



New South Wales

The image is an abstract map of New South Wales, Australia. It features several irregular grey shapes representing landmasses and islands. Overlaid on these are red dashed lines that outline various regions or administrative boundaries. A prominent red dashed line forms a large, irregular shape in the center-right, while others outline smaller areas to the north, west, and south. The text 'New South Wales' is centered in a red serif font.

Breakfast Point

Sydney, NSW

DEVELOPER/CLIENT:
RoseCorp

DESIGN:
Giles Tribe Architects

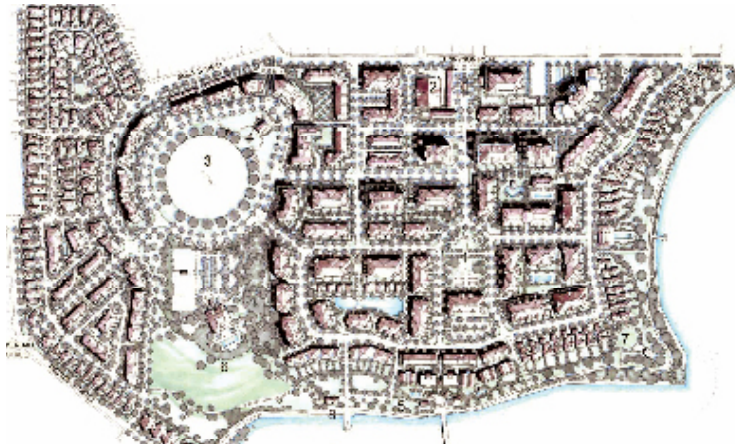
PROJECT TYPE:
Major urban infill site

PROJECT SIZE:
Approx 45ha

IMPLEMENTATION STATUS:
30% complete

LOCATION:
Sydney Page 275 E8 Off Gale St/Hilly St,
Mortlake. City of Canada Bay

FURTHER INFORMATION:
gta@gilestribe.com.au



Context

Located on the Concord peninsula on Sydney Harbour with 1.3km water frontage, city views, an ideal north east aspect, Breakfast Point has a rich natural, cultural and historical 'spirit' of place. It is a former industrial site. The growth of electricity and the advent of natural gas ended the gasworks use, along with its transport infrastructure and its supporting village shops.

All stakeholders, surrounding residents, local and state authorities were engaged in the rezoning process, the remediation action plan and master plan for the site.

Description

The Breakfast Point vision is a community in a landscaped setting, a feeling of light and warmth regardless of weather, or season, an architectural character providing both consistency and variety with emphasis on detail modulating and softening building bulk and scale.

The consultative process agreed to a density of 35dw/ha, provided for equitably shared traffic impacts, prioritized 'buffer' development of land fronting residential streets, and deferred to surrounding urban context, scale, built form and landscape. Staged remediation, land purchase and development were developer requirements. The open-access public domain is community-owned and maintained.

Features

- Walkable, people-oriented shady, safe streets with orchestrated views and landmarks.
- The Village Centre reinforces the traditional community focus.
- The existing Palace Hotel, a supermarket, shops, market square, childcare, community offices, shop-top apartments, flexi-use dwellings, high apartment densities and adaptable housing are all concentrated within a short walk.
- Existing public transport bus & ferry services extended.
- Special landscaped places, the waterfront park, central park, the village green, occupy over 25% of the site area, and help theme each residential precinct.
- Community buildings include a Recreation Club, Meeting Hall, Heritage Museum and Childcare centre.
- Housing variety is significant: single houses, attached duplex, attached terraces, mews, and low, mid and high rise apartments.
- Heritage listed buildings and structures are retained, restored and integrated in planning.
- Streets and parks are irrigated from a network of underground storm water tanks.
- De-salination and sewer scavenging options under investigation.

Lessons

Project success from a strong vision, effectively communicated, embraced and sustained by all stakeholders, in-built flexibility to respond to perennial change, consistency in interpretation of planning and design controls, continuity in planning and design expertise available throughout the project delivery.



Canterbury Road Corridor Master Plan

Canterbury, Sydney

CLIENT:

Canterbury City Council

MAJOR DESIGN CONSULTANTS:

Annard Alcock Urban Design
Patrick Partners (Retail Specialist), TURF
(Landscape Architecture), Stapleton
Consulting (Traffic and Transport)

PROJECT TYPE:

Urban Arterial Corridor Master Plan

IMPLEMENTATION STATUS:

Adopted

LOCATION:

Sydney 254 C12 to Map 272 B7
Further Information:
www.tullimbarvillage.com.au

URTHER INFORMATION:

Annard Alcock Urban Design
Ph: 02 9267 0683



Context

Canterbury Rd is the public face of Canterbury City LGA and the main street of Canterbury town centre. Living, working and shopping along Canterbury Road – or indeed just passing through it – should be a memorable experience. However, Canterbury Road is now the kind of place that most people prefer to avoid. Commerce, liveability and sense of place have been traded down for rush hour traffic capacity.

Description

The Master Plan proposes a structure of walkable nodes along the arterial and suggests improvements to each node. It allocates potentially conflicting building typologies and uses to appropriate locations along the corridor to create a series of character-compatible places. For instance, it allows a local walkable mixed-use centre to exist at one location and a more vehicle-oriented precinct to exist at another.

Features

- Adopts a context-sensitive approach to corridor planning, balancing transport, socio-cultural, physical form and economic interactions.
- Based on a shared vision developed through an intensive Enquiry-by-Design process.
- By engaging with the Roads and Traffic Authority (RTA) from the outset, a key premise of the Master Plan was established. Namely, that the required traffic function of Canterbury Road has been 'down-graded' (or its urban amenity upgraded) by the introduction of the parallel M5 Motorway, opening up exciting opportunities for creating a liveable, attractive and commercially viable corridor.
- It unlocks over 1 million square metres of development potential, targeted into mixed-use centres of varied intensity with an emphasis on placemaking and leveraging existing community assets. This includes a vision for the transformation of the currently under-utilised Canterbury town centre into a sustainable, railway-based, riverfront centre that is the signature of the City.
- Articulates a form-based vision for several demonstration projects, which seek to educate and lead the development industry in transforming both the private and public domain.
- Works within local government regulatory frameworks and develops economic models to seek greater co-operation and public benefit from development.



Cape Cabarita

Cabarita, Sydney, NSW

DEVELOPER:
Rosecorp Pty Ltd

MAJOR DESIGN CONSULTANTS:
Giles Tribe Architects and Urban Planners

MAJOR TECHNICAL CONSULTANTS:
Hyder Consultants
Context Landscape Design

PROJECT TYPE:
Master Planned Lifestyle
Neighbourhood

PROJECT SIZE:
7 Ha, 240 Dwellings

IMPLEMENTATION STATUS:
Completed 2004

DETAILED LOCATION:
Phillips Street, Cabarita. 8km west Sydney
CBD. Sydney Page 275 G11 in City of
Canada Bay

FURTHER INFORMATION:
gta@gilestribe.com.au



Context

Located on a remediated Sydney Harbour industrial site on the Concord peninsula, Cape Cabarita has a stunning natural setting bounded by water on two sides, a park and a golf course. A staged re-zoning, master planning, remediation and acquisition was negotiated between the developer and the industrial owners, involving an extensive consultative process with the local authority and adjacent residents.

Description

Cape Cabarita is a pioneering lifestyle resort-style community development comprising some 240 dwellings in six-storey apartment buildings, attached terrace houses and single dwellings. In a simple master planning concept, low buildings address the perimeter with extensive water, park and golf course frontage and views. High buildings are located on the central ridge access road. All apartments have harbour outlooks over and between the perimeter terrace clusters. Community facilities including pools, tennis courts, parkland, a gym and multi-purpose community areas are in the extensive landscaped areas between the high and low buildings.

The consistent architectural theme is a key element in the success of the development. The theme evolved from the maritime location, resort lifestyle precedents, local traditional details, the verandah, porch, shutter and pergola, and the use of white and pastel colours to maximize available light and minimize perceived shadow to outdoor spaces. Attention to architectural and landscape detail all contributes to a unique sense of place.

The project is a Community Title scheme with strata and Torrens title parcels. Roads and the waterfront reserve are community-owned and maintained, with permanent public access as 'open access ways'.

The project has won several awards for master planning and lifestyle development.

Features

- Housing density and diversity
- Streets of garages can work if sensitively designed.
- Village Green, Public Foreshore Reserve, cycle-way.
- New Restaurant and other works in adjacent Prince Edward Park.
- Phillips St created as landscaped boulevard, flanked by high buildings 60m apart.
- Innovative remediation solutions.
- An active community association.



Crows Nest: Willoughby St Revitalisation Sydney, NSW

AGENCY/CLIENT:

Crows Nest Main Street Ltd and North Shore City Council

MAJOR DESIGN CONSULTANTS

Conybeare Morrison and Partners

PROJECT TYPE:

Town Centre Main Street Improvement

PROJECT SIZE:

around 600 metres of street.

IMPLEMENTATION STATUS:

Largely completed

LOCATION:

Willoughby Rd, Crows Nest (town centre).
Sydney Map 35 F19

FURTHER INFORMATION:

Conybeare Morrison and Partners



Context

Crows Nest could be viewed as Sydney's North Shore equivalent of Kings Cross, perhaps more sanitized but nonetheless a fairly vital and potentially intriguing urban place, with its rich array of cafes and restaurants and a growing resident population.

The village's role as a special meeting place has been greatly strengthened and enhanced over the past decade or more with the implementation of urban improvements centered on Willoughby Road since 1992 and still ongoing.

Conybeare Morrison & Partners was approached by the Crows Nest Main Street Committee in 1992, to help generate urban and landscape ideas and also a funding strategy for an upgrade of the Crows Nest Village Centre. A preliminary urban design strategy was prepared, with emphasis on a proposed heritage evaluation of the facades along Willoughby Road.

Following the success of the initial application for funds, the Main Street Committee began negotiations with North Sydney Council to formalise the management and implementation of the proposed works.

The Main Street Committee formed itself into a not-for-profit company in 1994, Crows Nest Main Street Limited, to administer funds raised through a Main Street Improvement Levy. One or two area-based projects were undertaken per year over some 5 years. Increasingly the pressure was on to complete Willoughby Road south to Burlington Street with the final block (from this street to the Pacific Highway intersection) being undertaken in 2000.

Description

The urban design cross section of Willoughby Road was to create a wide footpath with leasable space for shopkeepers, including cafes, restaurants or other shops. A masonry planter integrated with open metal railings protected these areas from the narrowed two way roadway separating each side of the street.

The urban design long section in Willoughby Road connects the busy Crows Nest Pacific Highway intersection with the on-axis spire of St. Leonards Cathedral School Church located on the corner of Donnelly Road, a kilometre away. The gently sloping street is aligned on a north to south axis with terraced areas separated by deciduous street trees.

It should be noted that it was the ability to lease the high amenity proximate shop front space that created the cash flow for these projects and enabled the Main Street Company to remain viable.



Discovery Point

North Arncliffe/Wolli Creek, Sydney NSW

DEVELOPER/CLIENT:

Australand and Landcom

MAJOR DESIGN CONSULTANTS:

Cox Richardson Architects & Planners,
Clouston Associates Landscape Architects,
Tanner & Associates Heritage Architects

PROJECT TYPE:

Medium scale mixed use urban regeneration
to create TOD around new station.

PROJECT SIZE:

Site Area 7.8 hectares. Total development
area 167,500sqm GFA

IMPLEMENTATION STATUS:

Wolli Creek railway station completed 1999.
First residential stage, parkland and heritage
refurbishment completed 2006, and second
residential stage under construction, with DA
submitted for third residential stage and major
retail component. Ground floor retail lining
streets being occupied in late 2006.

DETAILED LOCATION AND DIRECTIONS:

Area bounded by Princes Highway, Cooks
River, Wolli Creek and Guess Avenue, in
Arncliffe in inner southern Sydney. By train,
to Wolli Creek Station. Sydney Map 316 E5.

FURTHER INFORMATION:

www.discoverypoint.com.au



Context

The project commenced in 1993 with a deal brokered by Stephen Goldie, then Director of Planning at Rockdale City Council, for major landowners (Qantas Airways and Brenmoss Pty Ltd) to provide funding for council to re-plan a significantly constrained and undervalued industrial area by undertaking the first planning charrette in NSW. The Council engaged Devine Erby Mazlin (including Bob Meyer and Peter Robinson), charrette consultants Paul Murrain, Wendy Morris and Peter Krstic, and traffic consultant Chris Stapleton, and the North Arncliffe Charrette was conducted in February 1994. A Local Environmental Study, incorporating the charrette outcomes, was published in October 1994, and won a RAPI (now PIA) Award.

Key issues addressed during the Charrette were whether an extension of the proposed Airport Railway to Wolli Creek, with a new station, could be justified, and how to deal with a motorway planned to bisect the site. The Charrette outcomes supported the station and demonstrated that a dense urban village could replace the old industrial uses, whilst respecting key heritage features. The Charrette also proposed that the motorway continue underground to a point beyond the site. Following Government acceptance of these key infrastructure recommendations, a Local Environmental Plan prepared by Rockdale Council then rezoned the land for high-density residential and mixed use.

After various ownership changes, in 2001 MGT were engaged to develop a master plan for the project, then known as Interciti. By 2003 Australand and Landcom owned the precinct, and engaged Cox Architects to develop a revised master plan and architectural design, and renamed the project 'Discovery Point'.

Description

Discovery Point is a dense mixed-use precinct comprising nine sites forming a dress circle around a major green space, local plaza areas and heritage structures on the Cooks River foreshore. The end result will be a vibrant community with high levels of amenity and strong external connections. Buildings range from 4 to 18 storeys. The development includes two important heritage buildings (Tempe House and Saint Magdalen's Chapel), both of which have been fully restored.

Special Features

New junction railway station, 2.3 hectares of parkland, adaptive reuse of heritage buildings, rejuvenation of Cooks River foreshore, diverse range of office and residential typologies, major local shopping centre, and active streetscapes, all within the walkable catchment of the railway station.



Edmondson Park Release Area

Edmondson Park, Western Sydney, NSW

AGENCY / DEVELOPER:

Landcom/Department of Defence

PROJECT MANAGER:

APP Corporation Pty. Ltd.

MAJOR DESIGN CONSULTANTS:

Civitas Partnership Pty. Ltd.

MAJOR TECHNICAL CONSULTANTS:

Eco Logical Australia, Australia Museum Business Services, Elton Consulting + URS, Clouston Associates, Hill PDA, Maunsell, URS, GHD, Geotechnique, John M Daly and Associates, Patrick Partners, and HLA-Environsciences, Annand Alcock Urban Design

PROJECT TYPE:

Urban extension – Major Land Release Plan

PROJECT SIZE:

800 hectares, approximately 7,500 dwellings and related centres

IMPLEMENTATION STATUS:

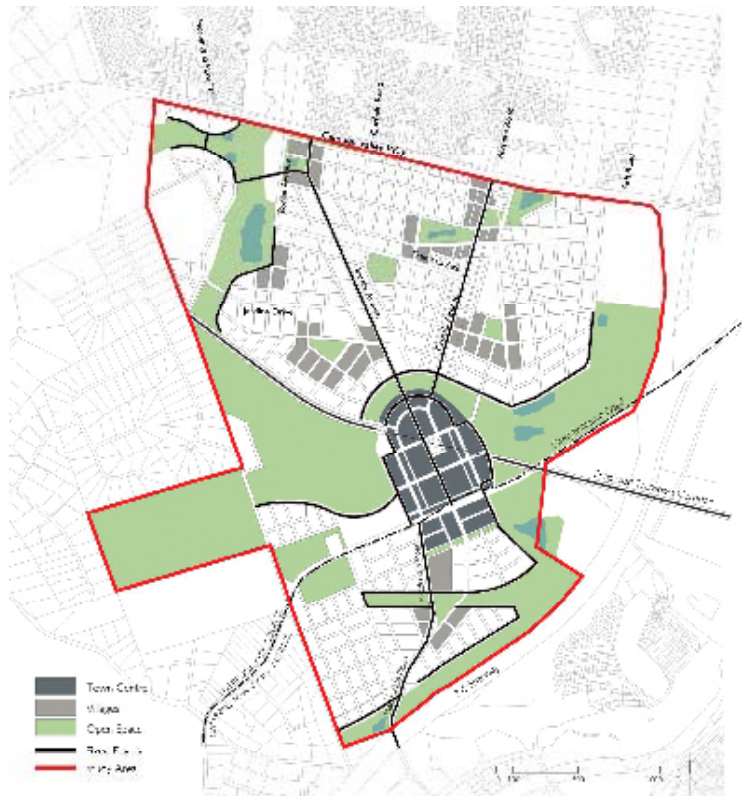
Strategic planning phase.

LOCATION:

The Edmondson Park site is 44km south west of Sydney via the South Western Motorway. It is bounded by the M5 Freeway to the south and east, Camden Valley Way to the north and Zouch Road to the west. Sydney Map 309 H19

FURTHER INFORMATION:

Edmondson Park Background Report, Edmondson Park (Campbelltown CC) Development Control Plan, Edmondson Park (Liverpool CC) Development Control Plan



Context

The Edmondson Park Site was identified in May 2000 as part of the 2,500 hectare Hoxton Park Release Area Corridor and in December 2004 as part of the Sydney South West Sector Release Area

The Corridor is intended to provide alternatives to low density development in Western Sydney while the South West Sector Release Area is part of a metropolitan strategy to accommodate Sydney's growing population over the next 30 years.

Following the preparation of a smart growth strategy for the area, Civitas Partnership was engaged by Liverpool and Campbelltown Councils to prepare the Master Plan and DCP for the Edmondson Park Release Area.

Description

The Edmondson Park site straddles the local government areas of Campbelltown and Liverpool. The site has an area of 800 hectares and will accommodate in the order of 7,500 dwellings. The brief included the design and implementation plan of a district town centre, with bus and train interchange, and approximately 25,000 square metres of retail with additional, commercial and residential activities. A new rail extension to Leppington will provide a station at Bardia, central to the release area.

The vision for Edmondson Park is the creation of places that provide integrated development encouraging the co-existence of commercial, retail and employment with residential uses. The emphasis is on the place as a whole, rather than the aggregation of subdivided lots. This vibrant development is to be set in a context of high value natural habitat that will become both a visual backdrop and a usable open space amenity to the residents. In addition to the district town centre and bus and train interchange, the plan includes six villages and the retention of more than 150 hectares of Cumberland woodland in conservation areas. The plan seeks to increase densities along parks, open spaces, villages and the town centre, using a mix of housing types comprising apartment buildings, semi-attached and attached dwellings. The area is currently in many small rural landholdings. The plan aims to encourage land consolidation and guide private sector development.



Googong

Queanbeyan, NSW

DEVELOPER:

Canberra Investment Corporation

MAJOR DESIGN & TECHNICAL CONSULTANTS:

Roberts Day Town Planning and Design
Master Planning and Urban Design
DPZ Pacific Master Planning
Elton Consulting Management & Consultation
GHD Transport
Manidis Roberts Sustainability
Leyshon Consulting Economic Modelling
J. Easthope & Associates Landscape Architecture
Geoff Butler & Associates Flora and Fauna
Montgomery Watson Harza Water Management
Sphere Property Corporation Infrastructure Delivery

PROJECT TYPE:

New Town

PROJECT SIZE:

Around 1,364 ha; 7000 dwellings; 2,500 jobs
(26% jobs containment).
About 20 years development period.

IMPLEMENTATION STATUS:

Undergoing re-zoning process

LOCATION:

Old Cooma Road, south of Queanbeyan, New South Wales

FURTHER INFORMATION:

www.ciclimited.com.au,
www.elton.com.au/talkgoogong/



Description

Googong New Town is located 4.5 kilometres south of Queanbeyan on a site of approximately 1,360 hectares. Bounded by Googong Dam and the Queanbeyan River to the east, the site is naturally framed by areas of high ecological value. Existing low density rural residential living also defines the new town footprint. It provides for growth on the NSW side of the National Capital Region.

Extensive areas are set aside for conservation and open space, as well as an 'Eco-Living' hamlet. The development will protect landscape features, threatened species' habitats and the catchment of the adjacent Googong Dam.

The Googong New Town design is based on Traditional Neighbourhood Design principles. This master planned new town includes a diversity of housing for all ages and incomes. Approximately 7,000 homes will accommodate 18,000 people. The Town and Neighbourhood Centres will generate in excess of 2,500 jobs.

Canberra Investment Corporation are providing leadership for the urban development industry with their initiative to create a large scale sustainable and largely self-contained new town in the region. The Master Plan embodies a series of compact, mixed use, walkable neighbourhoods incorporating a network of pedestrian and cycle paths which connect each neighbourhood and the Town Centre with Queanbeyan and the rural hinterland. Together with the integrated public transport system these walkable neighbourhoods will serve to reduce the community's dependence on car travel for daily activities.

An Integrated Water Cycle Management Strategy will allow successful water resource management. Water efficiency within Googong New Town will be achieved through 70% demand reduction as well as 80% water re-use strategies, meaning Googong will support 18,000 people using the same water that traditionally would sustain only 5,500.



Hamilton Grove

Fairfield East, Western Sydney, NSW

AGENCY/DEVELOPER:

Landcom NSW and Belvedere Homes

MAJOR DESIGN CONSULTANTS:

DeAngelis Taylor

PROJECT TYPE:

Redevelopment of failed Radburn-type public housing estate

PROJECT SIZE:

178 Houses and townhouses

IMPLEMENTATION STATUS:

Completed 2001

LOCATION:

Bounded by Tangerine, Normanby, Mitchell and Hercules St, Fairfield East. UBD Map 230 F15; Sydney Map 292 A4.



Context

A crime-ridden Radburn-type public housing estate of houses, townhouses and walk-up flats in a layout of cul de sacs and pedestrian walkways, constructed in 1979, occupied the roughly 6ha flat site, in the generally lower income suburb of Villawood in southwest Sydney. Landcom, the NSW land development agency, purchased the site, demolished all buildings and commissioned a master plan and guidelines for a safer more robust redevelopment of the site, to be partially private and partially public housing. Belvedere Homes was appointed as developer/builder.

Description

The mostly residential development of interconnected streets focuses around and actively fronts a central park with a playground, and links directly to the surrounding street network. The north-east corner of the site has neighbourhood shops fronting Tangerine Street, a bus route. Medium density development fronts Tangerine Street, with rear lanes.

The architecture of the buildings is relatively conventional and to current project home standards. However, this site was the first new privately-constructed large development in this area for many years and, along with achieving record prices for the area, started a trend for more redevelopment within the suburb.

Special Features

To ensure safety within the rear lanes, studio accommodation has been provided above a number of the rear lane garages, together with other rear lane design safety features. At the time of the design and construction, rear lanes with studio units were a very new concept within NSW, and happily these were often the first units to sell. Development manager Stephen Choy has said, "I know of no significant crime or anti-social behaviour occurring in these rear lanes and the lanes have been well accepted by residents."



Hamilton Valley

Albury, NSW

CLIENT:

Albury City Council/Albury Wodonga Development Corporation

MAJOR DESIGN CONSULTANTS:

David Lock Associates (DLA), Oculus Landscape Architects, Applied Development Research (ADR) and Transport and Traffic Management (TTM)

PROJECT TYPE:

Urban Extension

PROJECT SIZE:

expected future size of community 5000-7000 people. Area 300 ha

IMPLEMENTATION STATUS:

Development commenced

LOCATION:

North West of Lavington along the Urana Road

FURTHER INFORMATION

Design Guidelines and summary of project available. Contact DLA on 03 9682 8568



Description

Hamilton Valley is one of two areas designated by the Albury City Council to accommodate future residential growth. It is located at the north-western edge of the current built-up area, is geographically constrained and is bounded by areas of high landscape value.

Hamilton Valley will have several key features that set it apart from typical residential development. It considers a comprehensive range of issues, from signage to landscaping to road and building design. It will use the areas valued landscape features and add to them a layer of qualities that will make the area a place that offers the incoming community a high level of environmental welfare and ensures an equitable distribution of that welfare. The valley will contain a network of open spaces that will provide focal points for each neighbourhood within which a wide range of social interactions can be met for young and old, facilitating a sense of community and addressing issues of social exclusion that often befall new communities.

Other features include a continuous creekside reserve linked by a network of footpaths and cycleways that are designed to be safe and attractive and take people by logical routes to popular destinations. Streets within the valley have been designed to balance mobility with the imperative to make sure streets are safe, attractive, social places, making them places to be rather than spaces to pass through. The street network is also designed to support and encourage walking and cycling within the neighbourhood and beyond.

The valley will contain a mix of land uses and densities, covered by design guidelines and other development controls that ensure that development responds to its contexts, meets a wide range of the communities needs and provides a critical mass of activity to support a wide range of socially valuable support services.



Hunterford

North West Sydney, NSW

DEVELOPER/CLIENT:

St Hilliers / Landcom

MAJOR DESIGN CONSULTANTS:

Annard Alcock Urban Design, Integrated Design Group

MAJOR TECHNICAL CONSULTANTS:

The Treadstone Company – Project Management, Rose Consulting – Engineering, EDAW - Landscape

PROJECT TYPE:

urban infill (ex. High school site)

PROJECT SIZE:

Area 7 Ha Yield 150 dwellings and community facilities Density 22 dwellings / Ha

IMPLEMENTATION STATUS:

Completed in 2004

LOCATION:

Oatlands, 20km northwest of Sydney, off Pennant Hills Road opposite The Kings School. UBD Ref: 191 (K-8)
Sydney Map 253 E4

FURTHER INFORMATION:

Landcom



Implementation Solution

The project was an important step for Landcom in developing better suburbs through joint venturing with a developer and implementing with multiple builder via a guideline/monitoring process. This allowed for the variety and authenticity of a traditional suburb as opposed to visually-contrived and repetitive 'development project' estates.

Context

The site was a surplus high school site in an established middle ring suburb north of Parramatta. Landcom ran a design competition, which was won by St. Hilliers and its design team. It has a full range of housing forms from traditional houses interfacing with the existing suburb, to duplex, townhouse, studio and apartment forms around intimate open spaces with retained trees managed under community title. Built form references the nearby Arts & Crafts Burnside homes as well as nearby residential, in its use of brick, render, tile, eaves, verandahs, front fences/hedges and recessive garages. The project won the UDIA National Medium Density Award and the RAIA Premiers Award.

Features

- Developed strong relationships between design team, developers, council, project builders and sellers
- Urban Design project management maintained the design 'vision' throughout
- Quality public domain adds value
- Multiple builders were managed with guidelines, coaching and monitoring.
- Diversity of housing type creates interesting and marketable places
- Rear lanes, studios over garages, side stacked parking, front fences & verandahs have been enthusiastically endorsed by the market
- Design review panel (with Council) have delivered a quality product
- Smallest lots ever approved in Baulkham Hills City Council



Italian Forum

Leichhardt, Sydney, NSW

CLIENT:

Lend Lease and others

MAJOR DESIGN CONSULTANTS:

Colin Griffiths and Gazzard Sheldon Architects

PROJECT TYPE:

Urban infill

PROJECT SIZE:

Most of one city block

IMPLEMENTATION STATUS:

Complete

LOCATION:

Sydney page 63 G6, primary entrance on Norton Street

FURTHER INFORMATION:

www.italianforum.com.au

**Context**

The Italian Forum is located on the Norton Street, a thriving local retail strip in a fairly dense and flourishing Italian community in Leichhardt, about 4km west of Sydney's CBD.

The Italian Forum was part of a land grant to the Italian community by the government in 1988. Lend Lease approached the community and built the Italian Forum in return for some of the land on which it sits.

Description

This high-density mixed-use infill project has a large open-air plaza within the street block, surrounded by two levels of leisure retail (fashion shops and restaurants) with four levels for a total of 157 apartments above, and parking beneath.

A glass-roofed entry arcade accesses busy and high amenity Norton Street, lined with other shops and restaurants.

The development has a public library and the Italian Cultural Centre.

The architecture is contemporary, but the urbanism traditional, as one might find in a comparable traditional inner-block court in a large Italian city. The fit within the existing urban fabric is seamless; the project is exemplary. It may not call itself New Urbanism, but it exemplifies many of the principles of the Charter for New Urbanism.

Katoomba Town Centre

Katoomba, Blue Mountains, NSW

AGENCY:

Blue Mountains City Council

MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design (Katoomba Charrette 1998); others since.

MAJOR TECHNICAL CONSULTANTS:

TTM Traffic Engineering (Katoomba Charrette); others since.

PROJECT TYPE:

Town centre revitalization

PROJECT SIZE:

About 80 ha; town population about 12,000.

IMPLEMENTATION STATUS:

Charrette approved in 1999, and implemented under Four Year Katoomba Revitalisation Project. Many key initiatives have been completed. The Katoomba Cultural Centre project was agreed in early 2006, and is due for completion by 2011.

LOCATION:

Katoomba, 1.5 hours west of Sydney; turn off the Great Western Highway into Katoomba, or train to Katoomba Station. Sydway Map 448 M12.

FURTHER INFORMATION:

Blue Mountains City Council (www.bmcc.nsw.gov.au). The Katoomba Charrette report can be downloaded from www.bmcc.nsw.gov.au/yourcouncil/katoombacharrette



Context

In the centre of the scenic Blue Mountains World Heritage Area, small historic Katoomba flourished for a century as a mecca for tourists arriving by train from Sydney. However, several inter-locking problems gradually had dragged Katoomba down. The upgraded Great Western Highway and other road changes to expedite traffic flows were indeed flushing tourist dollars quickly past Katoomba rather than to it, causing local businesses to struggle. Several properties had become derelict, yet there was little surplus revenue to spruce them up. And municipal regulations, eg. for on-site car parking, were limiting the redevelopment potential. Fast food chain stores were locating along the Highway, draining custom from local shops in the town centre. A vicious cycle had gripped Katoomba, and locals had begun to lose hope.

In 1998 the Katoomba Revitalisation Charrette took place, commissioned by the Blue Mountains City Council (BMCC) and State Government. Community support has been wide-spread and long-lasting. Quickly approved in principle, a Charrette Outcomes Report was produced.

Since 1999, the State Government and the Council have injected \$18m in a Four Year Funded Program, completed in 2003, to revitalize the Katoomba Town Centre, and the Echo Point Tourist Precinct south of town. The Echo Point precinct has had an \$8m upgrade which includes a new lookout, a revamped Visitor Information Centre, new National Park pathways and extensive streetscape works.

In the Town Centre, Council has constructed a new town square in front of the recently restored Carrington Hotel, along with streetscape improvements to the main shopping precinct in the heart of town. These improvements include street furniture, planting, tourist bus facilities, lighting, murals, and traffic-calming works. The town entry has been enhanced and the historic Katoomba Station upgraded. A facade improvement scheme has spruced up local businesses. A new Cultural Centre in the heart of town is getting closer toward reality.

Katoomba has turned the corner toward its revitalisation envisaged in the Charrette Outcomes document and substantial private developments currently in progress will continue to add to the town's vibrancy.



Kogarah Town Centre

Southern Sydney, NSW

CLIENT:

Kogarah City Council

MAJOR DESIGN CONSULTANTS:

ESD, Dickson Rothschild, Rod Simpson,
Allen Jack & Cottier, Olsson & Associates
Architects

PROJECT TYPE:

Town Centre Revitalisation

PROJECT SIZE:

Existing rail-based urban village of about
50ha

IMPLEMENTATION STATUS:

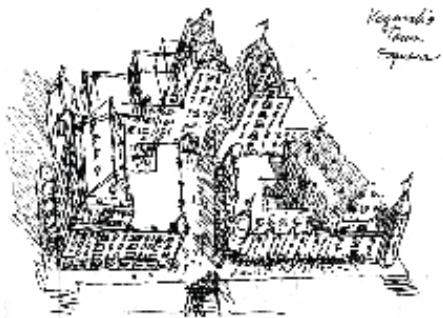
Kogarah Town Square mixed use
development completed. Other major
redevelopments completed.

LOCATION:

Kogarah. Sydney Map 315 P20. The Town
Square is on Belgrave Street.

FURTHER INFORMATION:

www.kogarah.nsw.gov.au



Context

In 1998 Kogarah Council faced pressure from State Government to increase housing densities to accommodate Sydney's increasing population. In response, the City initiated the Kogarah Revitalisation Program, which recognises the potential and advantages of the Kogarah Urban Village and activities to guide the growth and development in the area.

To achieve this vision, Council undertook an intensive integrated planning and capacity building process, which not only addressed the built form and urban design, but also took a comprehensive approach that integrated land use, environmental and transport planning, economic and cultural development and community development in the Kogarah Urban Village.

An Enquiry by Design workshop in 1998 led to the Town Centre Master Plan, providing for an increase in population while aiming for a best practice model of urban and environmental design to achieve Council's sustainability targets. This Master Plan was later endorsed as Development Control Plan (DCP) Number 5: Kogarah Town Centre.

The program is now recognised as a model of how to transform a typical suburban town centre, which had not realised its potential, into a centre of good design and platform for community life. This was achieved through community involvement and the adoption of a place management approach. It promotes sustainability through the efficient use of urban space and infrastructure, improving community liveability and enhancing resource and energy efficiency.

Description

Extensive medium rise redevelopment has taken place now, consistent with the Master Plan and DCP. Most prominent and a key catalyst to other developments has been the mixed use Kogarah Town Square project on a former council car park site in Belgrave St.

The Kogarah Town Square project was developed to be a best practice example of urban water collection, treatment and reuse by: collecting rainwater and re-using it for low quality uses such as toilet flushing and car washing; reducing the demand of mains water through water conservation and efficiency; and managing the quantity and quality of stormwater through capture, re-use and treatment within the landscaped areas (see diagram). Kogarah Town Square contains 194 apartments, 2500sqm of retail space, 2500sqm of commercial space, 240sqm civic exhibition space, and a 224-space underground public car park.

Macarthur Regional Centre Precinct

Campbelltown, Sydney

DEVELOPER:

Landcom and Stockland; and other developers of specific elements.

MAJOR DESIGN CONSULTANTS:

Macarthur Gardens - Annand Alcock Urban Design; Park Central Residential - Hassell and Robin Bradley Design

PROJECT TYPE:

Major urban infill project around existing enclosed mall regional centre and station.

PROJECT SIZE:

Area: Macarthur Gardens 50Ha; Park Central 37Ha.

Yield: up to 1000 dwellings on Macarthur Gardens and 400 dwellings on Park Central; plus retail, commercial and medical precinct. Density: around 40 dwellings/ha net.

IMPLEMENTATION STATUS:

Park Central – housing development well underway; Centric office and restaurant precinct under construction; Macarthur Retirement Village - early multi-storey stages complete. Macarthur Gardens is partially constructed, led by the more conventional residential product.

LOCATION:

Off Kellicar Rd, Campbelltown. Sydway Map 368 - Park Central at E12, and Macarthur Gardens western segment at B12/13. Sydney UBD Ref: 346 C8

FURTHER INFORMATION:

For Park Central refer to www.parkcentral.com.au
For Macarthur Retirement Village complex refer to www.irt.org.au.
For Macarthur Gardens, refer to www.stockland.com.au/Residential/NSW/Sydney/MacarthurGardens



Context

The Macarthur Regional Centre was planned in the 1970's to extend the existing historic centre of Campbelltown. The Macarthur railway station, regional shopping mall, university and TAFE campuses and hospital were all built in a car-based campus layout, but the anticipated office-based components never eventuated. There was a poor public realm and little residential had been built.

The remaining lands of the Macarthur Development Board have now been master planned by Landcom for significant new residential and mixed-use areas. All the land is within an 800m radius of the Macarthur Station. Three main precincts, essentially north, east and west of the Centre are now being developed to 'stitch together' a walkable mixed use urban fabric around the Macarthur Square Shopping Centre and Station.

Description

The first stage, Park Central, a 37ha former golf course site, is now being developed for around 700 dwellings, including a 300 unit multi-storey retirement complex (Macarthur Village) with public street frontage, a commercial office, restaurant and retail precinct called Centric, major park and an mixed use medical precinct. The housing is quite diverse ranging from apartments to live works to town houses.

The second stage, called Macarthur Gardens, to the west and north of the centre, provides a traditional 'inner residential suburb' to the Centre, with relatively dense housing. The mainly double-storey architect-designed homes in the early stages often have only a single garage, in recognition of the site's walkable proximity to many destinations. Higher density housing is also proposed. Major works associated with Bow Bowing Creek are proposed, which will create a major new public domain focus. The project won the 2006 UDIA Award for Residential Development (greater than 50 lots).

Features

- Wide range of housing forms, from home offices & apartments to attached and detached houses, and a street-fronted retirement living facility
- Integration with existing University of Western Sydney and TAFE to create a 'college town', with mixed use and retail building forms at key nodes
- Highly responsive to environmental issues including water-sensitive urban design
- Promotes public transport by creating strong links with Macarthur Station
- Series of special places form the highlights of the public domain.
- Kellicar Road is extended through the expanding Macarthur Square Mall.



Newington Village

City of Auburn, Sydney, NSW

DEVELOPER:

Mirvac Lend Lease Village Consortium (MLLVC)

MAJOR DESIGN CONSULTANTS:

HPA Mirvac

MAJOR TECHNICAL CONSULTANTS:

HPA Mirvac and Ingham Planning (DA Masterplan preparation)

PROJECT TYPE:

Major urban infill site. Built as Sydney Olympics 2000 Village - Primarily residential, incorporating mixed use retail, commercial and industrial

PROJECT SIZE:

Approx. 2000 dwellings

IMPLEMENTATION STATUS:

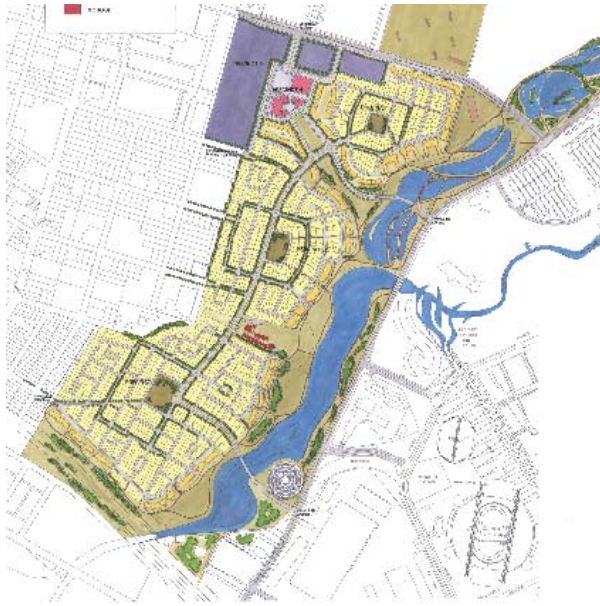
Substantially built. Commenced construction in 1997; completion expected in 2008.

LOCATION:

Newington Village, adjacent to Sydney Olympic Park, and Homebush Bay. Access via Hill Road off Parramatta Road. Sydney Map 273 R7.

FURTHER INFORMATION:

www.newingtonvillage.com.au
or via www.mirvac.com.au.



Description

When Sydney was awarded the 2000 Olympic Games in 1993, the need for an athletes village was immediately recognised. The NSW Government called for bids from private contractors to plan and build a village that would serve a dual purpose – to function as an athletes village with the capacity for 17,000 people during the Olympic period, and also to be of a design and form that would allow its use as a fully-functioning suburb after the games had finished.

Mirvac and Lend Lease, two of Australia's most respected property groups, formed a consortium to put together a bid to build the village, a bid that was founded upon several key attributes including:

- Capacity for the games period;
- Effectiveness in comprehensive master planning for its post-games life as a functioning suburb;
- Commitment to green features and the principles of ecologically sustainable development.

The development is a new suburb of around 2000 houses and apartments and town centre within a fully master planned community on the edge of the greatest collection of world-class sporting facilities in Australia, surrounded by 400 hectares of Millennium Parklands (bigger than Central Sydney's Moore Park and Centennial Parks combined).

Newington plays a leading role in demonstrating that a combination of various environmentally friendly features may be incorporated into a large-scale housing project to result in a suburb which is Australia's largest solar power station and which is exempt from Sydney's current severe water restrictions. The environmental achievements made in the development of Newington as a suburb include:

- Dual water systems are reticulated throughout to enable all houses to have regular drinking water as well as recycled water for use on external areas and in toilets;
- Every house has a photovoltaic system (energy generating panel) on its roof, which generates electricity and reduces the owners' power bill;
- Gas-boosted solar hot water units are fitted to each house, and
- Energy is saved by the optimum orientation of each house, use of insulation and cross-ventilation through the house.

Newington has grown and developed into a fully functioning, quiet, safe and attractive place to live through the expertise in master planning, quality of construction and design of environmentally-friendly features within each dwelling.



Renwick Village

East Mittagong, Southern Highlands, NSW

CLIENT:
Landcom

MAJOR DESIGN CONSULTANTS:
Giles Tribe Architects and Urban Planners

MAJOR TECHNICAL CONSULTANTS:
APP Corporation, ABB Design, Australian Museum Business Services, ARUP, Brewsher Consulting, Coffrey GeoScience, Conacher Travers, Context, Ecological Engineering, Gabitis Porter, Gary Clubley, GM Urban Design & Architecture, Hayes Environmental, Heather Nesbit Planning, John M. Daly & Associates, Kathy Jones & Associates, Tanner Architects.

PROJECT TYPE:
Greenfields Urban Extension

PROJECT SIZE:
115Ha

IMPLEMENTATION STATUS:
Stage 1 DA to Wingecarribee Shire Council 2006.

LOCATION:
Southern Highlands, immediately east of Mittagong NSW, approximately 125 km southwest of Sydney.

FURTHER INFORMATION:
gta@gilestribe.com.au
www.renwickweb.com.au
www.landcom.nsw.gov.au



Context

The rural site was used between 1885 and 1994 by various government departments to house children and state wards. The Master Plan for Renwick Village is the culmination of nearly 10 years of studies and consultation. The plan implements the Wingecarribee Shire Council Housing Strategy for managing the orderly residential growth of Mittagong. Landcom's desire was to provide a natural fit with the surrounding area.

Description

The Master plan reflects the unique Southern Highlands Character and its 'community feel'. Renwick will provide up to 600 dwellings set in a picturesque rural landscape, designed to connect with existing communities. The Master plan retains about 25% of the site as open space with a number of special places like the iconic silo buildings that are pointers to the area's European heritage. There are also markers of indigenous history and natural site features such as the 'woodland' area and a creek that runs through the middle of the site.

Proposed:

- A 'salt and pepper' of lot sizes from cottages in the village centre and around garden parks, to 4000m² semi rural blocks on the perimeter. Block sizes are also deliberately mixed, with larger lots next to traditional lots to create interest in the streetscape and to allow greater distances between side setbacks for increased landscape zones;
- A village centre with convenience shopping and a pedestrian friendly broad walk flanked by flexi work/live cottages;
- A village green, two garden parks, the silos 'paddock', the creek zone and a large preserved woodland;
- A grid road system that terminates in scenic vistas of the hills, bushland and rural surroundings;
- A network of walking and cycling pathways across the area promoting a healthy lifestyle;
- A main access road with bridge upgrade that limits the impact of traffic on local neighbourhoods;
- A water cycle management program that acknowledges the sites importance within the wider Sydney catchment and encourages sustainable water usage and minimises the risks of flooding;
- An extensive planting program to rejuvenate the creek corridor, with all flows into the creek treated via swales, rain gardens and bio retention basins.



Ropes Crossing

St Marys, Sydney, NSW

DEVELOPER:

Lend Lease Communities (Delfin)

MAJOR DESIGN CONSULTANTS:

Lend Lease Communities Design Group

MAJOR TECHNICAL CONSULTANTS:

JBA Urban Planning Consultants, Brown Consulting (NSW) Pty Ltd, Patterson Britton, Whelans Operations Pty Ltd

PROJECT TYPE:

Mixed Use Residential/Retail/Employment

PROJECT SIZE

132 hectares; 1,800 dwellings and village centre

IMPLEMENTATION STATUS:

Construction began Dec 2004; first houses complete late 2006.

LOCATION:

Ropes Crossing Sales and Information Centre, off Forrester Road (opposite Ellsworth Drive), St Marys NSW. Sydway Map 207 K18

FURTHER INFORMATION

www.ropescrossing.com.au



Context

Ropes Crossing is the first development stage of Delfin Lend Lease's vast St Mary's site. It comprises the eastern residential village and is focused around the former Ropes Creek Station area. The site was an ADI munitions factory in and after World War Two, finishing operations in 1996. The overall site has undergone ten years of extensive study and review through six planning phases. It retains extensive stands of Cumberland Woodland, which provides significant habitat for kangaroos and emus.

The overall ADI site is 1,545 ha of which 900 ha will comprise a new Regional Park for Western Sydney. In 2003, the State Government identified three areas as urban release areas... the Eastern (Ropes Crossing) Precinct, the North Dunheved and the South Dunheved precincts. Both Dunheved precincts are planned for employment uses.

Description

Ropes Crossing is designed as a walkable village community of interconnected streets with easy access to facilities and public transport. It will be highly legible and have good integration with existing neighbourhoods, while being surrounded by the Cumberland Woodland Regional Park.... an urban village in the bush.

A vibrant village centre is under construction, featuring a mix of learning, retail, community, recreation and housing uses. A wide diversity of housing types will be provided. In total, Ropes Crossing will contain around 1,800 homes (5,000 people). Around 32 hectares of local open space will be provided within the village, including 16 parks and playgrounds connected by 25 kilometres of walking and cycling paths.

Special Features

- Surrounded by 900 hectares of Regional Park
- WSUD initiatives to improve water quality
- a dedicated Skilling and Employment Centre targeting skill shortages in construction trades through training and apprenticeships
- Design controls created to lift the quality of homes, and to assist the customers in the building process.
- A recycled water system to all homes, which is recognised by BASIX.
- A high quality affordable housing solution for the expensive Sydney housing market.

Rouse Hill Regional Centre

North West Sydney, NSW

AGENCY/DEVELOPER:

Department of Planning, Landcom, GPT and Lend Lease

MAJOR DESIGN CONSULTANTS:

Various including Lend Lease Communities (residential); Civitas (Joe Hruda); Allen Jack Cottier, Rice Daubney, and Group GSA Architects (town centre)

MAJOR TECHNICAL CONSULTANTS:

Various

PROJECT TYPE:

Major greenfields street-based mixed use regional centre with retail, commercial, residential, recreation, education and community land uses.

PROJECT SIZE:

Around 120 ha. To contain up to 200,000sqm retail and commercial uses, up to 1800 dwellings, two schools, a public transport interchange and 30Ha of open space. It is a 10-15 year project with a total value in excess of \$1bn.

IMPLEMENTATION STATUS:

Construction commenced on town centre, with completion of stage 1 (65,000sqm retail, library, apartments) due by end 2007. The first residential precinct commences construction in late 2006 with completion late 2007. Primary school completed. Bus transitway to Parramatta is under construction.

LOCATION:

Located south-east of the corner of Windsor and Commercial Rds at Rouse Hill, and north of the intersection of Windsor and Old Windsor Rds. Sydway Map 210 Q1

FURTHER INFORMATION:

www.rhrc.com.au



History

The RHRC site was purchased in 1981 by the State Government to provide a regional centre for the residents of the future Rouse Hill Urban Release Area. Formerly known as the Mungerie Park Town Centre, two major concept plans were produced in the 1990's to explore the site's potential for an innovative street-based mixed use centre. In 2001, Landcom sought to identify a private sector partner to develop the site to deliver the Government's objectives in relation to site uses, urban form, and environmental and social outcomes. After a strong industry response to a design-based development brief, Lend Lease/General Property Trust was appointed in October 2003. Significant construction is underway in 2006.

Description

The site is bounded by Withers Road to the east, Commercial Road on the north, Caddies Creek public reserve to the south and Windsor Road to the west. The site is within the Baulkham Hills Shire Council, and is about 120ha.

The town centre will be completed over a 10-15 year period, to include:

- A street-based town centre core comprising up to 200,000sqm of retail and commercial floor space, 500 dwellings, a library, community centre, and learning facility. Parking will be mostly underground, with some short-stay parking along the main streets.
- Around 1100 dwellings of various densities and types surrounding the Town Centre.
- Around 30ha of parks and public spaces, and primary and high schools.
- A transit interchange for the Parramatta-Rouse Hill Transitway, and in future a station on the proposed North West Rail Link.

Stage One of the Town Centre will include around 65,000sqm, comprising substantial retail, a learning facility, apartments and several community facilities. Surrounding the town centre will be 20 ha of parks, an environment centre, schools, bus transit station and the restored Mungerie Park House. Lend Lease/GPT are also establishing a range of community-based programs.

Special Features

- Joint government/developer initiative to achieve innovative urban form.
- Higher density mixed use street-based centre, optimized for pedestrians and public transport
- Social outcomes program including integrated community facilities and 3% affordable housing.
- A focus on 'cradle to grave' educational experiences.
- Excellent environmental initiatives planned.



Shellharbour Town Centre

Shellharbour, NSW

DEVELOPER/CLIENT:

Shellharbour City Council & Business Land Group (Landcom)

MAJOR DESIGN CONSULTANTS:

Annand Alcock Urban Design

MAJOR TECHNICAL CONSULTANTS:

Oculus – landscape, J.M. Daly – surveying

PROJECT TYPE:

Greenfields town centre retrofitted onto 1980's sub-regional mall

PROJECT SIZE:

Area: 40 ha
Yield: 50,000sqm floor space and 600 dwellings

IMPLEMENTATION STATUS:

Under construction
approximately 20% complete in 2006

LOCATION:

20km south of Wollongong, off New Lake Entrance Drive, Shellharbour

FURTHER INFORMATION:

www.landcom.nsw.gov.au



Context

The Shellharbour area, south of Wollongong, is rapidly growing as Sydney's western greenfield expansions fill out. New development will result in a population around this coastal settlement of 80,000 people. The developer (Landcom) and Council (Shellharbour) realized that while detailed planning was underway for new residential areas, there was no vision for the City Centre and that, without one, it was destined to become a series of separate commercial developments set in individual car parks.

The outcome is a 40 ha greenfield street-based City Centre, which in the long term will connect and integrate with the existing 44,000sqm Shellharbour Square enclosed shopping centre and other existing commercial developments. It represents a new era of projects for the 21st Century – creating a new city heart which also aims to catalyse a gradual urban transformation out of widely dispersed existing car-based suburban retail areas. This is the first new "Main Street" Town Centre in New South Wales since the County of Cumberland Plan (1947).

The project involved a Master Plan, a Development Control Plan, Design Guidelines for Precincts and Design Review Control (Urban Design Monitoring) of City Centre Development.

Features

- New mixed use Main Street constructed.
- Council's new facilities (library, arts centre, youth centre) developed on sites along Main Street.
- Entertainment/retail uses line the Main Street – Cinemas, Hotel/Pub, Restaurants
- 3 to 4 storey mixed-use buildings line City Park
- Parking areas and lanes at the rear of the development.
- Higher density residential (2 to 3 storey) frames the city core
- City Park / detention ponds edge city core



South Hoxton Park

Liverpool, NSW

CLIENT:

Liverpool City Council

MAJOR DESIGN CONSULTANTS:

Annard Alcock Urban Design

MAJOR TECHNICAL CONSULTANTS:

SMEC Project Management & Planning

PROJECT TYPE:

Greenfields urban extension involving conversion of small rural lots

PROJECT SIZE:

Area: 230 Ha (including riparian corridors and woodlands)

Yield: 2500 dwellings with village centre / retail / mixed use Density: 15 dw / ha

IMPLEMENTATION STATUS:

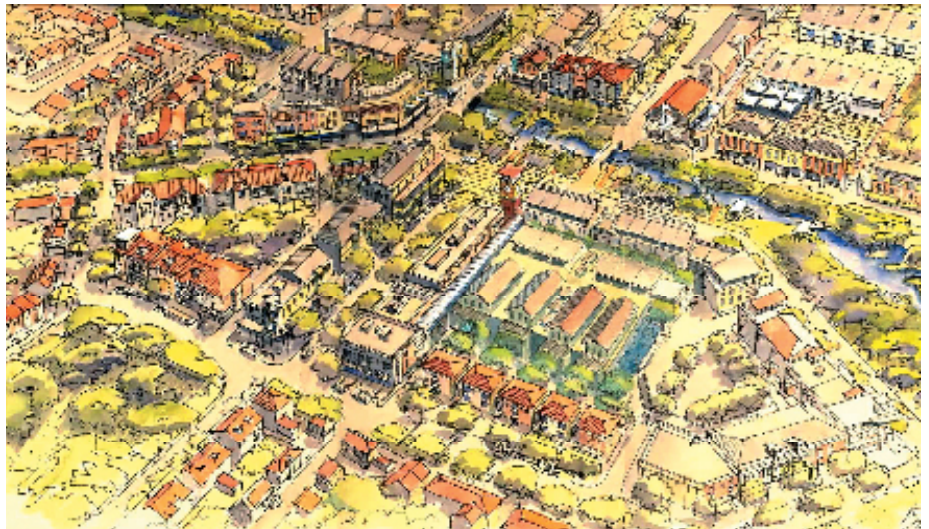
Master Plan and Development Control Plan establish urban structure and prescribe densities by location to achieve overall density. Minimum site size for development to encourage amalgamations. Residential display village under construction. Town centre on hold until council resolution of commercial impacts on surrounds.

LOCATION:

Liverpool LGA 35km south west of Sydney, off Cowpasture Road / Hoxton Park Road Sydway Map 309 B-D 1-3, West Hoxton Park. UBD Ref: 247 (A-F/ 10-16)

FURTHER INFORMATION:

Annard Alcock Urban Design
ph 02 9267 0683



Context

The South Hoxton Park site sits on the edge of the Liverpool urban area, with a backdrop of a steep escarpment that will form part of the future Western Sydney Parklands. It was therefore conceived as a 'village' on the edge of South Western Sydney's sprawl, with a defined entry across water management open space ('common'), a defined heart ('village centre') and a clear edge to the wider parklands landscape.

History

This is the first part in the implementation of Liverpool Council's Smart Growth Strategy, which is to be followed by Edmonson Park and Yarrunga. The 230ha site is, like many in Western Sydney, held in many small rural parcels. The plan has been produced for the Council to guide land consolidation and to ensure that a highly-interconnected street network, together with a mixed use centre, can be produced.

Features

- Compact urban village with 8000-10,000m² of retail, supermarket, mixed-use and higher density residential in a street based centre with a very strong place-based public domain.
- 250 townhouses and apartments will be created in and around the village centre, with the central watercourse as a feature.
- Centre supported by concentration of movement economy on diagonal roads. In practice this has proved difficult for council to impose landowners and there have been some changes.
- Highly-responsive to environmental issues including water-sensitive design.
- School Hall and Village Hall combined, with school adjacent to village centre.
- Street based retail and sleeved supermarket proposed.
- Community facilities on ground floor of proposed mixed-use buildings.
- Plan responds to north / south grid of land ownerships and retains historic rural road pattern



Stanhope Gardens, Newbury

North West Sydney, NSW

DEVELOPER/CLIENT:

Landcom, Mirvac

MAJOR DESIGN CONSULTANTS:

Annand Alcock Urban Design, AJC Architects, Oculus Landscape

PROJECT TYPE:

Greenfields urban extension

PROJECT SIZE:

Area: 187 Ha

Yield: 2000 dwellings

Density: 15 dwellings / ha

IMPLEMENTATION STATUS:

Master developers Landcom and Mirvac are implementing development through multiple builders according to the DCP and Master Plan. First stage completed. Later stages largely complete

LOCATION:

Parklea / Kellyville, off Old Windsor Rd, Sentry Drive and Merriville Rd, Sydway Map 211 A11 and 210 Q5; Newbury Avenue and Merrivale Rd, off Old Windsor Rd, Stanhope Gardens

FURTHER INFORMATION:

Stanhope Gardens Master Planning was awarded:

- The 2000 NSW RAPI Award for Innovation in Planning
 - The 2001 National RAPI Award for Excellence in Urban Planning
 - Francis Greenway Society/TAS Magazine Green Building Award
- www.newburyestate.com.au



Context

Planning for Sydney's North West Sector in the 1980's had innovations like an infrastructure consortium, but lacked cohesive master planning and transit-oriented development to direct the urban structure. The 1990's cul-de-sac based Stanhope Gardens development control plan (DCP) was reviewed by Landcom, using an urban design competition. Subsequent master planning and collaboration with council departments and government agencies led to a new Master Plan, a flexible design-based DCP, and tendering for a joint venture between Landcom and an innovative developer.

Description

The large predominantly residential site is now being jointly developed by Landcom and Mirvac. The process has allowed for a traditional interconnected street-based suburb to evolve, and has given Landcom a contemporary approach to development of sustainable urban extensions. It has received several design awards.

Features

- Creates connections to surrounding areas despite previous insular planning
- Site and water sensitive design solutions underlie the layout
- Successful inter-agency consultation with Urban Design overview
- "Better Suburbs" book produced to explain the design approach
- Site-specific DCP in conjunction with Council to promote innovation
- First example of a streetscape/solar access matrix for lot orientation/size in a planning instrument
- Denser housing in amenity locations in contrast to conventional medium density on leftover sites
- Centres and schools on public transport and walk/cycle routes
- Schools and ovals repositioned through negotiation to become focal points of urban structure
- Street based Town & Village Centres with 'place-making' focus
- Rear car courts to get garages off denser streetscapes
- Developer builds key buildings and streetscapes as example to builders and public



Thrumster Growth Area

Port Macquarie, NSW

DEVELOPER/CLIENT:

Port Macquarie Hastings Council, Developer of Sovereign Hills Town Centre - Lewis Land Group

MAJOR DESIGN CONSULTANTS:

Structure - Deicke Richards
Development - Urban Futures Group, Annand Alcock Urban Design, Arterra

MAJOR TECHNICAL CONSULTANTS:

Biolink, Urban Systems, Storm Consulting

PROJECT TYPE:

Structure Plan for a greenfield urban extension new town

PROJECT SIZE:

815 hectares

IMPLEMENTATION STATUS:

Council is currently undertaking the initial stages of a Development Control Plan (DCP), and indicative designs have been prepared for the Sovereign Hills Town Centre within Area 13.

DETAILED LOCATION AND DIRECTIONS:

Oxley Highway, Thrumster

FURTHER INFORMATION:

Deicke Richards, Brisbane



Context

Port Macquarie-Hastings Council is gaining approximately 1,500 people per year mostly at Port Macquarie. Council commissioned Deicke Richards to prepare a Structure Plan, Implementation Report, and Local Environmental Study (LES), in order to assess the capability of the Thrumster area (Area 13) to accommodate future growth.

Description

'Area 13' was identified as the major urban growth area for Port Macquarie-Hastings area because of its ability to allow for the development of a new town in close proximity to Port Macquarie, with strong links to the existing town.

The new town, being developed by Lewis Land Group, is meant to achieve varied densities in accordance with the Department of Planning requirements for increasing densities around centres. The plan for the main street-based town centre features a small piazza, and a large intra-block parking structure well-sleeved behind development which actively fronts all public streets.

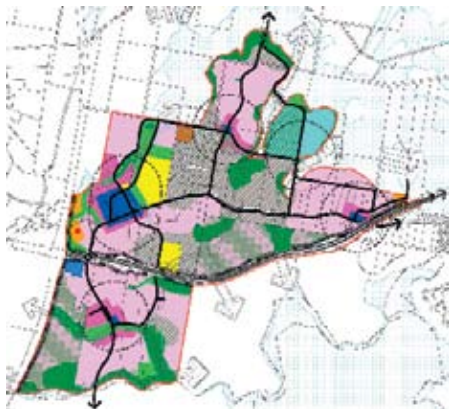
The plan is based around a series of connected neighbourhoods, each with its own centre and defined by its relationship to open space, topography and environmental setting. The several neighbourhoods support a town centre in the western part of the plan, located adjoining the existing Oxley Highway with a Main Street running directly off the highway.

Neighborhood centres are located:

- 800m to 1200m from the next adjacent centre
- where easily accessible from the existing and future road network
- in places of high amenity
- on flat land suitable in area for the ultimate centre size (i.e. 2ha to 6ha)
- where a walkable catchment of at least a 400m radius is available

Each neighborhood has defined edges and is visually separated from existing villages with landscape elements. In this way the natural setting of the locality permeates through the structure plan area allowing for a range of residential, business and recreational settings.

The Area 13 Structure Plan represents the first attempt to integrate a Koala Plan of Management into a structure plan.



Tullimbar Village

Albion Park, Illawarra, NSW

CLIENTS:

Miltonbrook and Shellharbour Council

MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design (urban design and planning); Design Urban for implementation design

MAJOR TECHNICAL CONSULTANTS:

TTM - traffic, Forbes Rigby - civil engineering, Cloustons - landscape

PROJECT TYPE:

Greenfield mixed use urban extension and village centre

PROJECT SIZE:

110ha; 1500 dwellings

IMPLEMENTATION STATUS:

Stage 1 housing constructed; creek parkway completed; parts of village centre commencing construction in 2007.

LOCATION:

Broughton Avenue, Albion Park. South of Wollongong. Enter off the Illawarra Highway on the west side of Albion Park.

FURTHER INFORMATION:

www.tullimbarvillage.com.au



Context

Extending the urban fringe township of Albion Park, Tullimbar Village nestles in a valley framed by the Illawarra Escarpment, replacing a farm. Developer Miltonbrook (and other owners originally) hired ESD in 1996 to lead a charrette to plan Tullimbar, to write its place-specific DCP, subsequently to refine the design through several iterations, to lead a design workshop to set the character of its streetscape and architecture, and to manage the overall Development Application.

Miltonbrook is building the project, in order to control its quality and character, and thereby to ensure values for itself and the town's citizens. In 2004 Steve Thorne of Design Urban became Director of Design to implement the project.

Description

Tullimbar has interconnected, walkable streets, focusing on its mixed-use and quite dense Village Centre, co-locating with a primary school and fronting the Hazelton Creek Parkway. Degraded Hazelton Creek has been relocated slightly to optimise the Village Centre site, and then rehabilitated, with four kilometres of parkway, all actively fronted by urbanism. The project extensively uses rear lanes for denser housing, and will achieve a density of 15 dw/ha.

Features

- Higher density Village Centre with three and four-storey mixed-use perimeter blocks, with intra-block and some under-croft parking
- Housing to include detached dwellings, terraces, live-works, co-housing, courtyard housing, apartments over shops and businesses, rear lane studio units, and a four-storey retirement facility
- Civic and community amenities to include a primary school, childcare, ecumenical place of worship with 30m belltower, and a fitness centre with indoor pool
- Commercial amenities to include a small supermarket, family tavern with accommodation, medical facilities, corner store, cafes, and a range of office premises at street level and upstairs over the retail
- Traditional architecture derived of the region, with contemporary materials and interiors, all complying with NSW Basix energy efficiency and water conservation standards
- Extensive use of terminated, framed and deflected vistas throughout the urbanism
- Site-specific form-based Development Control Plan assured adherence to Charrette outcomes and helped Miltonbrook to overcome community opposition and a court case.



Tweed Coast Projects

Tweed Heads, Kingscliff, Northern NSW

DEVELOPER/CLIENT:

Various, including Consolidated Properties (Casuarina Beach) and The Ray Group (Salt Village)

MAJOR DESIGN CONSULTANTS:

Various, including Brian Toyota of ML Design

MAJOR TECHNICAL CONSULTANTS:

Various

PROJECT TYPE:

New coastal villages and urban infill

PROJECT SIZE:

Various

IMPLEMENTATION STATUS:

Casuarina Beach – more than half complete, with village centre and accommodation completed. Salt Village resort facilities now complete, and much of the housing is completed.

Salt Village – construction commenced on village centre, tourist accommodation and first residential stages.

LOCATION:

Casuarina Beach is midway between Kingscliff and Pottsville; take Barclay Drive off the Coast Rd. Salt Village is at South Kingscliff, on the Coast Rd.
Brisway page 893

FURTHER INFORMATION:

Tweed Shire Council or
www.casuarinabeach.com.au
www.saltvillage.com.au



CASUARINA BEACH

Context

The Tweed Coast between Tweed Heads and Pottsville has become a focus for coastal development in the last ten years. Rather than the high-rise form of the Gold Coast over the border in Queensland, the Tweed is developing several medium and low-rise coastal villages.

Description

The two key resort village developments are Casuarina Beach and Salt Village. Both projects are demonstrating a memorable response to the climate and the character of the region. However, it may be instructive for visitors to evaluate how buildings interface with the public realm, in terms of garage doors, privacy walls, and active frontages to support walkability and safety in the public realm.

Other infill development is also occurring in Kingscliff.

Casuarina Beach

The Casuarina Beach township extends along 3.5km of coastal frontage. Construction commenced in 2000. On completion it will contain over 600 houses, 1500 apartments, visitor accommodation and a mixed-use town centre. Casuarina Beach has encouraged contemporary regional beachside architecture; details of an architectural showcase walk are provided on its website. The completed small retail node is known as the Mainwaring Precinct, having been designed by prominent Sunshine Coast architect, John Mainwaring. Casuarina Beach is also known for its great surfing. Casuarina encourages use of architects to design homes; over 50% so far are architect-designed, compared with the national average of 2%. It has won several awards for its design and environmental management.

Salt Village

Salt Village is a 73ha site with around 1.2km of beachfront land, just south of the Cudgen Creek Bridge in South Kingscliff. It flanks the Coast Road. Salt has a village centre containing two major resorts, as well as local shops and cafes focussed around its Central Park. Salt features a significant entertainment/cultural centre, along with architecture that responds to the climate and the region's character.



CASUARINA BEACH



SALT

Western Sydney Urban Land Release

Western Sydney, NSW

AGENCY:

NSW Department of Infrastructure, Planning and Natural Resources (DIPNR) New NSW Department of Planning

MAJOR DESIGN CONSULTANTS:

ESD, Mackay Urban Design, Deicke Richards, Taylor Burrell Barnett

MAJOR TECHNICAL CONSULTANTS:

TTM, Chris Stapleton, SKM, MacroPlan

PROJECT TYPE:

Major regional scale greenfield urban extensions

PROJECT SIZE:

26,000ha, population of 380,000

IMPLEMENTATION STATUS:

Growth Centres Commission established, and infrastructure funding approved by State, including a new developer contribution mechanism for infrastructure, Structure Plans on exhibition shortly

FURTHER INFORMATION:

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



Context

The Project is a State-initiated urban extension in the two remaining areas of the Sydney Basin available for urban development, Sydney's last chance to achieve large-scale sustainable greenfield development. The areas cover 26,000ha, for a population of about 380,000 by about 2030. The Project aims to ensure the sustainability of its important and sensitive natural environment, while optimising its urban sustainability within a mandated urban structure of mixed-use walkable neighbourhoods, towns and regional centres, all linked by a multi-modal public transport and finely grained street network.

In thousands of ownerships and several municipalities, these lands contain farms, rural residential development, nationally significant Cumberland Plain Woodlands, and a few small townships.

The land release program was initiated in response to critical greenfield land shortages in Sydney. Systemic problems of overlapping and contradictory Government policies, regulations and standards, and the need to deliver significant infrastructure to support new communities, meant an over-arching and integrated approach was needed.

In 2003 the (then) NSW Department of Infrastructure, Planning & Natural Resources (DIPNR) conducted five-day Enquiry by Design Workshops to design both areas, engaging all key stakeholders with a large design team. Participants produced indicative designs to determine whether, when and how various development scenarios could be achieved for specific sites and objectives. Concurrently these indicative designs were tested for sustainability and development feasibility. The process softened single-issue stakeholder positions, and the (then) DIPNR persuaded agency participants to co-operate, to achieve highly integrated design outcomes.

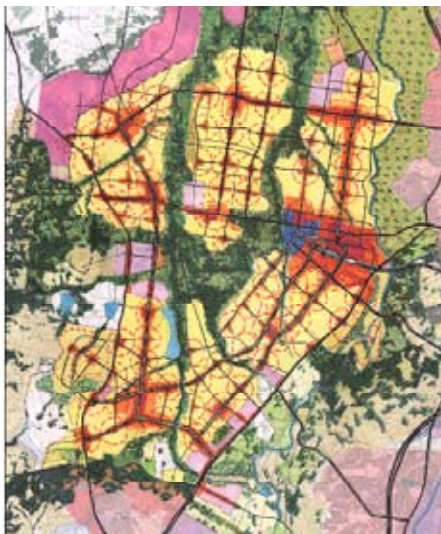
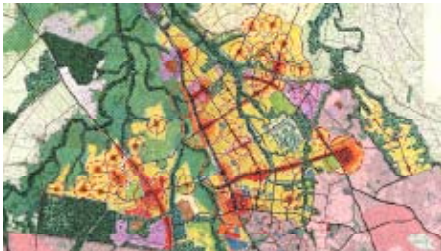
Habitat and Heritage Protection

Both the natural and urban habitats have been configured, linked and located, mutually to optimise their long-term viabilities, with a net-gain in habitat conservation. Seven colonial NSW Heritage farms and their curtilages will be preserved as heritage parks.

Implementation and Funding

The State has adopted the Regional Structure Plans and has established a Growth Centres Commission (GCC) to implement them. Around \$8 billion of civic, road and public transport infrastructure has been guaranteed by the State Government to be constructed concurrent to development, jointly funded by the public and private sectors.

In response to stakeholder input, the GCC is reconsidering stronger controls on natural habitat protection, and related land swapping arrangements. The GCC is preparing a Development Code setting out the planning rules to guide development at the more detailed scale, and for preparing Precinct Plans. The GCC expects the first developments will commence in 2007/8.



Wickham Urban Village Newcastle NSW

DEVELOPER/CLIENT:
Newcastle City Council

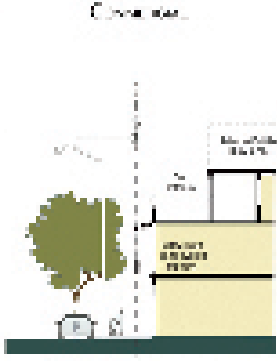

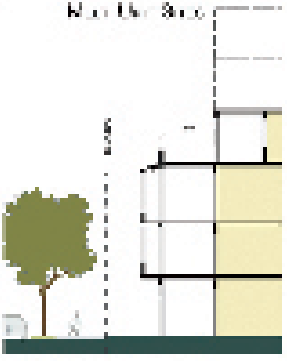
MAJOR DESIGN CONSULTANTS:
Annand Alcock Urban Design
Deicke Richards Architects

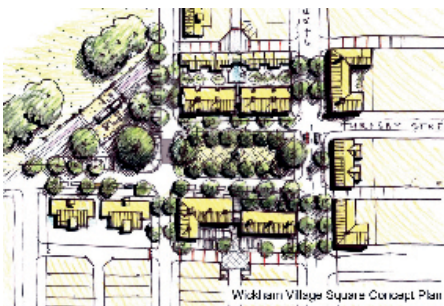
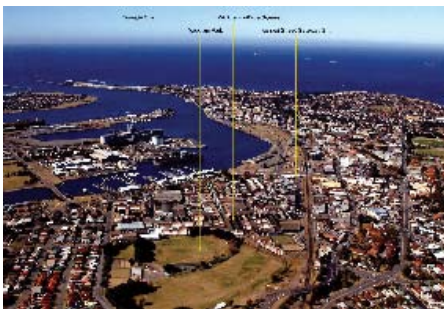
PROJECT TYPE:
Development Control Plan (DCP)

PROJECT SIZE:
34.2 ha

IMPLEMENTATION STATUS:
Under Review by the Council

FURTHER INFORMATION:
<http://www.ncc.nsw.gov.au/>

Context	Height	Form
		
<p>Context The building is located within the existing urban fabric of the area, adjacent to the existing street network.</p> <p>Height The building height is consistent with the surrounding urban fabric, ensuring a cohesive streetscape.</p> <p>Form The building form is designed to be compatible with the surrounding urban fabric, ensuring a cohesive streetscape.</p>	<p>Context The building is located within the existing urban fabric of the area, adjacent to the existing street network.</p> <p>Height The building height is consistent with the surrounding urban fabric, ensuring a cohesive streetscape.</p> <p>Form The building form is designed to be compatible with the surrounding urban fabric, ensuring a cohesive streetscape.</p>	<p>Context The building is located within the existing urban fabric of the area, adjacent to the existing street network.</p> <p>Height The building height is consistent with the surrounding urban fabric, ensuring a cohesive streetscape.</p> <p>Form The building form is designed to be compatible with the surrounding urban fabric, ensuring a cohesive streetscape.</p>



Context

Located 2km west of Newcastle City Centre, Wickham's eclectic character has been shaped by its historical influences and the growth of inner Newcastle. From the 1950's Wickham has been zoned to allow for industrial development. This transition to industrial uses has created a contrast in Wickham between the fine grain of the traditional residential area and the larger industrial developments.

Description

Wickham was highlighted as a target project area for the revitalisation of Newcastle in the 1990's 'Building Better Cities Program'. However, in order to progress the evolution of an 'urban village' concept the Council required a clear vision and accompanying design guidelines (the DCP).

The DCP introduces a traditional urban pattern into the existing 'super blocks', which were originally created for industrial buildings and uses. The Wickham DCP follows principles that establish a walkable neighbourhood and local centre that connects to the surrounding urban pattern through a logical urban street network. The challenge for Wickham is to create guidelines that are flexible to accommodate changes over time, while also restricting unwanted development that does not fit into the unique character of the area. To meet this challenge, Annand Alcock Urban Design developed a DCP that is 'form based' rather than a typical abstract 'zoning based' DCP to achieve the desired outcome.

Special Features

- Preservation of part of the now disused Bullock Island Railway as pedestrian link with landscaped median
- New village centre in proximity to Wickham's existing community buildings and Wickham Park
- The creation of a 'mixed-use street' as a new main street to connect with the new local centre, the park and the foreshore.
- Integration with the surrounding traditional urban pattern and the new Honeysuckle Development along the foreshore.

