrial. New station, and Rokeby Rd retail anchor. Extensive new commercial/office development, lots of terrace housing and some live-works. Redevelopment Authority.



Urban Centre Regeneration

Kogarah Town Centre Southern Sydney, NSW



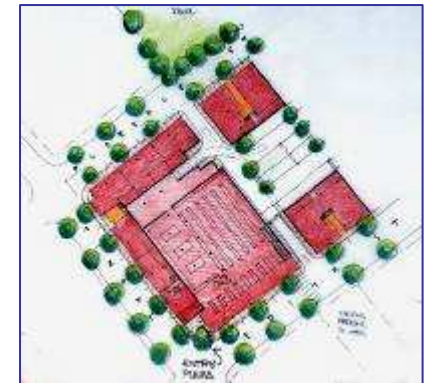
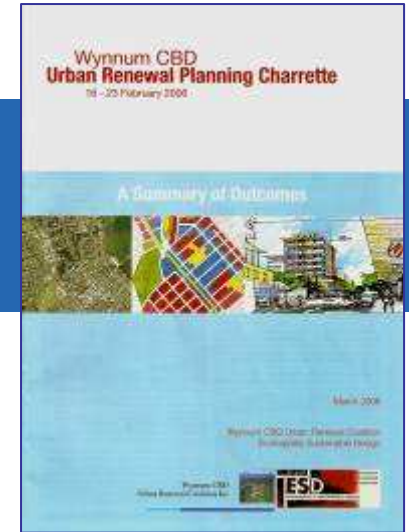
Major revitalisation of middle-ring town centre to walkable urban village. Catalysed by redevelopment of a Council car park to a five-storey mixed use development focussed around a new town square. Leading design demonstration of building energy and water efficiency.



Urban Centre Regeneration

Wynnum Central Brisbane, Qld

Charrette-based community-initiated
TOD revitalisation strategy incorporating
6-8 storey mixed use buildings





Urban Growth Management: Infill

... Moving towards better Urban Sustainability and lower Carbon Developments

Issues

- Political resistance - NIMBY residents and financier conservatism are frustrating Metropolitan Strategies (and consumer demand) - people are being denied the opportunity to live in their own suburbs!
- Lower density is often built rather than higher density for ease of approval and higher returns, and scarce brown-fields and infill sites are being developed with less density than will be needed
- Governance and finance mechanisms for urban renewal remain embryonic, with only a few specialised arrangements for densifying existing areas – eg WA's Redevelopment Authorities, Queensland's Urban Land Development Authority



Beacon Cove suburban vs. urban typologies





Urban Growth Management: Urban Extensions

... Moving towards better Urban Sustainability and lower Carbon Developments

1. Need regional-scale design-based urban structure plans for the most sustainable outcomes: **Perth NW Corridor, Western Sydney Growth Centres, LN**



2. At town/neighbourhood scale NU creates denser, more walkable, more transit-friendly, more mixed use places: **Tullimbar, Wellard, Somerly, Brighton, Harvest Lakes**



Direction 2

Better management of metropolitan growth

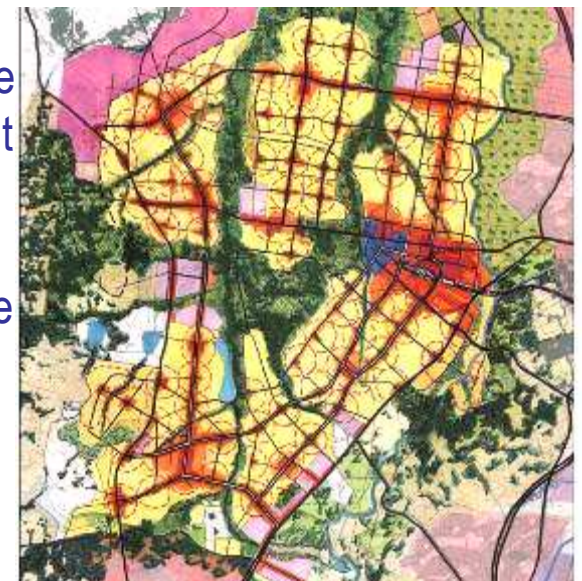
- Establish an urban growth boundary to set clear limits to metropolitan Melbourne's outward development (Policy 2.1)
- Concentrate urban expansion into growth areas that are served by high-capacity public transport (Policy 2.2)
- Manage the sequence of development in growth areas so that services are available from early in the life of new communities (Policy 2.3)
- Protect the green wedges of metropolitan Melbourne from inappropriate development (Policy 2.4)

Western Sydney Urban Land Release Western Sydney, NSW

State Government-led large-scale sustainable regional planning initiative for two new major city regions.

Growth Centres Commission established; innovative infrastructure funding mechanisms set up; mixed use transit-supportive development must be delivered.

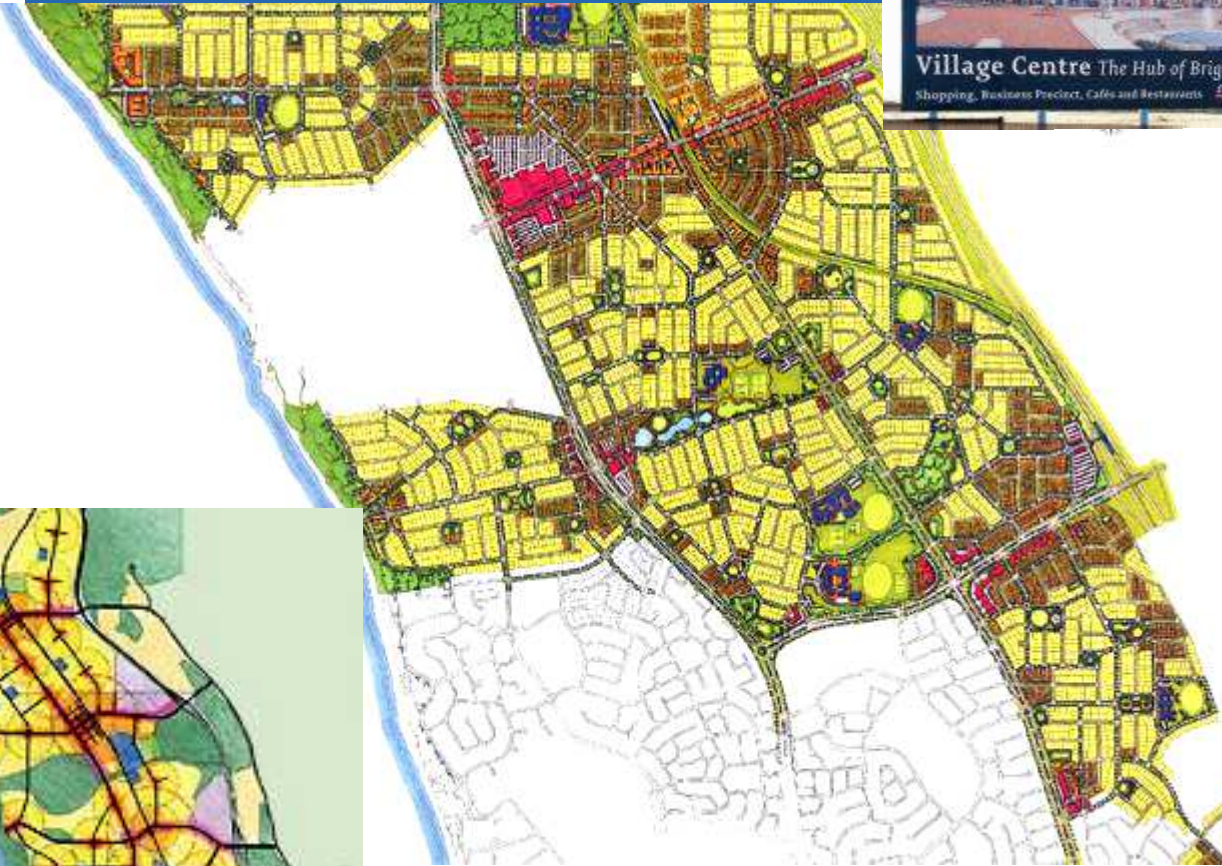
Plan shows innovative balance between habitat preservation and efficient urban form.



CNU 2005 Charter Award winner

Urban Extensions

Brighton NW Growth Corridor, Perth, WA



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

Urban Extensions

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, Urban Pacific and Landcorp key players.



Urban Extensions



Tullimbar Village Albion Park, Illawarra, NSW

Urban extension with proposed mixed use village centre in a rehabilitated farmland valley. Private development-led, with first stages opened in 2006. Relatively dense with extensive use of rear lanes.



Town Centres

Joondalup City Centre North-west Corridor 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.





Urban Growth Management: Urban Extensions

... Moving towards better Urban Sustainability
and lower Carbon Developments

Issues

1. Refine Metropolitan Strategies into **clear and realisable priorities** for urban infill/intensification and new urban corridors
2. **Infrastructure must be delivered concurrent with urban development.** New approaches to coordination and funding are needed – beyond new agency formation eg. W.A.'s DPI.
3. Continuing battles against conservative Local and State Government engineering standards - 'land slop'! The **only coherent planning code for greenfields is WA's Liveable Neighbourhoods** which needs replication for all States.
4. Innovation is being stifled from long approval times and approval requirements and trade-off's particularly for environmental constraints. **The statutory development control system must support (and not lead) strategic priorities**



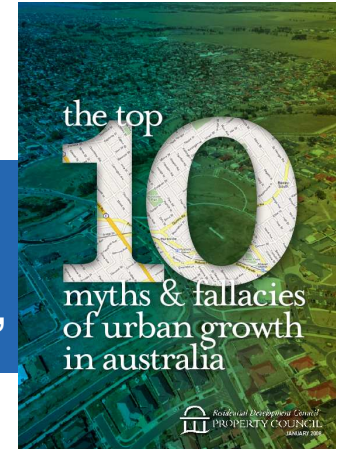
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‘The Market Alone Will Solve The Problem’

...’There is a simple solution for every complex problem
and it is normally wrong’



Wendell Cox has blamed government red tape for destroying land affordability in cities around the world, describing Perth as possibly the ‘ultimate’ victim. “The problem is a culture of planning excess, in which land prices have been driven through the roof by **overly restrictive zoning, slow land release** and the **imposition of expensive amenities.**”

It is pretty apparent now that **reluctance to release new land**, plus the new approach where the **purchaser has to pay for all the services upfront**, is having an effect. But the main reason that prices were so high was **low interest rates.**

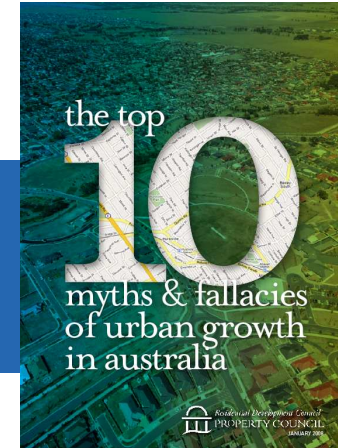
Former Reserve Bank Governor Ian MacFarlane

Demographa (Cox) has exaggerated the importance of restrictions on the fringe, “the housing market was always going to have trouble satisfying the huge surge of demand that came with the **halving of interest rates**”

Rory Robertson, Macquarie Bank



Planning as a Public Good



Sprawling development with **no amenities** or **transport** is no answer for consumers, developers or communities. It only looks cheap now because the real cost is deferred into the future (and then to those who can least afford it).

Unfortunately, there are **no effective markets in public goods** like good urban planning and design, clean air, and a sustainable urban environment. In the face of this market failure government must take the lead in partnership with business.

Clearly **an investment in planning, infrastructure** and the other public goods that are the difference between a liveable city and a congested, polluted city.



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Planning inadequacies

- Planners talk about **holistic visions**, but as part of the bureaucracy planning relies on **linear process-oriented** approaches (sequentially reactive and/or dealing with one topic at a time – or per agency).
- The ‘**management approach**’ of bureaucratic planning leaves places as a residual of the various inputs – from agencies following their own agendas to the vested interests of powerful groups.
- Planners can call for a type of development to occur, but they normally don’t not command the resources (such as control over infrastructure) to make it happen often are restricted to playing **reactive, regulatory roles**.
- **Urban structuring at regional and local levels** - the spatial organisation of elements that determines the function and character of places is a fundamental role of government. However, many State and local planning agencies **lack the necessary skill-base** needed to undertake these complex plans.



Agency Deficiencies

- There are many agencies involved in the planning process at a State Government level that affect the quality of places, many of which operate in their respective '**silos**' without sufficiently understanding how their own priorities need to dovetail with others to get a sustainable outcome.
- **Agencies** outside planning typically have little if any understanding of what it takes to make good places and have their own **responsibilities and priorities that may work against good places**. For example there have been battles by planners (and residents) against main roads departments across Australia for many years.
- **Bureaucratic fiefdoms can set the agenda according to their own needs**. For example, the Warren Centre Sustainable Transport in Cities Project: Report on Community Research 2001 found that there was strong support amongst residents for improving public transport, even at the expense of the road budget – but the decision makers consistently down played this support (the public didn't really mean what it said).
- As has been noted by John Mant, **current government administrative systems do not facilitate the clear allocation of responsibility and accountability for the quality of places and the cohesion of local communities**.



Urban Governance: Professional disconnects

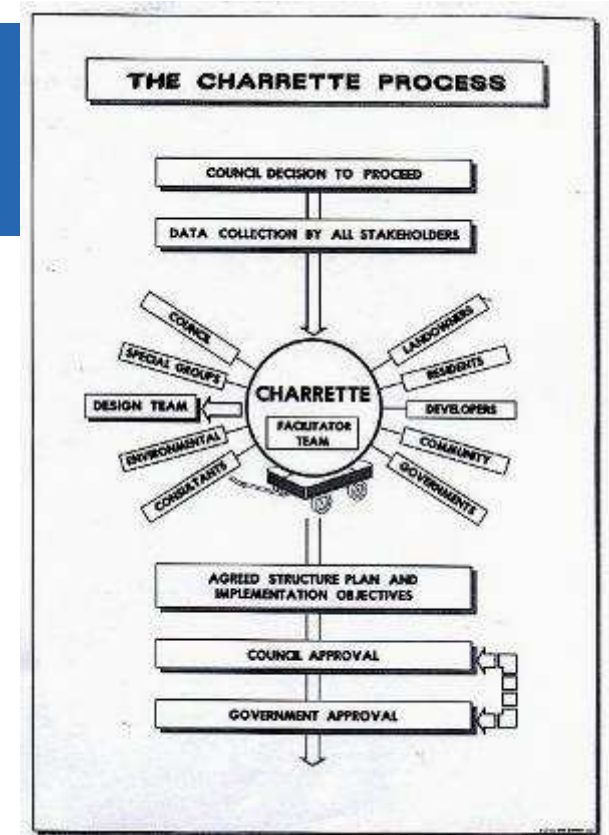
- The **professions** ('guilds') have become both **specialised and compartmentalised** and provide arbitrary and artificial barriers to making good places.
- **Balanced transport planning** has only recently emerged from the giant shadow cast by **road engineering** with its preoccupation for cars and efficient (read high volume high speed) roads.
- Too often, **architects'** perceived obligations to make every building a **creative landmark** over the **appropriateness and contexts** that are so important in making responsive and compatible places.



Enquiry-by-Design approach

...Encouraging more use of integrative and collaborative design-based planning processes

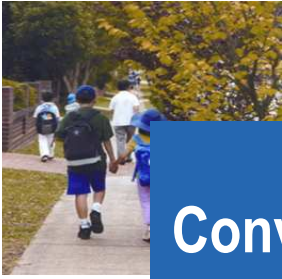
- Significant design workshops or Charrettes to resolve the competing challenges to achieving good urbanism
- Key to integrative high quality outcomes
- Creates positive vision of development
- Collaboratively resolves technical issues
- Engages with community stakeholders
- Enables the vision to be maintained over time



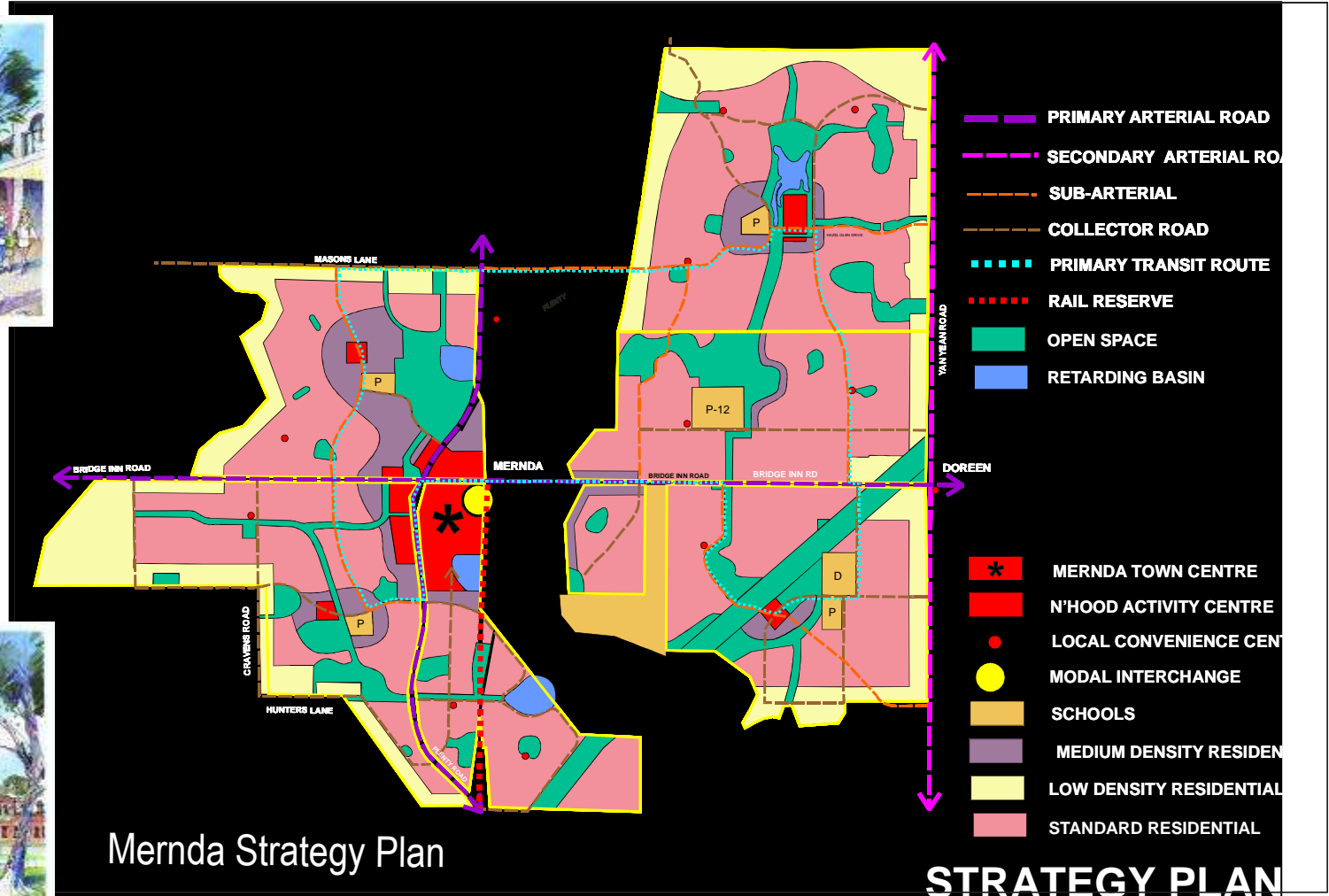


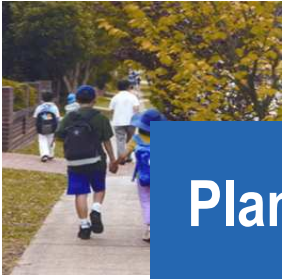
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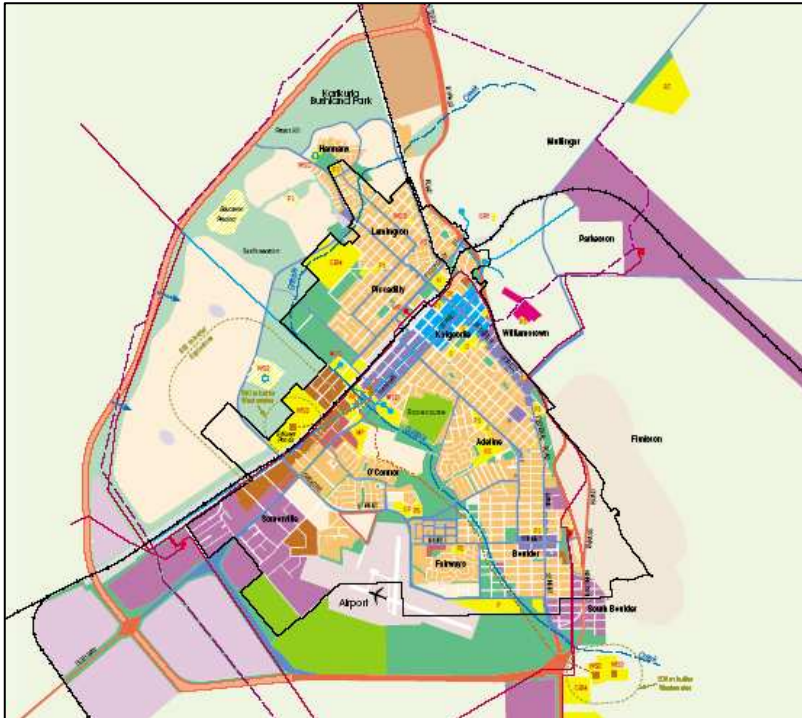
Conventional Spatial Planning





Planning Approaches

Colours and arrows mirroring words;
not showing places



Conventional Spatial Planning

Urban Structure based on 'Walkable Neighbourhoods'



New Urbanist Town Structure

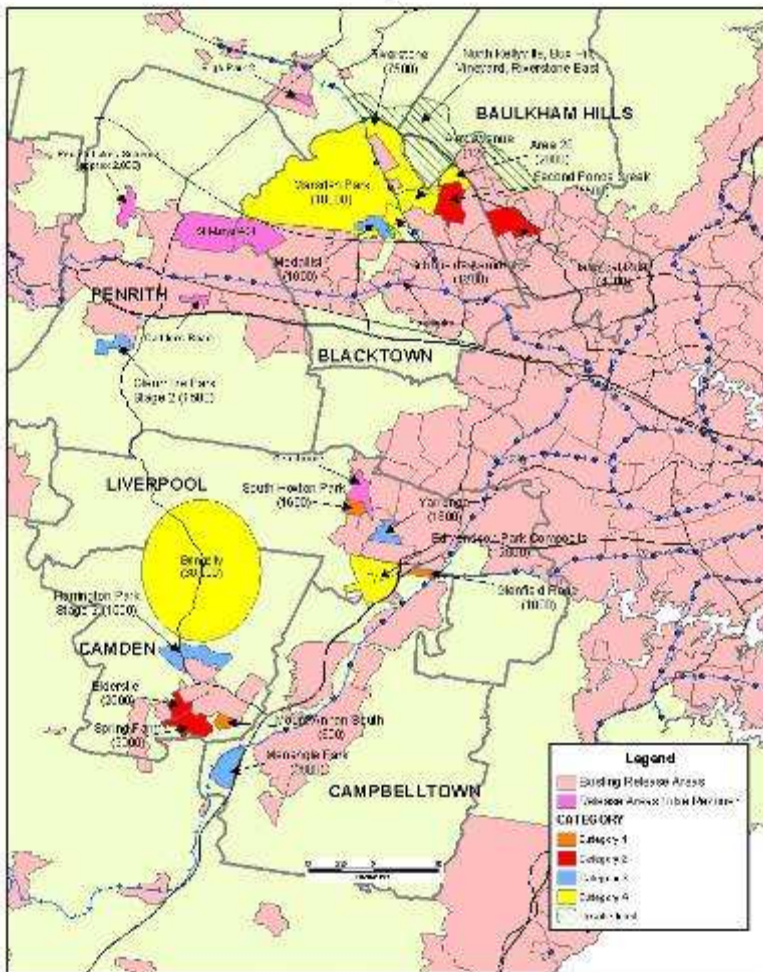


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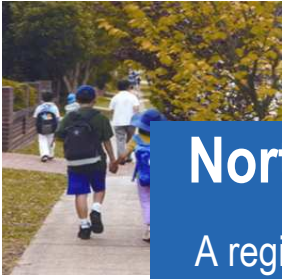
Case Studies:- green/blue 'sustainability' imbalanced with urban structure, to the disbenefit of both



Western Sydney sprawl

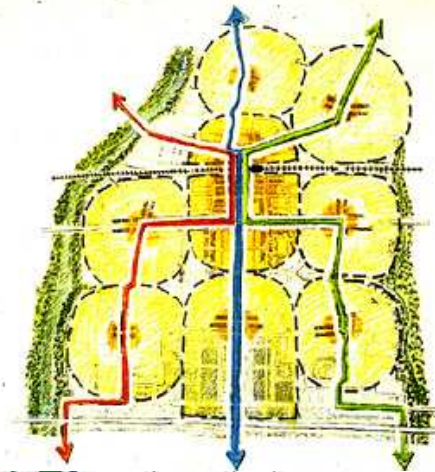


Spring Farm South West Sydney – squeezing urban development between conservation constraints leading to sub-optimal results for both conservation and urban development



North-West Sydney – Conceptual Approach




A regional structure plan can assist in resolving key issues of constraints / attributes, employment etc to achieve sustainable urban

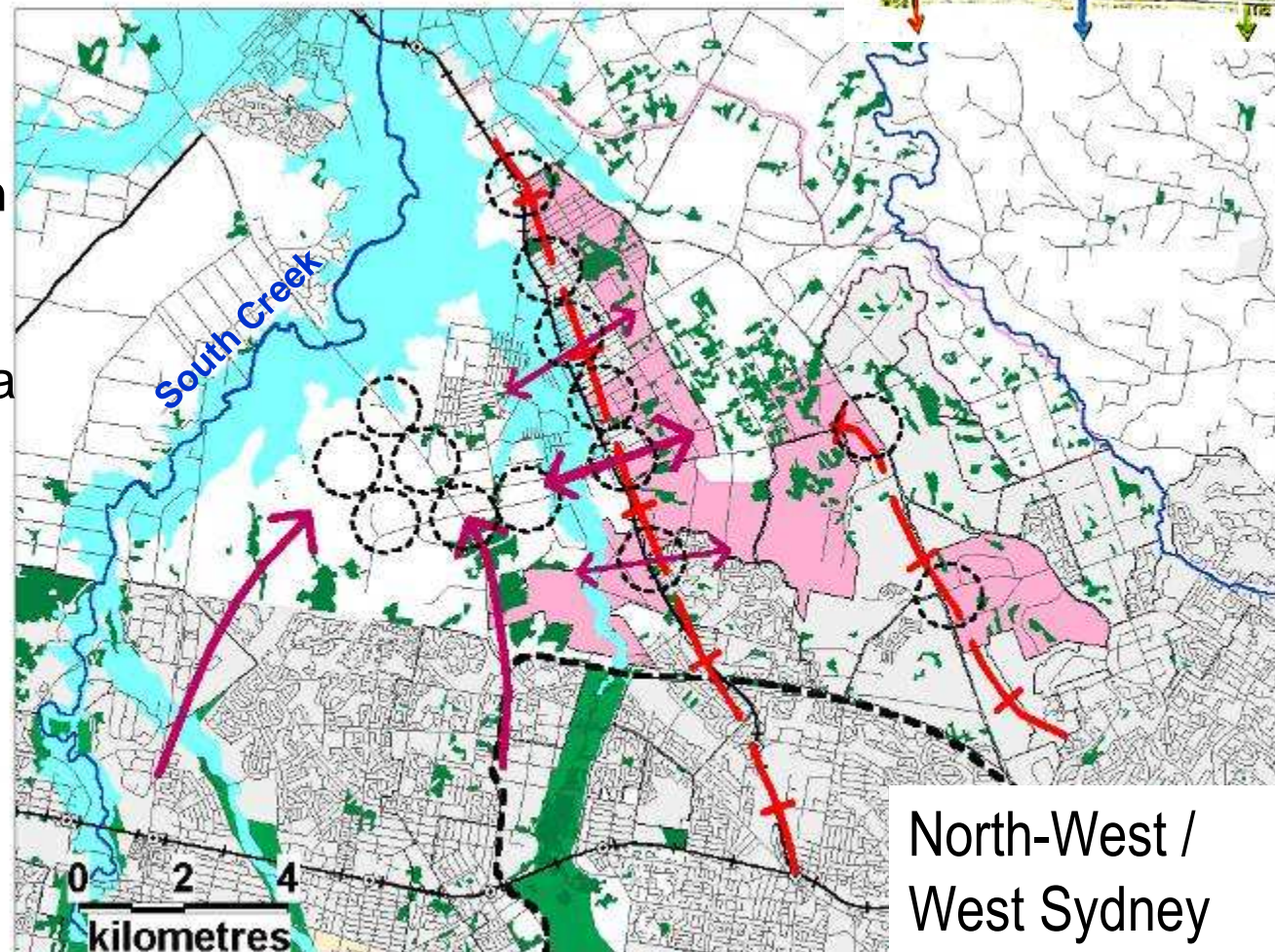


Constraints:

-  Conservation
-  Floodway
-  Release Area

Structure:

-  Key link
-  Indicative Neighbourhood
-  Rail links





Regional Structure Planning

What items to consider ?

Employment

Greenhouse

Integrated Effluent Management
Stormwater Management

Transport Options

Western Sydney

Water Sensitive Urban Design

Health & Community

Drinking Water Catchments

Urban Density

water management act Georges River REP

Air Quality

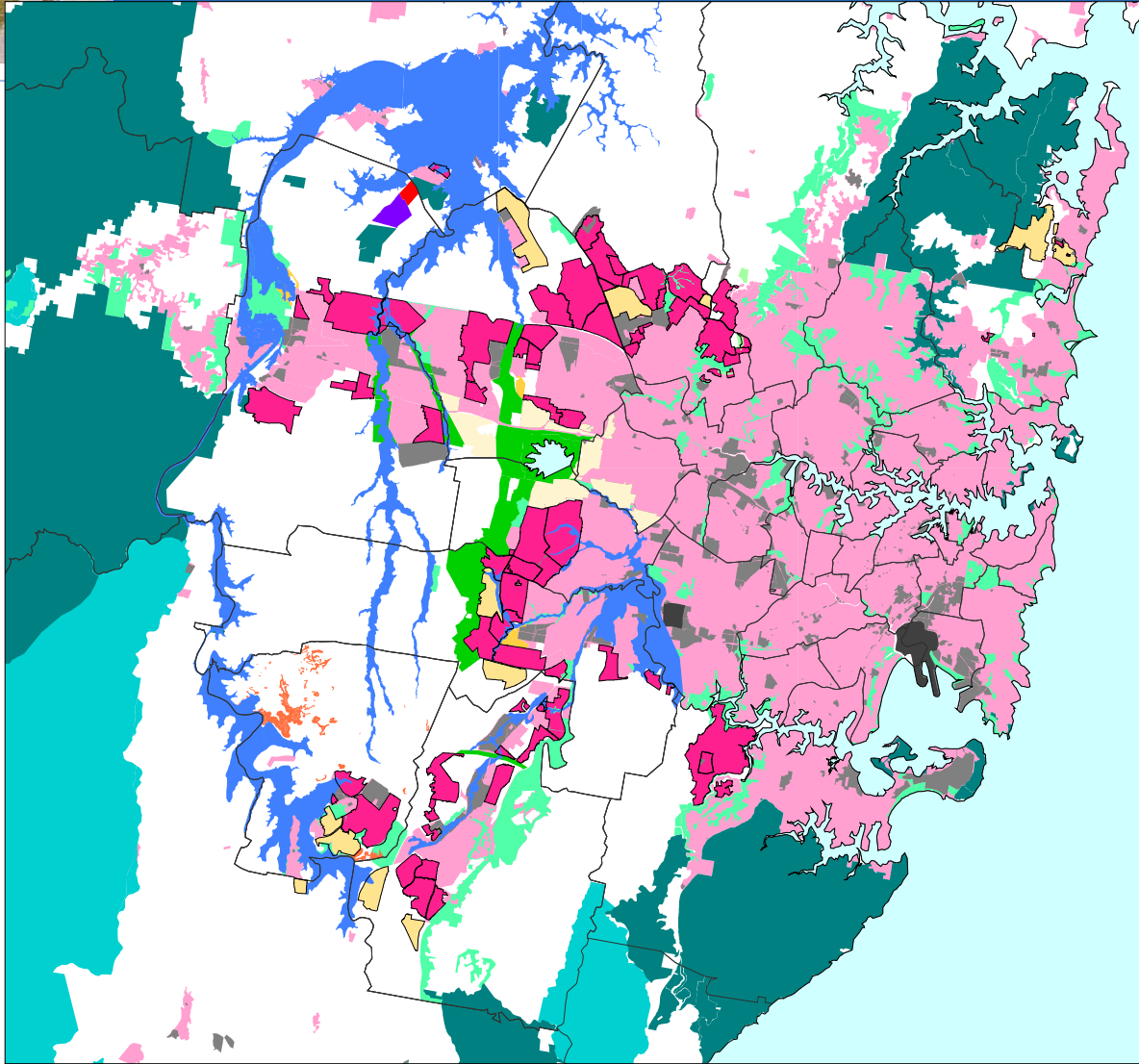
Housing Affordability


















Sustainability

Conservation

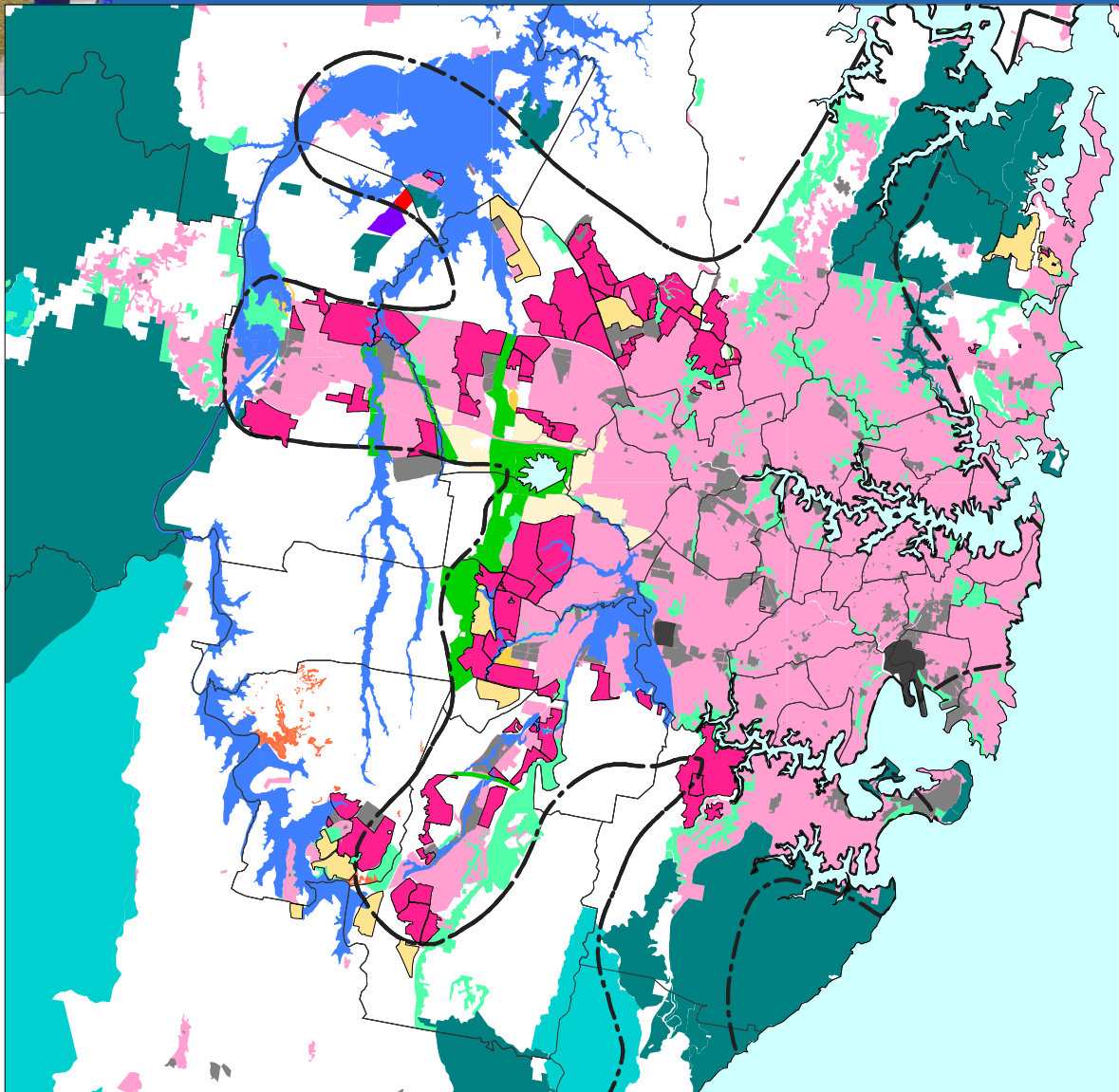
Diversity

The challenge - to integrate various factors with good urban structure




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

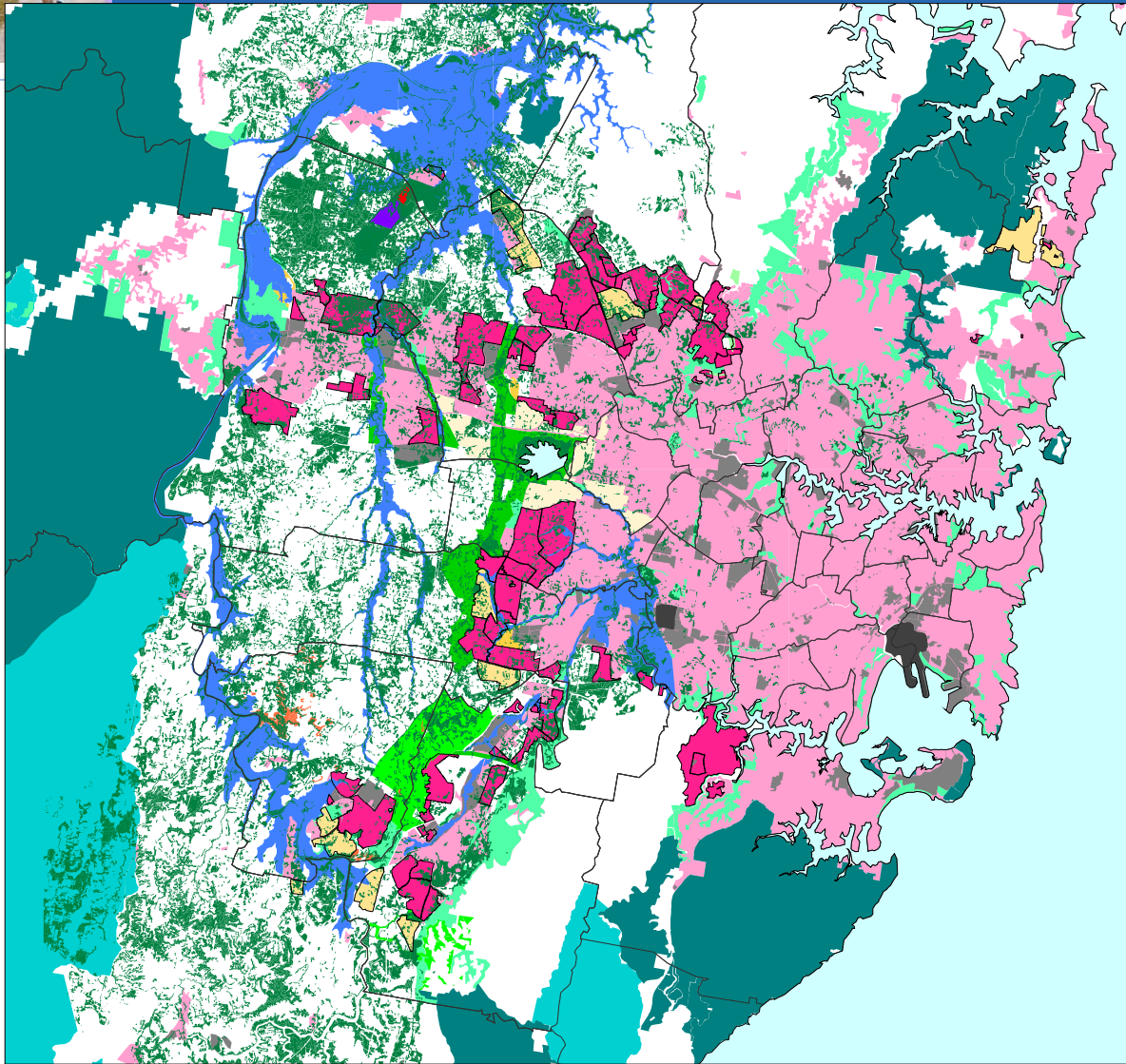
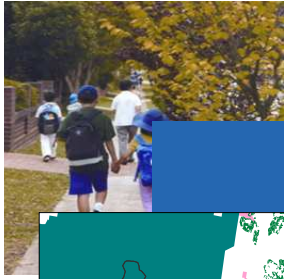
Constraints / Attributes



- | | |
|---|--|
|  CWS Economic Precincts (SEPP 59) |  National Parks |
|  Employment Land |  State Forest |
|  Existing Airports |  Open Space Corridors |
|  Existing Urban Areas |  Regional Open Space |
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| |  Prison Site (SEPP 27) |
| |  Castlereagh Liquid Waste Disposal (SEPP 3) |

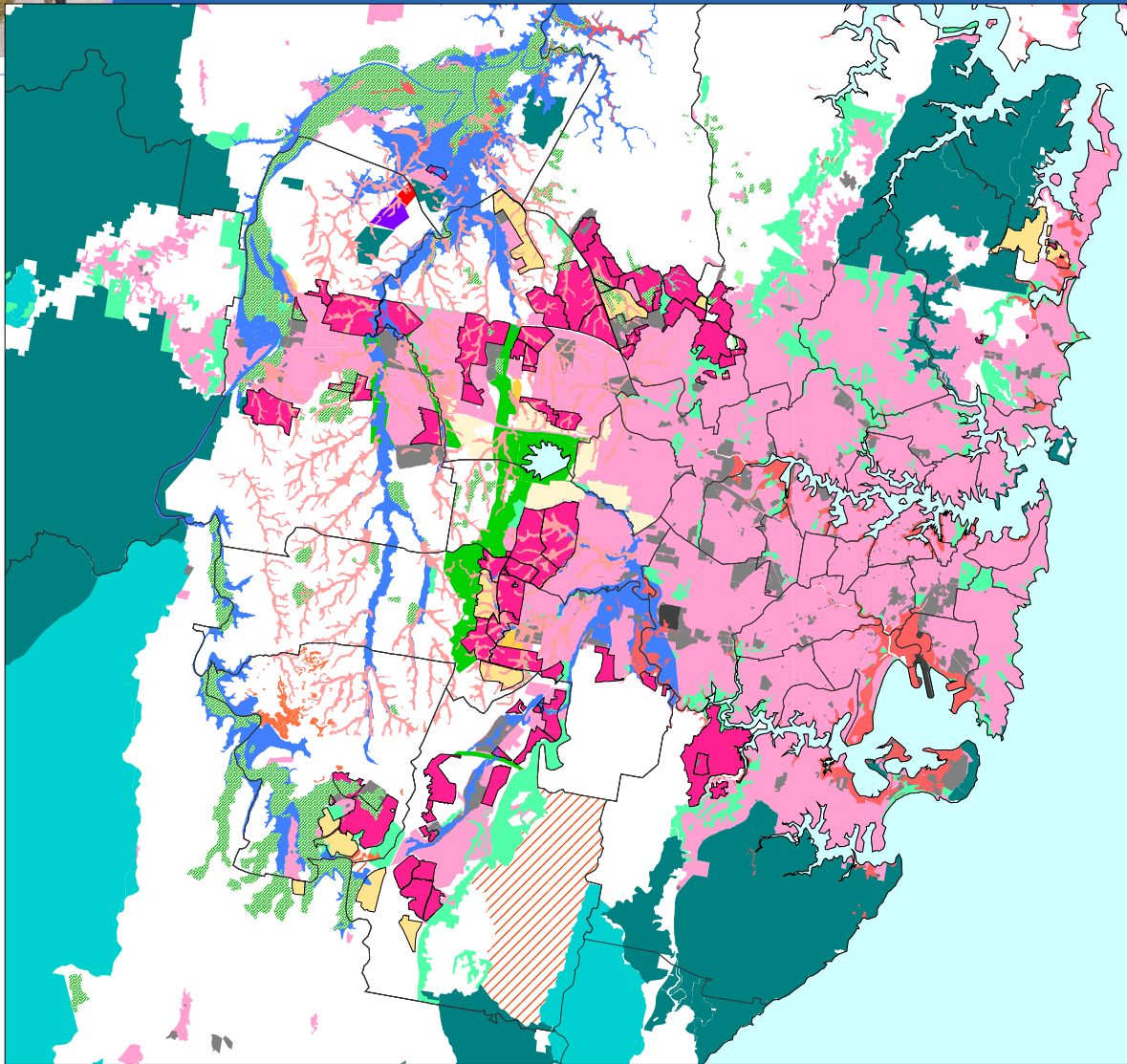
 5 Km Catchment of Public Transport

Public Transport Availability



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

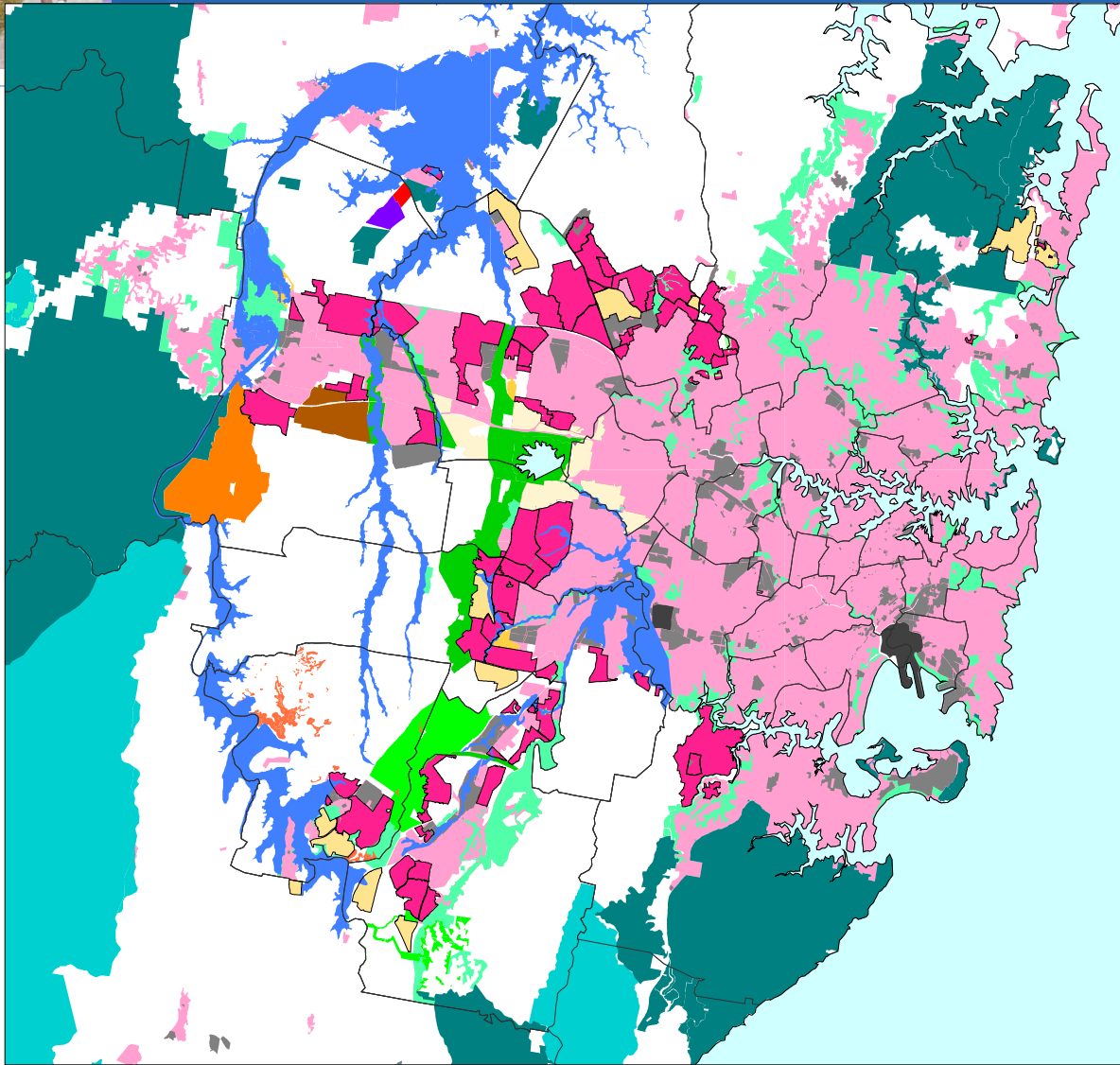
Valuable Vegetation Communities



- 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)
- Prison Site (SEPP 27)
- Castlereagh Liquid Waste Disposal (SEPP 3)

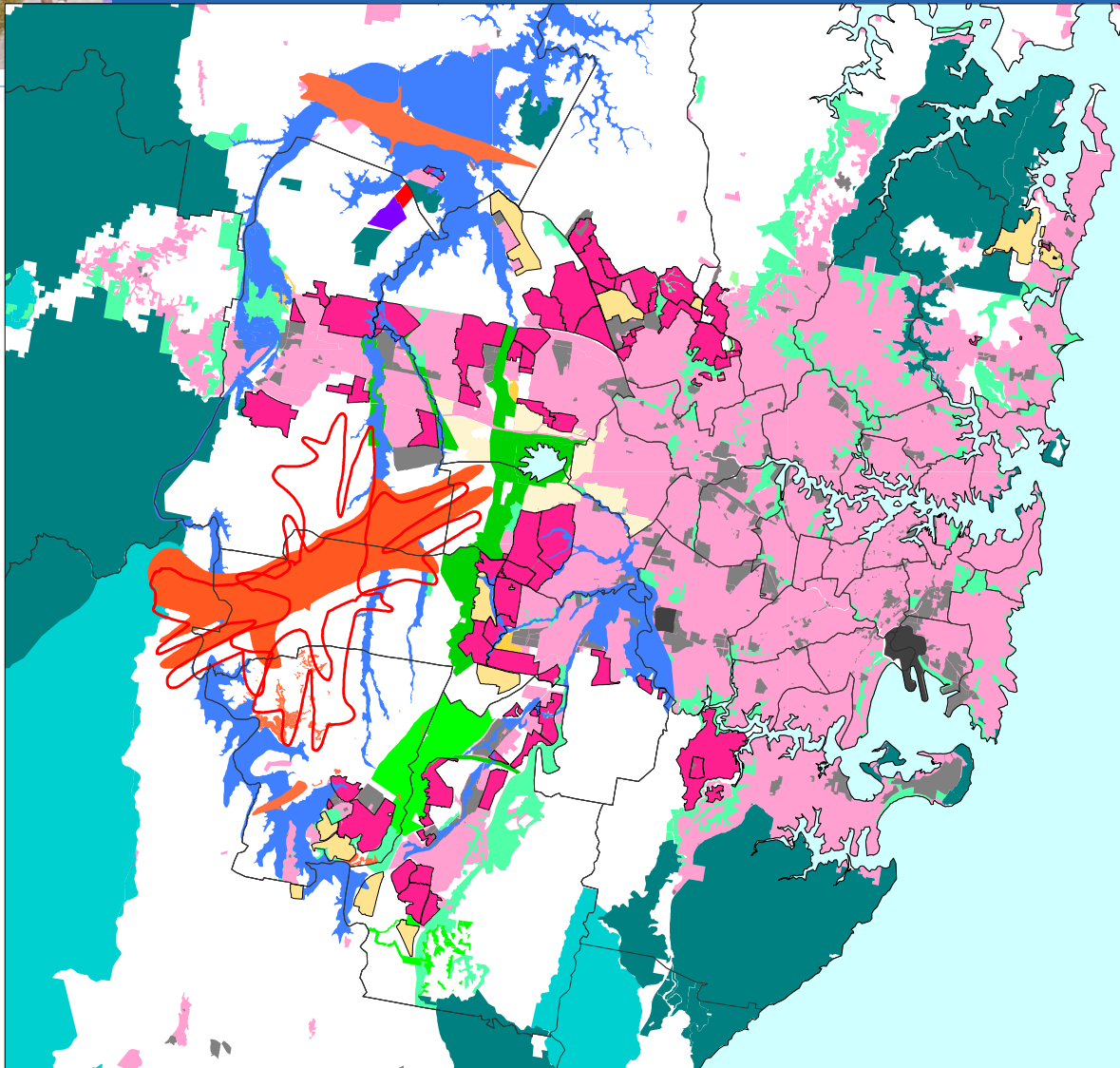
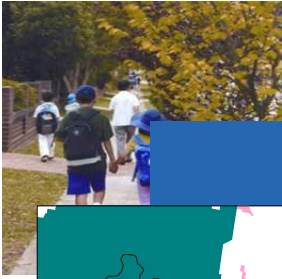
- Agricultural Land
- Acid Sulphate Soil
- Salinity
- Contaminated Land

Valuable / Sensitive Land



- | | |
|---|--|
|  CWS Economic Precincts (SEPP 59) |  National Parks |
|  Employment Land |  State Forest |
|  Existing Airports |  Open Space Corridors |
|  Existing Urban Areas |  Regional Open Space |
|  UDP Release Areas |  Regional Parks |
|  UDP Release Areas (to be Rezoned) |  1 in 100 Year Flood Risk |
|  Future Urban Land |  Steep Sites (20 percent+) |
| |  Sydney Water Catchment (SEPP 58) |
| |  Prison Site (SEPP 27) |
| |  Castlereagh Liquid Waste Disposal (SEPP 3) |
|  Campbelltown Scenic Hills | |
|  Orchard Hills (REP 25) | |
|  Mulgola Valley (REP 13) | |

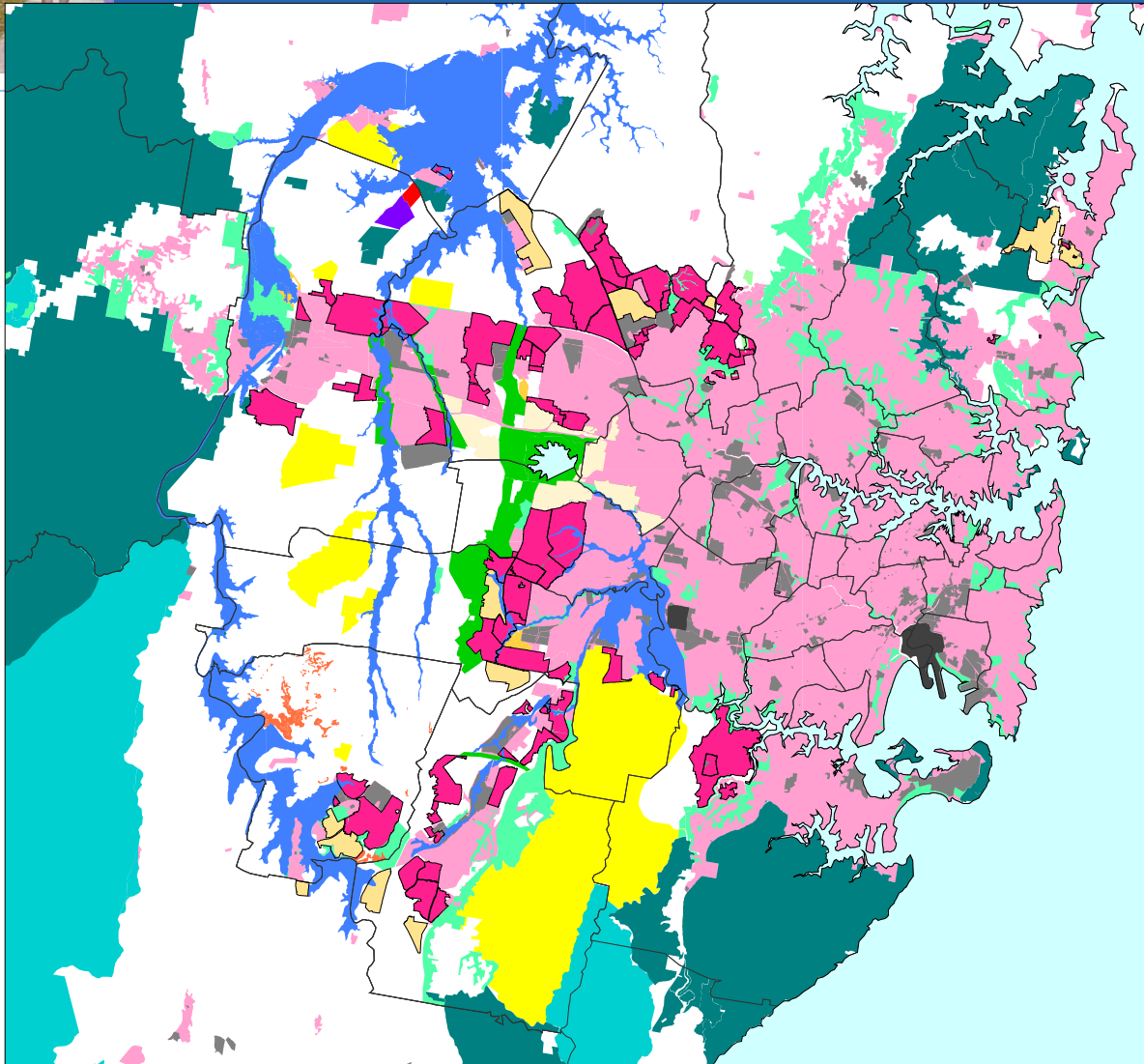
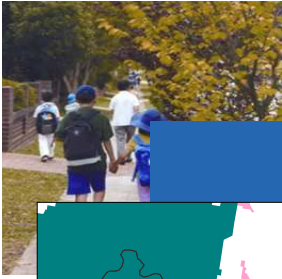
Scenic and Heritage Conversation



- 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)

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

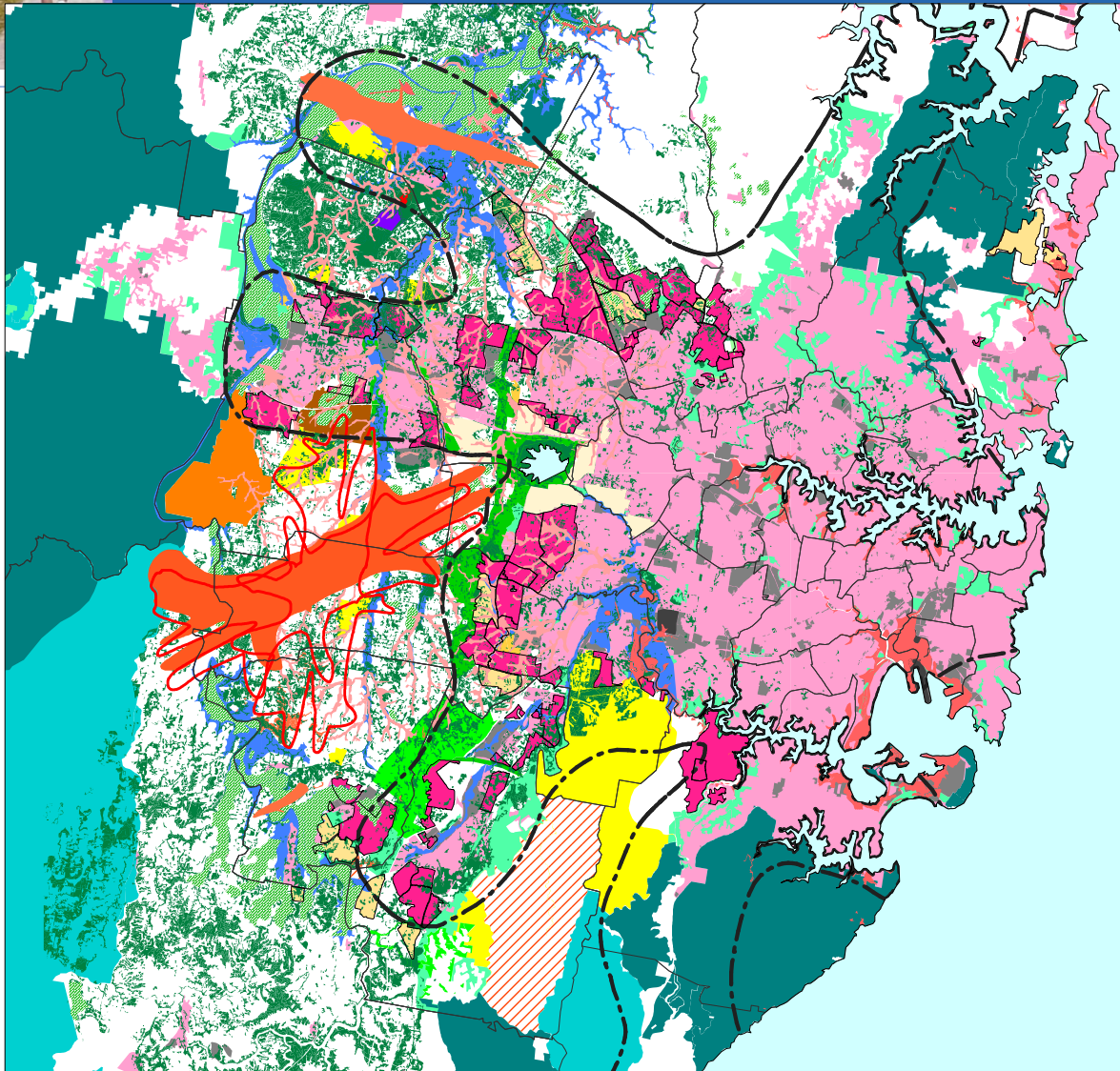
Aircraft Noise Affectation
































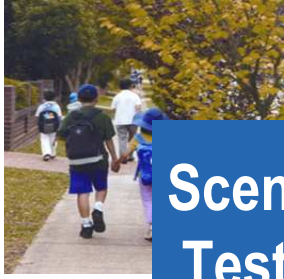
- CWS Economic Precincts (SEPP 59)
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- Existing Airports
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- 1 in 100 Year Flood Risk Steep Sites (20 percent+)
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- Prison Site (SEPP 27)
- Castlereagh Liquid Waste Disposal (SEPP 3)

Special Uses

Reserved Areas



- | | | | |
|---|--|---|--|
|  | CWS Economic Precincts (SEPP 59) |  | National Parks |
|  | Employment Land |  | State Forest |
|  | Existing Airports |  | Open Space Corridors |
|  | Existing Urban Area |  | Regional Open Space |
|  | UDP Release Areas |  | Regional Parks |
|  | UDP Release Areas (to be Rezoned) |  | 1 in 100 Year Flood Risk |
|  | Future Urban Land |  | 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 | | |
|  | Threatened Vegetative Communities (NPWS) | | |
|  | Agricultural Use | | |
|  | Acid Sulphate Soil | | |
|  | Salinity | | |
|  | Contaminated Land | | |
|  | Campbelltown Scenic Hills | | |
|  | Mulgola Valley (REP 13) | | |
|  | Orchard Hills (REP 25) | | |
|  | ANEF 20 of Aerodromes in Richmond and Camden | | |
|  | ANEF 20 of the Proposed Airport | | |
|  | Special Uses | | |

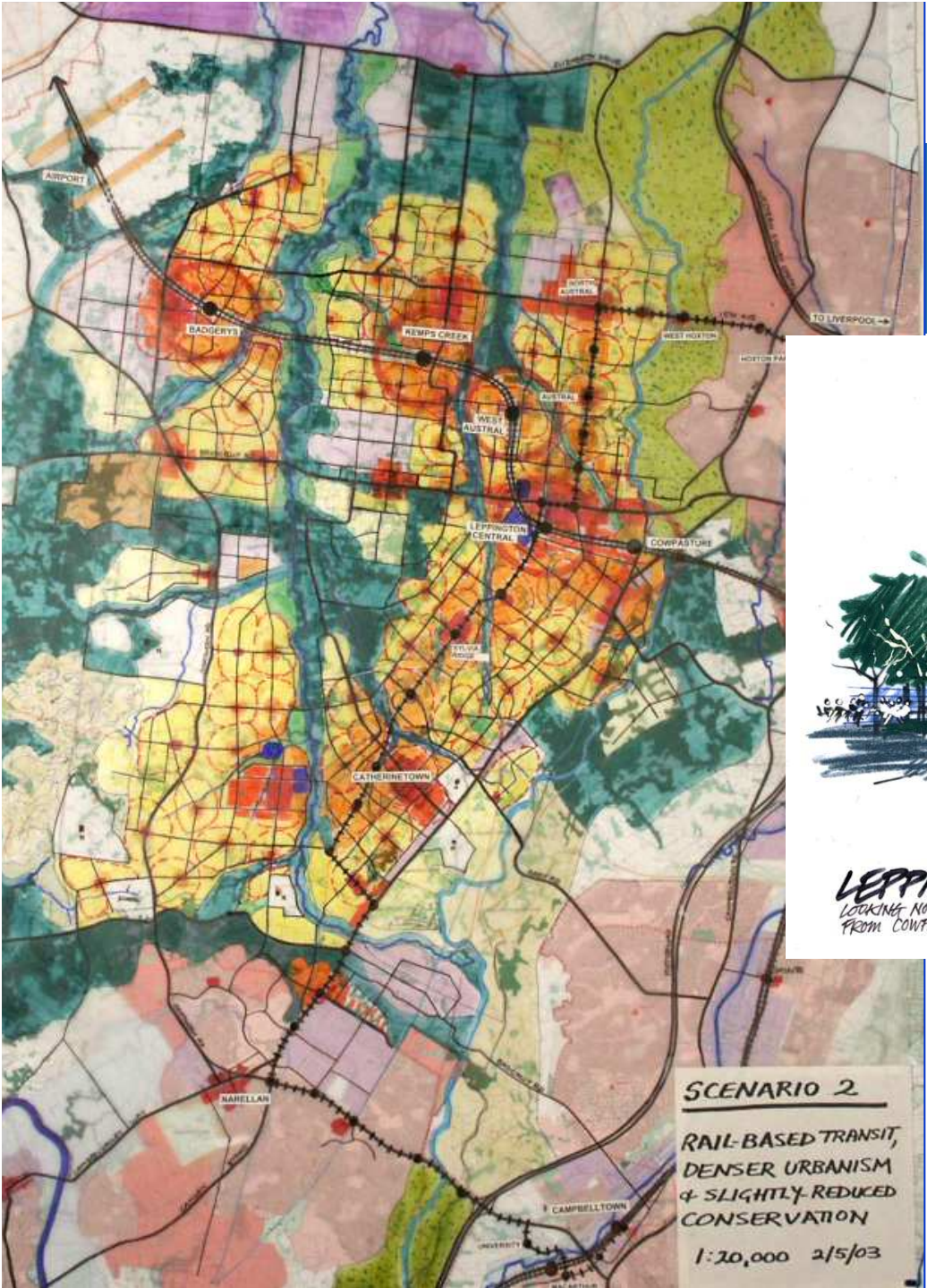


Ensure that green/blue 'sustainability' is balanced against good urban structure, to the benefit of both

Scenarios for Testing

	1. Plan for Limited Dwellings	2. Maximise Conservation /Water & 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				

Scenarios for Testing



SCENARIO 2
 RAIL-BASED TRANSIT,
 DENSER URBANISM
 & SLIGHTLY REDUCED
 CONSERVATION
 1:20,000 2/5/03



Outline of the Presentation

1. The Importance to Cities of Physical Form
2. The Australian New Urbanist Practice
3. **Key Challenges & Australian New Urbanism's Responses**
 - a) Planning for Sustainable Growth
 - b) Not Throwing the Baby Out With the Bath Water
 - c) Planners and Bureaucracy
 - d) Rooting out Conventional Sprawl Practices
 - e) Achieving Balanced Planning Outcomes
 - f) **Sustainability in Settlements**



Sustainability in Settlements

... a **Green** and Grey Future



Solar powered suburb of Newington – former Sydney Olympic 2000 village

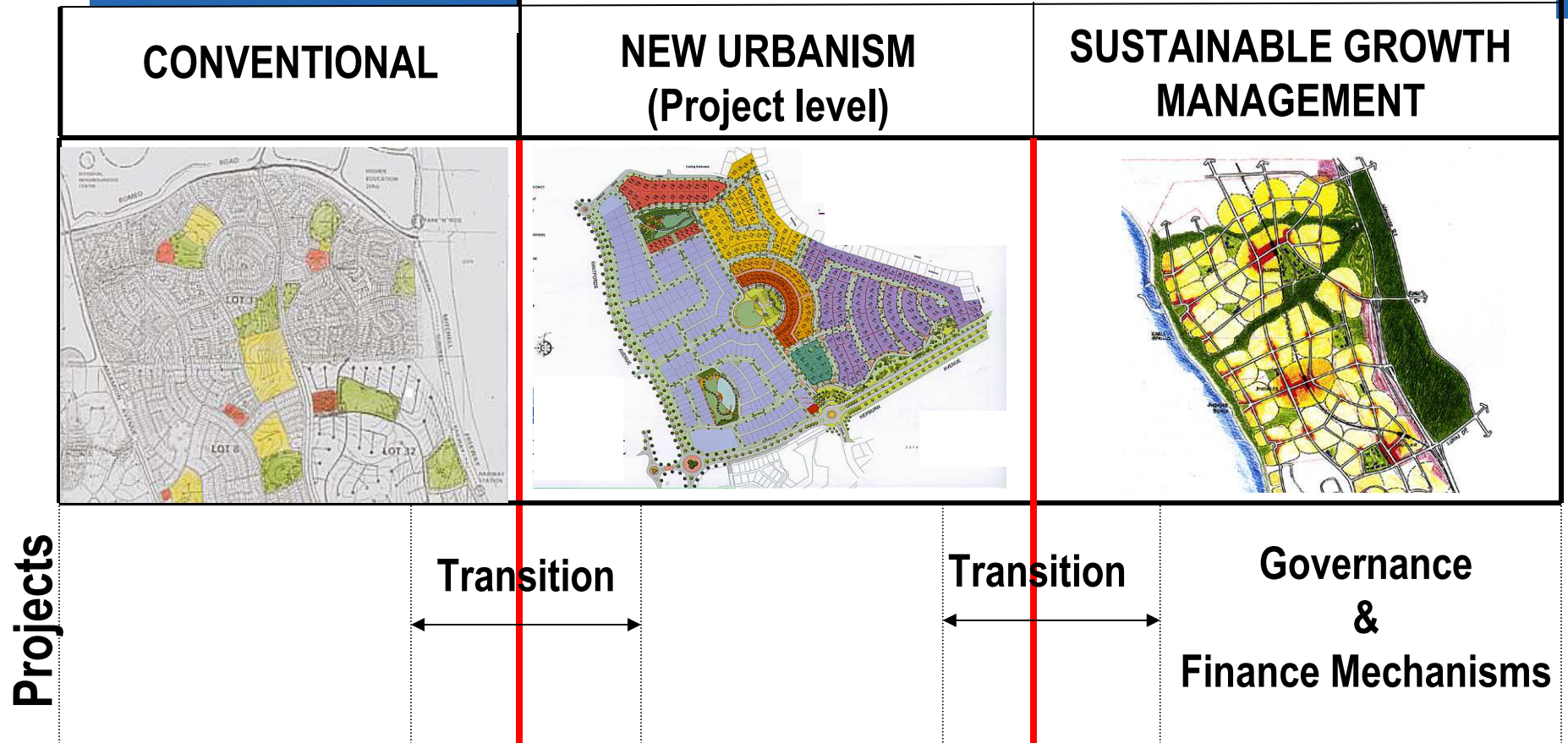
Sustainability in settlements means reducing the city's ecological footprint (water, energy, land, materials, wastes...) whilst simultaneously improving quality of life (health, housing, employment, community...) within the capacity limits of the city and its bioregion.
(Peter Newman)

- **Green** living depends on a **denser** urban environment which requires quality places
- Through **density, mixed use and transit oriented design** more opportunities are created for walking, biking and reduce car use
- Manage **total water cycle management, use energy efficiently and reduce the amount of land used**

Sustainable Growth Management Model



Urban, Transport and Natural Resource Context



Green initiatives: water, energy, natural resources, materials, waste



Sustainability for Urban Development

- Growth management through emphasising **urban intensification** and regeneration and the **Regional Structuring** of major Australian City Corridors
- A clear priority for **transit down each corridor**
- A land use system that builds densely around centres and local priority for walking/cycling through **Liveable Neighbourhoods Regional and Town Structuring** for all major growth corridors
- **Transparent and engaging public processes**
- A funding system to facilitate **urban development coincident with necessary infrastructure**
- Initiating, trialling and funding **alternative green & grey infrastructures**





In Conclusion ...

It is Time for **Heroic** Goals!

Every new increment in development needs to improve the sustainability of each Australian city
...there will be no second chance this time for our children to solve problems that we create



On behalf of the ACNU, thank you for attending and we look forward to your contribution

