Western Sydney Land Release

Managing Sydney’s Urban Growth

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Multiplex Developments
ACNU  August 2005
Western Sydney Land Release

1. Background
Managing Fringe Growth: Large drop in the share of Sydney’s annual housing stock increase being built in greenfields. New outer developments **share dropped from 42% to 27%**
Land Shortage! Historically Low Stocks

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

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

  eg West Hoxton (edge of Liverpool releases)

  Sales at $2.5m per hectare = $180,000 for a 300 m² unserviced lot (new lots in Sydney average 545 square metres)
<table>
<thead>
<tr>
<th></th>
<th>02/03</th>
<th>03/04</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Dwelling Supply in Established Areas</td>
<td>20 765</td>
<td>22 940</td>
<td>22 825</td>
<td>19 410</td>
<td>18 875</td>
</tr>
<tr>
<td><strong>B</strong> Lot Supply in New Outer</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Housing Forecast Forums</td>
<td>5 085</td>
<td>5 130</td>
<td>5 440</td>
<td>6 945</td>
<td>7 295</td>
</tr>
<tr>
<td>2. Potential identified in Managing Sydney’s Urban Growth</td>
<td>0</td>
<td>150</td>
<td>500</td>
<td>600</td>
<td>800</td>
</tr>
<tr>
<td>3. Sites identified by UDIA</td>
<td>0</td>
<td>0</td>
<td>110</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>4. Sites identified by Council Planners</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>350</td>
<td>400</td>
</tr>
<tr>
<td><strong>Total Greenfield Supply</strong></td>
<td>5 085</td>
<td>5 280</td>
<td>6 150</td>
<td>8 015</td>
<td>8 615</td>
</tr>
<tr>
<td><strong>Overall Land and Housing Supply</strong></td>
<td>25 850</td>
<td>28 220</td>
<td>28 975</td>
<td>27 425</td>
<td>27 490</td>
</tr>
</tbody>
</table>
Private Sector Identifies
Potential Site

Studies, investigations and
preliminary plans

State Government Listing as Urban Release Site

Planning

Budgeting

Local Government Rezoning

Implementation
Western Sydney Release Areas

Existing Release Areas
Release Areas to be Rezoned

CATEGORY
Category 1
Category 2
Category 3
Category 4
Unscheduled

1. Not included
2. Interim transport levy contributions.
3. Transport funding under consideration by State Government.
4. Requires a coordinated land use and infrastructure structure planning. Transport funding under consideration by State Government.
NSW Government December 2001 Action Plan

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

Private Sector Identifies Potential Site

Studies, investigations and preliminary plans

State Government Listing as Urban Release Site

Planning

Budgeting

Local Government Rezoning

Implementation

Investigations/Regional Plan

State Government Designates an Area for Investigation

Regional Structure Planning

Budgeting

Sequencing

State Government Approval

Rezoning

Implementation

Current Land Release Process

Proposed Land Release Process

Land Use, Transportation, Natural Environment, Infrastructure
SEPP 66 Integrating land use and transport planning to achieve:

- less traffic congestion
- increased public transport use
- mixed use communities

By ensuring design excellence which means:

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

We can do better than Sprawl
2. Selected Issues
A lot of land is consumed in ‘slop’ - the spaces which are left over or over-specified. This is very inefficient and does not contribute to livability.

**Eastwood**

- Residential: 66%
- Roads: 20%
- Commercial: 5%
- Schools: 1%
- Open space: 6%
- Rail: 1%
- Regional uses: 1%

**Cecil Hills**

- Residential: 45%
- Commercial: 0%
- Schools: 3%
- Open space: 33%
- Roads: 19%
- Rail: 1%
- Regional uses: 1%

**Multi Use Parks**

- Park activities include sports, picnics, and relaxation areas.
- Gibbs Park: 1.5km
- Eastlakes: 1.0km
- Lectarwood: 1.5km

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### Land and Density Use

- A lot of land is used inefficiently for roads, commercial areas, and regional uses.
- Residential areas are significantly underutilized, with high densities of 12 dwellings/ha in Eastwood.
- Cecil Hills has lower densities, with 5 dwellings/ha, but still shows inefficient land use.

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### Multiple Use Parks

- Gibbs Park: Family-friendly with green spaces and sports facilities.
- Eastlakes: Elevated park with hilly terrain and beautiful views.
- Lectarwood: Community center with gardens and event spaces.

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### Livability

- Livability is enhanced by well-designed parks and green spaces.
- Efficient land use contributes to a more sustainable and enjoyable community environment.

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### Conclusion

- Improving land use efficiency can lead to better livability and environmental sustainability.
- Planning for mixed-use developments can optimize space and enhance community appeal.
Insufficient dwellings and no diversity – does not achieve density target

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

reduce “land slop”

improve housing diversity

Achieves 15dw/Ha and good urban outcome
2. Fringe Growth Management
Travel by Region in Sydney

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

Source: Transport Data Centre Household Travel Survey, 2000
Environment: Water Supply from Storage

Water Management

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

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

Area

North West
- Demand Management, Recycled Water, WSUD
- Agricultural reuse, environmental flows, alternative water sources

South West
- Demand Management, WSUD
- Integrated on site water and wastewater solutions

Area

0 – 5 years
- Extract 620,000 ML Recycle 20,000 ML
- 45,000 ML 10-20%

> 5 years
- NW & W Sector
- SW Sector
- Infill

STP Type
- Primary
- Secondary
- Tertiary

Scale in Kilometres
0 1 2 3 4 5 6

Map showing areas with different wastewater management strategies and demands.
Background

1. Air quality is a significant problem in Western Sydney, and is largely influenced by the wider Sydney metropolis.

2. Previous modelling indicated that a population of 130,000 plus employment showed only small scale changes in regional air quality (but the results were at the model’s sensitivity limits)

Outcomes Needed

1. Urban form that reduces car dependency with an efficient urban structure, has a viable public transport system, and good solar orientation

2. New significant point sources of pollution should not be introduced wherever possible
Cumberland Plain

1. All of the vegetation communities on the Cumberland Plain have less than 30% of their pre 1750 distribution remaining, and some have less than 10% that is left in good condition.

2. The draft Cumberland Plain Endangered Ecological Communities Recovery Plain aims to reverse degrading processes and trends of loss of fragmentation of the Cumberland Plain EEC so as to achieve no net loss, and eventual increase, in extent, quality and ecological integrity of the communities.

3. A regional scale assessment and connectivity study by Eco Logical Assessments has been undertaken as an planning tool for the scenario workshops.
Legend

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

**Category 2:**
- Bed & bank stability and water quality;
- Maintenance of riparian vegetation & habitat;
- Rule of thumb: 20-30 m minimum veg setback from top of each bank.

**Category 3:**
- Bed & bank stability and water quality;
- Rule of thumb: 10 m minimum veg setback from top of each bank.
Local Government Perspective

Characteristics of Recent Growth

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

Growth Management Needs

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

- UDP Release Areas (to be Rezoned)
- Existing Urban Areas
- Employment Land
- New Urban Areas
- Existing Airport
- State Forest
- Regional Parks
- Regional Open Space
- Open Space Corridors
- 1 in 100 Year Flood Risk
- CWS Economic Precincts (SEPP 59)
- Prison Site (SEPP 27)
- Castlereagh Liquid Waste Disposal (SEPP 3)
-陡峭坡面（20%+）
Constraints / Attributes

- CWS Economic Precincts (SEPP 59)
- National Parks
- State Forest
- Open Space Corridors
- Regional Open Space
- Regional Parks
- 1 in 100 Year Flood Risk
- Sleep Sites (20 percent+)
- Sydney Water Catchment (SEPP 58)
- Prison Site (SEPP 27)
- Castlereagh Liquid Waste Disposal (SEPP 3)

5 Km Catchment of Public Transport

Public Transport Availability
Constraints / Attributes

- ANEF 20 of the Possible Airport
- ANEF 20 of Aerodromes in Richmond and Camden
- UDP Release Areas (to be Rezoned) Future Urban Land
- Existing Urban Areas
- Employment 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)

Aircraft Noise Affectation
Regional Structure Planning

What items to consider?

Employment
- Integrated Effluent Management
- Stormwater Management

Western Sydney
- Health & Community
- Air Quality

Transport Options
- Water Sensitive Urban Design
- Drinking Water Catchments

Greenhouse
- Urban Density

Conservation
- Sustainability

Diversity

The challenge - to integrate items with good urban structure
### Regional Structure Planning – Preliminary Scenarios for Testing

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Description</th>
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<tbody>
<tr>
<td>1. Plan for Only 30,000 Dwellings</td>
<td>This scenario will test multiple fronts to find the most effective locality/ies for 30,000 dwellings. It will test both conservation and public transport priorities.</td>
</tr>
<tr>
<td>2. Maximise Conservation / Water with Good Urbanism</td>
<td>This scenario will test urban structure, density, public transport within a context of maximising the retention of vegetation under the Recovery Plan. Includes riparian setbacks for streams.</td>
</tr>
<tr>
<td>3. Balanced Conservation with Good Urbanism</td>
<td>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.</td>
</tr>
</tbody>
</table>

#### Categories
- **Conservation Estate**
- **Employment**
- **Public Transport**
- **City Structure**
- **Housing**
<table>
<thead>
<tr>
<th>Challenges</th>
<th>4. New planning arrangements for the regional scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Agree to a set of objectives, standards and to a physical form model at regional, district and local scales</td>
<td>5. New infrastructure funding and provision</td>
</tr>
<tr>
<td>2. Carry out planning at a regional scale first and integrate land use with transport, employment, and natural resource management</td>
<td>What is the best process to:</td>
</tr>
<tr>
<td>3. Revamp the assessment, release and approvals processes</td>
<td>• achieve sustainable urban development through regional structure plans</td>
</tr>
<tr>
<td></td>
<td>• bring transport planners to the table</td>
</tr>
<tr>
<td></td>
<td>• hold developers from progressing sites politically</td>
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</tbody>
</table>
Workshop Processes

Scenarios developed and tested and structure plan options developed

Planning / design processes:

• Rigorous and comprehensive, commensurate to the complexity of the problem
• Brings stakeholders together interactively
• Produces practical options for testing
## South West Workshop – April 2003

<table>
<thead>
<tr>
<th>Program</th>
<th>Monday 28 April</th>
<th>Tuesday</th>
<th>Wednesday 30 April</th>
<th>Thursday</th>
<th>Friday 2 May</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Strategy Session: Urban Growth, Employment, Transport, Environment and Visions</td>
<td>Design development for scenarios</td>
<td>Design session Review &amp; reporting 3.30 - 6.00pm</td>
<td>Design refinements</td>
<td>Design finalising for South West options Final presentation 3.30 – 6.00pm</td>
</tr>
</tbody>
</table>

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

3. Integrated Urban Structuring
New Urban Structuring in Australia

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

Work in Progress

Chip Kaufman, Ecologically Sustainable Design Pty Ltd, Melbourne, esdesign@netspace.net.au
‘The Long Emergency’

James Howard Kunstler

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

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

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

Zoning  Built Form

Change Along Here 2
Neighbourhood = the basic unit
Feasibility requires sufficient catchment, movement economy, bus stop and co-location of key uses at the Centre. Able to mature into something more.
Strand Neighbourhood Centre, Point Cook, western Melbourne Now operating
Town and Neighbourhood Structuring by DPZ and Calthorpe in early 90’s

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

DPZ Neighbourhoods too close to Town Centre, and Public Transport hard to work well
Cranbourne Charrette
Southeast Growth Corridor
Melbourne 1992
DPZ-inspired Urban Structuring
Neighbourhoods clustering to form a Mixed-Use Town

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

About 18K population to support 2 supermarkets and wide range of businesses, to optimise local town centre jobs and community services.
Town & Neighbourhood Structures should adapt to their own Contexts and Movement Economies
Mixed-Use Town Centres for walkability, community & jobs

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

Pedestrian-based town centre
5 times as many non-retail jobs
(Mike Cullen, Patrick Partners, Sydney)
Capitalise on specific Context and Movement Economy

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

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

C. Main Street across corner of two big arterials

Jindalee TC

Mungarie Park TC

Point Cook TC
Case Studies of Integrated Urban Structuring

Perth’s Northwest Growth Corridor
Western Sydney Urban Land Release
TullaMick (Melbourne)
Perth’s Northwest Growth Corridor
In 1996, the right policies but the wrong planning...a rigorously-planned and car-dependent ‘sprawl’ in ever-extending corridors - and an urgent need to change as existing road capacities are predicted to fail.

The Jindalee Enquiry by Design Workshop opens the way to the Liveable Neighbourhoods Community Design Code, 1997
Jindalee Town and Neighbourhood Structure, and Detailed Indicative Plans...now being refined and implemented for Northern Growth Corridor of Perth, and the basis of WA Liveable Neighbourhoods Community Design Code
Jindalee - Comparing Employment

**Conventional Design**
- Population: 29,259
- Dwellings: 9,753
- Jobs Needed: 14,629
- Proposed Jobs: 2,612
- Containment Factor: 18%

**Liveable Neighbourhoods Design**
- Population: 30,234
- Dwellings: 11,768
- Jobs Needed: 17,652
- Proposed Jobs: 11,306
- Containment Factor: 64%
Well over 100,000 lots in WA already designed under, or substantially influenced by, the Code.

Used widely outside WA.

Nearing conversion from optional to mandatory for State.

www.planning.wa.gov.au

Written for State by ESD, Taylor Burrell, TTM et al
JINDALEE (ideal, targeted)
Rail station anchors the main street in the town centre

BRIGHTON (under construction by Satterly)
About 8 du’s/acre = less area and population to support town centre and its retail

BRIGHTON (under way, no rail yet)
Rail station moved 400m east of town centre (still works)

Charrette Plan by State, Chappel Lambert, ESD, et al
Northwest Growth Corridor of Perth, WA

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

Jindalee Plan C
1996

2002 Revised Concept for regional structure Plan
Western Sydney Urban Land Release

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

Joint public/private funding of $7.8 billion of infrastructure

State setting up Growth Centres Commission (GCC)

Regional structure now set, detailed design to be administered by GCC and local Councils, as per an adaptation of the WA Liveable Neighbourhoods Code
Sites interlaced with creeks and endangered Cumberland Plain Woodlands
Consolidate key viable habitat fragments, remove others. Investigate spacing and linking of Town Catchments. Green network generally between towns, not neighbourhoods.
Some Preliminary Options for Balancing Public Transport Modes, Routes, Rider Appeal and Infrastructure Costs… Holding costs for public transport infrastructure, to be delivered concurrent with development, were a key and challenging parameter to the design. Project needed to catch up with 20 years of limited infrastructure provision.


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

Southwestern Sector Structure Plan
Public Transport Approach

Leppington Regional Centre, Bus transit boulevards, Future LRT and/or high speed rail to possible airport.
Town sizes and locations to serve available catchments defined by surrounding habitat, with (ideally two 4,000sm) supermarkets and maybe DDS as main street anchors, and with Retail *located and controlled* for Complementarity instead of Predation.
Urban Structure ‘feeds’ every neighbourhood with both ‘through’ and ‘to’ traffic, and minimises underserved car-dependent areas.
Movement network minimises giant arterials/intersections, and resultant over-sized retail

800m-spaced arterials feed all neighbourhood centres, parallel routes either side town centre main streets, and up to 7,000 vpd in Neighbourhood Connectors
Northwest Sector Existing Constraints
Hawkesbury-Nepean Floodplain
Rouse Hill Regional Centre
Windsor Railway
Extensive habitat constraints

Widely spaced country roads
Multiple complex ownerships
Northwest Sydney
Configuring *both* urban and natural habitats
to function optimally as one interdependent ecosystem.
“Now, in many airports most of the people are not taking a plane at all. Airports have become major centres of employment and sites for business contacts, as well as vital logistic and distribution centres”…Jack Short, European Conference of Ministers of Transport.

“If public transport initiatives are limited to AiRail interchange alone, more than 50% of the traffic movements to and from the airport -- that is, those movements not generated by air passengers -- will be disregarded. The interchange has to be complemented by adequate public transport distribution to the airport city as a whole.”
‘TullaMick’ (Tullamarine-Mickleham)
TOD Corridor and LRT Airport Link Into Melbourne

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

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

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

LRT route

Present Tram 59 terminus

MIXED USE COLOUR SCHEDULE
At street level
- Less Dense Res.
- Livestock
- Medium Dense Res.
- Business/Commercial
- Retail
- Light Industrial
- Community Facilities
- Water
- Public Open Space

Mickleham Transit-Oriented Development Corridor
Preliminary Plan June '04
Ecologically Sustainable Design Pty Ltd
HOW THE SOUTHERN AREA WORKS

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

LRT service stimulates mid-rise Tullamarine Business Corridor, and supports Airport West Activity Centre.

Victoria St interchange reduces congestion on Mickleham Rd.

Amsterdam
Proposed Tram Route through the Airport Terminal, with route choices to cross Creek
In conclusion...

Key Components of this Integrated Urban Structuring Movement Network

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

Movement Economy

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

Both town and neighbourhood centres

Town Centre Sizing to fit own Catchments
Retail Complementarity versus Predation
Configure both Urban and Natural Habitats to function as one Ecosystem.

Feasible Neighbourhood Centres*
Western Sydney Land Release

4. Implementation of Sydney’s Growth Centres
2. Implementation Issues

- Ensuring delivery of the overall regional plan
- Orderly sequence of development
- Coordinating new State & local infrastructure with development sequencing
  - E.g. Bus, rail, community
- Funding ‘gaps’ in infrastructure provision at State level
- Coordinating new State & local infrastructure with development sequencing
  - E.g. Bus, rail, community
- Ensuring improved environmental outcomes
- Encouraging Private Sector Participation
A New Approach to Land Release

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

The plans reflect the workshop aspirations for:

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

Private Leadership

Place
- Studies & Investigation into issues & tradeoffs

Process
- Enquiry by Design

Brokerage of Issues
- State Government
- Local Government
- Private Sector

State & Local Leadership

Regional Land Use & Infrastructure Plans

2. Implementation

Issues
- Orderly sequence of development
- Ensuring delivery of the overall regional plan
- Coordinating new State & local infrastructure with development sequencing
  - E.g. Bus, rail, community
- Ensuring improved environmental outcomes
- Encouraging Private Sector Participation
- Assessment & release of land

3. New Approaches

Assessment & release of land
New arrangements for land release:

• Release precincts reflect regional structure plans

• Growth Centres Commission to initiate land release in accordance with long term spatial and infrastructure plans assessed against market demands

• an Independent Land Release Advisory Committee
2. Implementation

Issues

Orderly sequence of development

Ensuring delivery of the overall regional plan

Funding ‘gaps’ in infrastructure provision at State level

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

Ensuring improved environmental outcomes

Encouraging Private Sector Participation

3. New Approaches

Assessment & release of land

Planning Arrangements
*New Precinct Planning Approach*

1. Inputs

Place
Studies & Investigation into issues & tradeoffs

Process
Enquiry by Design

Brokerage of Issues
*State Government*
*Local Government*
*Private Sector*

Regional Land Use & Infrastructure Plans

Private Leadership

State & Local Leadership
New Land Release SEPP

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

Planning for Released Precincts

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

Issues

Orderly sequence of development
Ensuring delivery of the overall regional plan
Coordinating new State & local infrastructure with development sequencing
• E.g. Bus, rail, community
Ensuring improved environmental outcomes
Encouraging Private Sector Participation

3. New Approaches

Assessment & release of land
Planning Arrangements
• New Precinct Planning Approach
Urban Finance
Infrastructure Provision

1. Inputs

Place
Studies & Investigation into issues & tradeoffs

Process
Enquiry by Design

Brokerage of Issues
• State Government
• Local Government
• Private Sector

Regional Land Use & Infrastructure Plans

State & Local Leadership

Private Leadership
Infrastructure Costs

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

– Roads $3.3 billion
– Rail $688 million
– Buses $488 million
– Education $1.75 billion
– Health $380 million
**New Funding for Regional Infrastructure**
The NSW Government will provide 25% of the funding required for infrastructure, the rest will be funded through new regional developer contributions.

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

**Conservation**
- Protection of 38,000 acres of vegetation through landscape corridors + a new conservation fund
A purchaser-provider model has been introduced to ‘balance’ the power of servicing agencies – allowing the introduction of new standards (e.g. an ‘integrator arterial’ as well different construction techniques (e.g. not all big pipe sewerage systems).

The Growth Centres Commission will identify opportunities for private sector involvement.
1. Inputs

- **Place**
  - Studies & Investigation into issues & tradeoffs

- **Process**
  - Enquiry by Design

- **Brokerage** of Issues
  - State Government
  - Local Government
  - Private Sector

2. Implementation Issues

- Orderly sequence of development
- Ensuring delivery of the overall regional plan
- Coordinating new State & local infrastructure with development sequencing
  - E.g. Bus, rail, community
- Funding ‘gaps’ in infrastructure
  - Provision at State level
- Coordinating new State & local infrastructure with development sequencing
  - E.g. Bus, rail, community
- Ensuring improved environmental outcomes
- Encouraging Private Sector Participation

3. New Approaches

- **Assessment & release of land**
- **Planning Arrangements**
  - New Precinct Planning Approach
- **Urban Finance**
  - Guaranteed State Funding
  - New ‘value-capture’ levy
  - Developer contributions linked to works
- **Infrastructure**
  - Comprehensive Plan
  - Coordinated with Land Use
  - Funded all infrastructure including Conservation
  - Purchaser-Provide Model
- **Governance**
  - Growth Centres Commission
    - Planner
    - Infrastructure Coordinator
    - Water and Sewerage Authority
New Growth Centres Commission

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

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

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

Peter Newman: Close to world ‘BEST’ practice as water, energy and land are significantly more conserved than in average developments
CRITERIA 2: ENVIRONMENTAL PROTECTION – To protect and enhance biodiversity, air, water and agricultural land

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

Peter Newman ‘GOOD’ to ‘BEST’ practice as one of the major features of the area is the new ways that the environment will be protected however air and water quality limits are approaching so any development has to be very clean: the introduction of BASIX for 40% decrease in energy and water usage for all new homes.
CRITERIA 3: QUALITY PLACES – To provide quality places to live and play

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

Peter Newman: Exceeds world ‘BEST’ practice as there is very high quality in all aspects of spatial design
CRITERIA 4: HOUSING DIVERSITY – To provide a range of housing choices to ensure a broad population can be housed & which can be adapted over time

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

Peter Newman: ‘GOOD’ practice as considerable effort is taken to facilitate a much bigger range of housing, though inevitably less than in older areas of the city
CRITERIA 5: JOBS-ECONOMY – To provide employment opportunities through growing Sydney’s role in the global economy and in regionally-based jobs

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

Peter Newman: Jobs are always hard in outer suburbs but moving towards ‘GOOD’ practice in comparison to the rest of the city and considerably better than most new areas
CRITERIA 6: ACCESS – To provide sustainable accessibility between homes, jobs, services and recreation

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

Peter Newman ‘OK to GOOD’ as rail links to areas eventually with rapid transit routes planned within the regions though service levels will be low until population develops
CRITERIA 7: QUALITY and EQUITY in SERVICES – To ensure quality health, education, security, community development and other government services are provided equitably across Sydney

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

Peter Newman: ‘GOOD’ to ‘BEST’ practice as Development Corporation will ensure services are available in a timely manner to all of the new areas
CRITERIA 8: GOVERNANCE – To establish effective, fair and efficient planning and decision-making

- **PLANNING GOVERNANCE** – Ensure that appropriate institutional support with local government is available for the implementation and review of plans in new land release areas, complex redevelopment areas and centres/corridors/regions across the GMR.

- **FUNDING and FINANCING MECHANISMS** – Create funding and financing opportunities for each of the planning functions required to deliver the Metropolitan Strategy.

- **TRANSPARENT & ENGAGING PROCESSES** – Ensure each planning step is transparent and where complex issues are involved create community engagement processes.

Peter Newman: ‘BEST’ practice due to Development Corporation and partnerships with local governments, industry and civil society.
Sustainability Criteria Spidergram for Sydney’s New Land Release Program

- Governance & Equity
- Quality of Place
- Jobs & Economy
- Natural Resources
- Environment
- Access
- Housing Quality & Diversity
- Quality of Services

Best
Good
OK
Poor

Professor Peter Newman, NSW Sustainability Commissioner
6. Key Success Factors
### Key Success Factors

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