ACNU08

2008 NATIONAL CONGRESS OF THE AUSTRALIAN COUNCIL FOR NEW URBANISM

Brisbane

6th – 9th February, 2008
Session 4 –
New Urban Regions
and Major Urban Extensions

Tackling
Western Sydney’s
Urban Growth
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NSW Growth Centres Commission

Friday 8 February
Session 11.10am
Background to and Progress of Managing Sydney’s Growth Centres

Metropolitan Strategy:
- 30-40% growth greenfield

NW and SW Growth Centres:
- 181,000 homes
- 25-30 years
- $7.5 billion in infrastructure
- Growth Centres Commission
2005 Regional Structure Plan

New Urban Structure that provides:

- Environmental outcome that balances urban development and conservation
- Integration of land use and transport planning
- Healthy communities

and is economically achievable
New Communities

Stop the sprawl

- Walkable neighbourhoods
- Linked major centres and neighbourhood centres
- Regional and sub-regional transport networks
- Local employment
- Housing mix
Process

Enquiry by Design:

- 5 day enquiry by design for each using scenario testing
- Key agencies, local government
- Collaborative, interactive process only way to deal with competing and complex issues
- Process used to broker to outcomes with no pre-ordained agendas
- Achieves integrity as outcomes based on enquiry
Regional Conservation

Developable Areas balanced with conservation inside Growth Centre

Combined major flooding, riparian and core threatened species areas into landscape corridors

Offsets Approach
Conservation largely outside
Regional Conservation

Regional Conservation Approach
“The Green Zone”

Taken quickly from regional inquiry to statutory plan

Community apprehension led to new approach - Regional Offsets

Note: Regional planning for zoning in areas of high fragmentation require property level detail
Integrated Land Use and Transport

Structure based on
- areas most suited to development
- forecast land use needs and required transport network

**North West**: link centres to complement existing framework

**South West**: new Major Centre and smaller centres linked by public transport
Integrated Transport and Land Use

Structure meant to be a tool that each stage fits into a coherent whole:

- however, with a static plan there will be pressures that arise
- must keep explaining it is a guide

Pressures include:
- Centres location
- Staging pressures
- Mix of land uses and corridors
- Land use economics

Process Challenges:
- Works in Kind opportunities
- Coordination of agencies
- Continuity
Economically Feasible

State Infrastructure Contribution

“Infrastructure at the same time as development”

New Tool needed:
Growth Centres Commission

- funds planning studies
- coordinate state infrastructure delivery
- Streamlined planning processes
- Regional approach
- Fast track DAs
Achievements Since 2005

- Growth Centres Commission established
- State Infrastructure Contribution introduced
- Biodiversity Certification achieved
- Indigenous cultural heritage protocols
- Rivers and Foreshore Act protocols
- Development Code

Planning underway in North West:
- Five precincts, 21,500 lots
- Rezoning programmed for 2008/09

Planning underway in South West:
- Two precincts rezone 11,500 lots
- Two further precincts 8,000 under consideration
First Releases: Rezoned

South West Growth Centre:
First stages: 11,500 homes

Oran Park
• 7,500 homes
• 18 ha employment lands (4120 jobs)
• 50,000 sqm town centre and 2 neighbourhood centres

Turner Road
• 4000 homes
• 96 ha employment lands (5,000 jobs)
• 15,000 sqm town centre
Oran Park

Evolution of Structure

- Staging of links to adjoining areas over time
- 20% increase in major centre
- Adjustment of neighbourhood centres into larger consolidated centres
Oran Park

Density Mix:
7,500 homes
59% detached
32% attached
9% apartments

Does the consolidated urban structure support this?
Oran Park

Town Centre proposes:
- street edge and sub street car parking
- Active edges to all street frontages
- Adjoining mix use
- Links to education precincts

Challenges
- Pressure for increased retail
- structure plan maintains Leppington as major centre
- still to negotiate detail/delivery
Oran Park

Accessibility:
- Pedestrian and cycle links
- Sub-regional links

Challenges
- Bus routes
- Staging
- Links into poor urban form
Turner Road

- 4020 homes
- 96 ha employment lands (5,000 jobs)
- 15,000 sqm town centre
- 27 km walking and cycle routes
- 77 ha open space
Turner Road

Enterprise corridor and employment lands

Structure plan vision for “enterprise corridor”
- a mix of retail, commercial and medium density residential

Challenging:
- commercial typologies
- building design
- market conservative
Turner Road

Evolution of Structure

**Arguments:**
- topography
- existing land uses
- land use mix proposed

**Response to complexity:**
- more standard urban form
  - Adjusted densities
  - Less links to urban areas

Vision for mix.....

unmixed....
Turner Road

Density
4000 homes
- 70% detached
- 25% attached
- 5% apartments

Accessibility
- issues with connectivity to adjoining areas

Town Centre
- typical town centre
- integrated entertainment precinct

The cumulative effect of trade-offs in the delivery of New Urbanist projects
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