



# Local Government Planners Association

## Acquiring Land to Achieve the Plan

Simon O'Sullivan – Manager City Growth, City of Gosnells

# **Experiences in land acquisition for Developer Contribution Schemes**

**Simon O'Sullivan**  
**Manager City Growth**  
**City of Gosnells**

# Metres<sup>2</sup> of land acquired for City over last 5 years ...

0



**Next Strategy?**





**Nb - Not an actual City Employee with Land Acquisition responsibilities**

# Typical Land Acquisition Purposes

- Road Construction/Widening
  - Public Open Space
  - Activity Centre revitalisation and/or creation
- 



# Land

If you have it, it is a great project  
**enabler**

If you don't, it can be the great project  
**obstacle**





# Land Acquisition Obstacles

## Legislative Powers?

(sufficient power usually exists – as long as it is to implement the Scheme)

## Difficult Land Owners?

(they're everywhere)

DEAL OR

NO DEAL

**\$4,535**

50c

\$1

\$2

\$5

\$10

\$20

\$50

\$100

\$150

\$200

\$250

\$500

\$750



\$1,000

\$2,000

\$3,000

\$4,000

\$5,000

\$10,000

\$15,000

\$20,000

CAR

\$50,000

\$75,000

\$100,000

\$200,000





The  
**CASTLE**



Frie Lauwers, who lives in the Belgian village of Doel, stands next to an abandoned building in the town

June 5, 2013. REUTERS/Yves Herman

# Villagers in last stand to save Belgian ghost town

By Robert-Jan Bartunek

DOEL, Belgium (Reuters) - The Belgian village of Doel is facing its final battle for survival against plans to expand the adjacent port of Antwerp that will erase it from the map to make way for a new dock.

Doel is wedged between a nuclear power plant and an existing set of docks and once had a population of over a thousand. But it is now a collection of boarded up houses and vacated shops and home to only about 30 people.

The Flemish regional government aims to include the village in one of Europe's largest ports from June 17 over the objections of the remaining villagers who will ask the country's highest administrative court to block this change.

"You have to be very stubborn and you have to be willing to put up a fight, even if you can't be sure of victory," said Frie Lauwers, who is part of the initiative to keep the village alive, and lives in a former school building.

The transformation plan would dig a ship-sized dock across the village and turn surrounding farmland into a nature reserve, an environmental requirement for the port's expansion.

The future of the 400-year-old village of Doel, which is overshadowed by the two cooling towers of a nuclear power plant to the north, appeared bleak as early as 1998 when the regional government first outlined plans to expand the port.

**Years of uncertainty have turned Doel into a ghost town, covered in graffiti.**

Many left in the late 1990s when authorities offered premiums to those who sold their homes. The government plans to dispossess the remaining 10 home owners.

Those, like Lauwers, who do not own homes, are still able rent after a court blocked termination of their contracts a few years ago.

Remaining villagers say that, in spite of its proximity to the port and the power station, Doel has its architectural attractions, such as a house which is said to have belonged to the family of baroque painter Peter Paul Rubens.

But years of looting, squatting and neglect have pushed the village beyond the point of no return, according to others.

"I think the village is dead now and you can't reanimate a dead calf," said Frans Sans, who lived in the village for most of his life but left about four years ago.

The villagers did win one battle in 2012 when the country's highest administrative court overturned a similar decision to turn the village into a part of the port. The government simply revised its plans.

Should the villagers lose the appeal, it remains unclear exactly when Doel would disappear. The authorities have no fixed time line for the new dock's construction and could also use the land for other ends, such as a container storage area.

# Land Acquisition Obstacles

## Legislative Powers?

(sufficient power exists – as long as it is implementing the Scheme)

## Difficult Land Owners?

(they're everywhere)

## Staff Resources?

(skills, workload)

# Land Acquisition Project Workload

## **Existing DCAs:**

34 land parcels to acquire  
= 19ha @ \$28 million

## **Draft DCAs:**

75 land parcels to acquire  
= 35ha @ \$50 million

**1 Land Administration Officer**





**Nb - Not an actual City Employee with Land Acquisition responsibilities**

# Land Acquisition Obstacles

## Legislative Powers?

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(they're everywhere)

## Staff Resources?

(skills, workload)

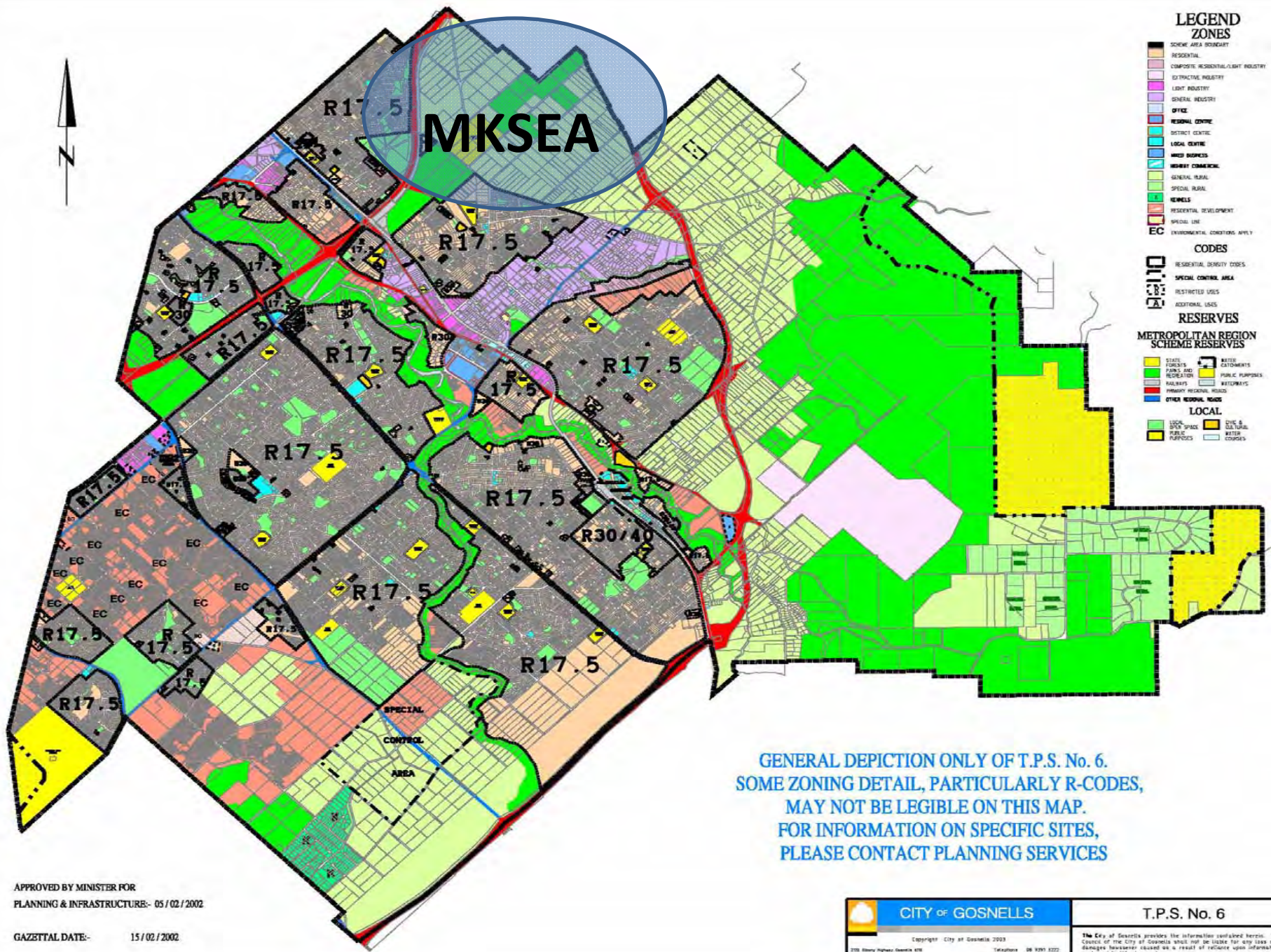
## Others?





**Next Strategy?**





**MKSEA**

GENERAL DEPICTION ONLY OF T.P.S. No. 6.  
 SOME ZONING DETAIL, PARTICULARLY R-CODES,  
 MAY NOT BE LEGIBLE ON THIS MAP.  
 FOR INFORMATION ON SPECIFIC SITES,  
 PLEASE CONTACT PLANNING SERVICES

APPROVED BY MINISTER FOR  
 PLANNING & INFRASTRUCTURE:- 05 / 02 / 2002.  
 GAZETTED DATE:- 15 / 02 / 2002.

	<b>CITY OF GOSNELLS</b>	<b>T.P.S. No. 6</b>
	<small>Copyright City of Gosnell 2003          230 Blaney Highway, Gosnell NSW 2203          PO Box 942 Gosnell NSW 2203          Australia Gosnell</small>	<small>Telephone 08 9391 2222          Facsimile 08 9391 2221          E-mail: town@gosnell.nsw.gov.au</small>



**Nb - Not the actual Mexican Industrial Development Planning Expert**

# We asked Mr Corona...

Nb – Not his actual name

What are the key steps to facilitating industrial development in an area with numerous individual land owners and constraints?

LEARNING ACTIVITIES

# What Mr Corona said?

- Understand the land - complete all technical studies confidentially
- Take control of the required land asap

LAND ACQUISITION



# Our approach to MKSEA...

- No land owned by City in area
- Modest funds for key planning work
- Undertake each project step transparently - regularly informing land owners of progress or seeking comment
- **Often have to defend the process and time taken**



IMMAGINE

# Policy

# Strategy

# Public Information

# Frameworks

# City Land

Development Contributions  
ODP Requirements

Corner Lots  
Activity Centres  
Local Open Space  
South Metro/Peel Structure Plan

TPS 6 Review  
Local Planning Strategy  
West Martin  
Foothills Rural Strategy  
ODPs

Consultation  
Project Status  
Project Implications  
Development Potential

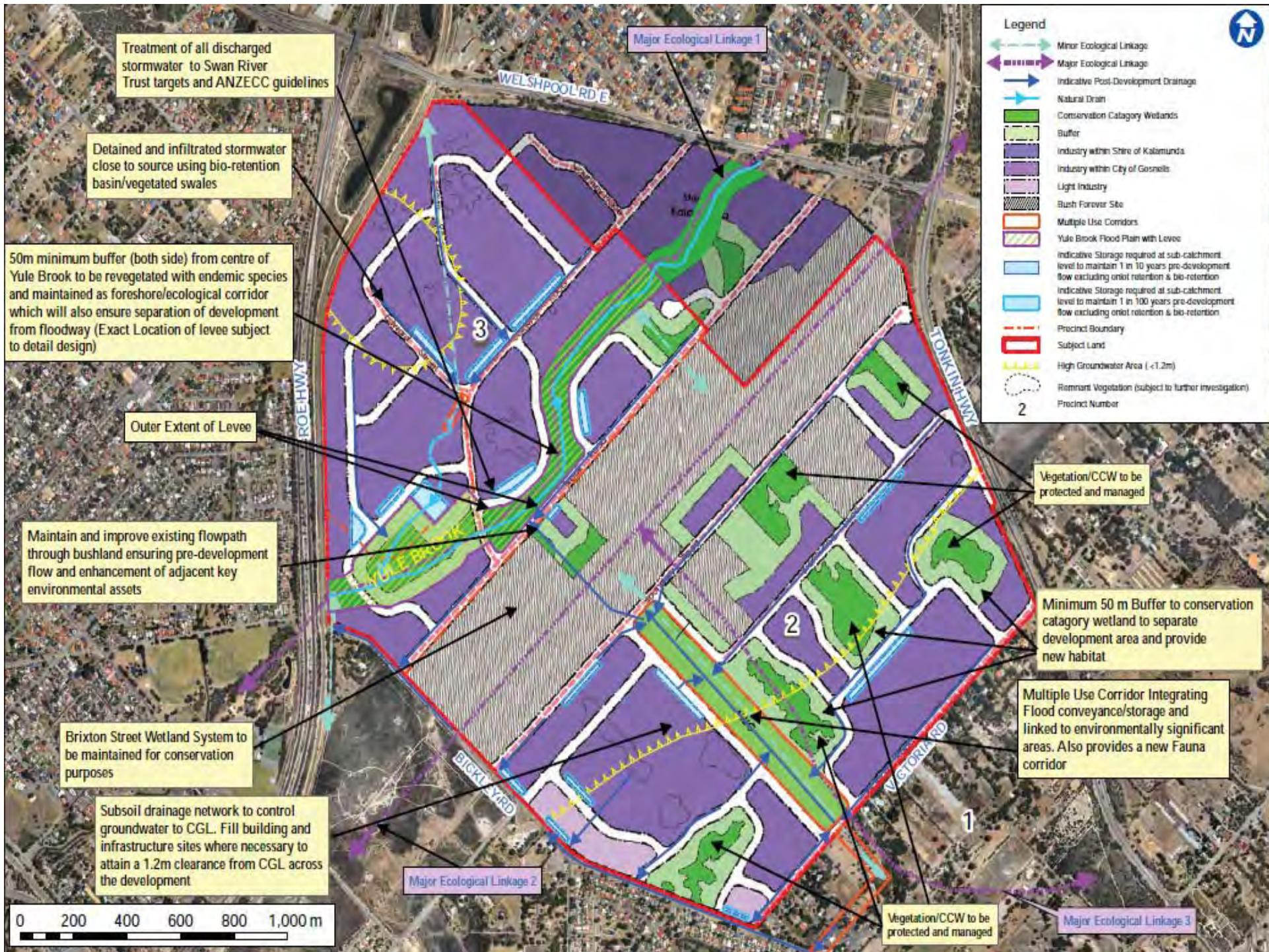
**MKSEA**  
SR Precinct 1 DCA  
SR Precinct 3 DCA  
Della-Vedova Rezoning  
Central Maddington DCA  
Amherst Centre Plan  
TPS 17 Review  
Yule Brook Precinct 3

SR Business Park









# Taking the DCA Path?

Limited availability of broadacre land for development that is:

- In single ownership
- Unconstrained by environmental or servicing constraints
- Does not require coordination

# Taking the DCA Path?

Establishing and operating a DCA has a high degree of financial risk and ongoing cost.

A LG's decision to take the DCA path will be shaped by its:

- level of desire to facilitate development
- appetite for financial risk and long term commitment
- resources



# Key DCA Risks/Issues

- Insufficient contribution funds to pay for infrastructure:
  - community burden to address \$ gap or
  - City can't complete required work
- Excessive contribution charges:
  - negative impact development feasibility
  - negative impact housing affordability
  - revitalisation/growth objectives fail

# Key DCA Risks/Issues

- Plan implementation
  - staged or holistic infrastructure roll-out?
  - City coordination = resource implications
- Long timeframes
  - City: costs, reputation, amenity
  - Landowners: costs, uncertainty/stress, disputes, lifestyle



NOTE:

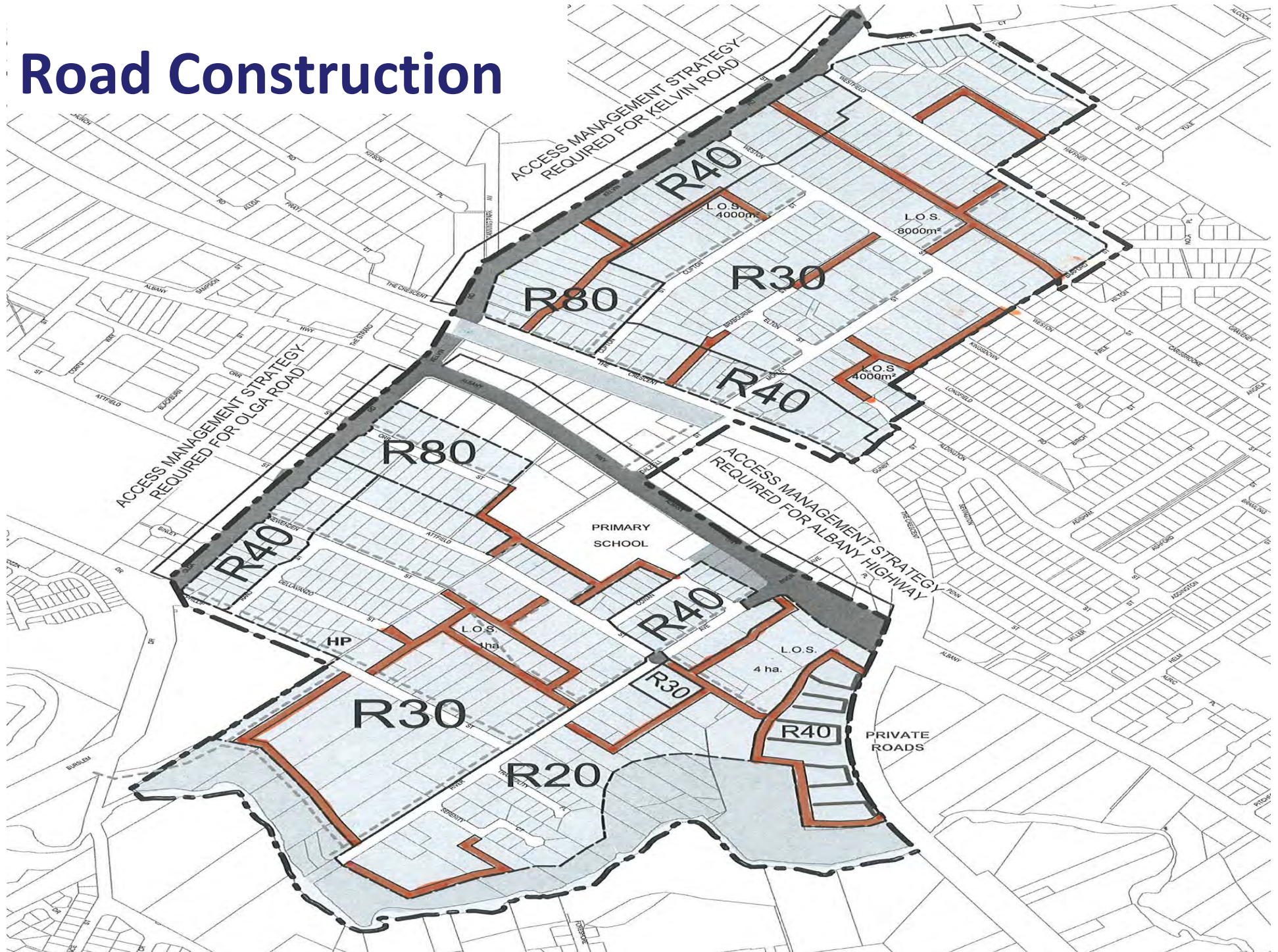
ALL DUAL USE PATHS WILL BE LOCATED  
WITHIN ROAD RESERVES  
PATHS ARE SHOWN WITHIN ADJUTING  
LOTS FOR ILLUSTRATIVE PURPOSES ONLY

# Key ODP Attributes

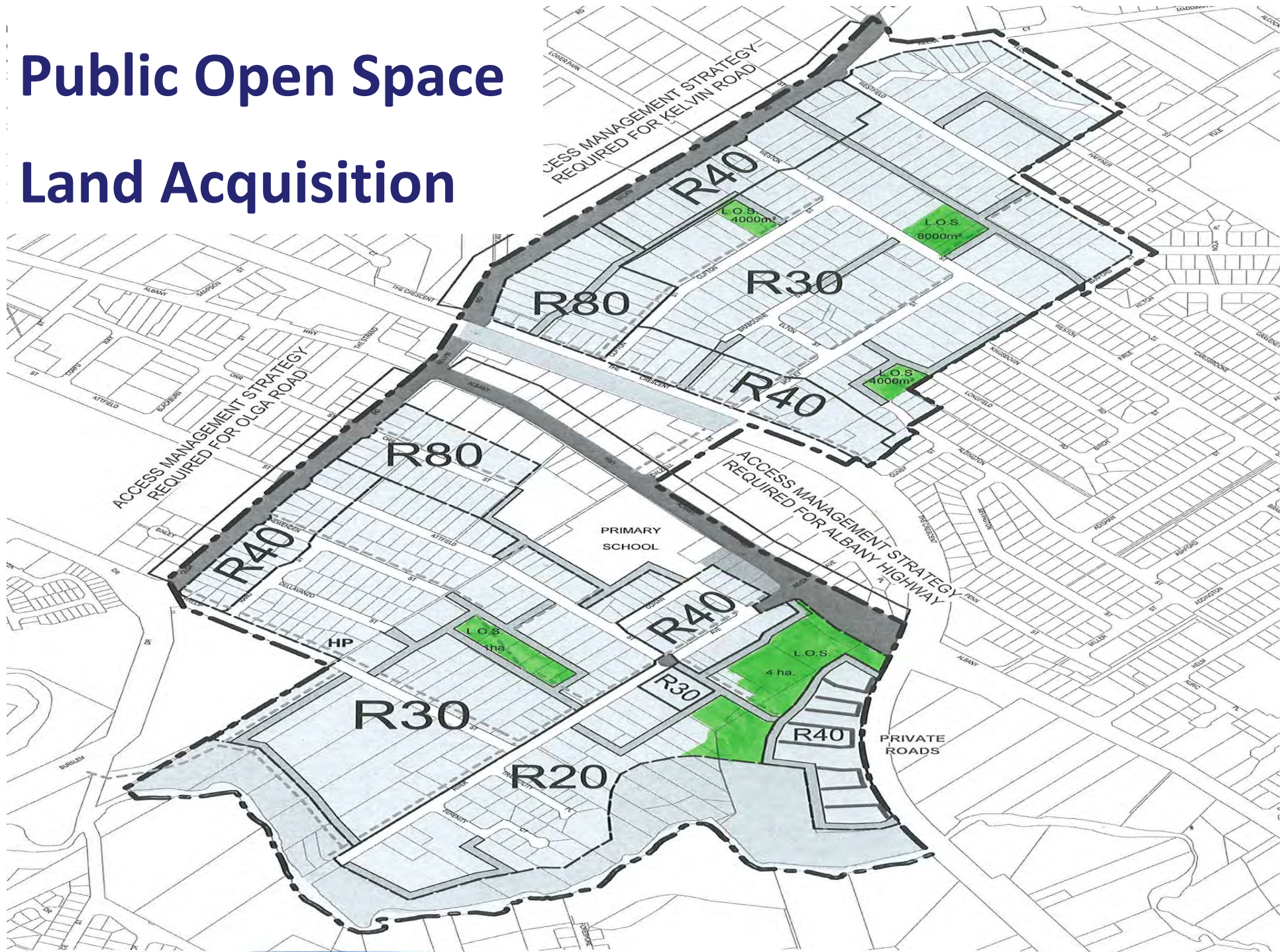
- ODP covers 127ha (80.05ha developable).
- 550 existing properties – 500 land owners
- Range of density codings (R20 – R80)
- Existing commercial land/premises
- 2950 potential dwellings/lots (full buildout)
- 7.6ha new POS (affecting 28 properties)
- 6.2km new roads (affecting 113 properties)

*All figures are approximate*

# Road Construction



# Public Open Space Land Acquisition



# Infrastructure Items Cost

• Road construction	\$9,583,800	(\$4332)
• <b>Land for roads</b>	<b>\$4,073,700</b>	<b>(\$1841)</b>
• Paths	\$540,750	(\$244)
• Traffic management devices	\$215,000	(\$97)
• Sewer mains	\$1,235,300	(\$558)
• Water mains	\$496,000	(\$224)
• Drainage	\$1,060,000	(\$479)
• Power/street lighting	\$1,240,000	(\$560)
• Telecommunications	\$310,000	(\$140)
• <b>Land for POS</b>	<b>\$23,100,000</b>	<b>(\$10,443)</b>
• POS works	\$3,464,000	(\$1566)
• Administration	\$6,700,000	(\$3,029)
<b>TOTAL</b>	<b>\$52,018,550</b>	<b>(\$23,516)</b>

# DCA Land Acquisition Issues

- Land cost escalation
- Compensation more costly when forced to resume land
- Staging/Priorities
- Timeframes

LAND ACQUISITION



# Land Acquisition – Staging Issues

Extract from Ordinary Council Meeting 23 April 2013 –

**Mr X asked the following question:**

*I have a property in The Crescent, Maddington. In January 2013 Council offered me \$350,000 for the property (we brought at \$370,000 in 2006). Can Council remove this Outline Development Plan and allow me to build the house?*

**Response:**

The Chief Executive Officer advised that Mr X's property is within the Central Maddington Outline Development Plan area and currently this property is vacant. The ODP shows a road on the property which will facilitate further development in the area.

The Chief Executive Officer stated that he sympathised with Mr X and advised the Council that he had looked into the matter of the City compensating Mr X for the fact he could not develop his property under the ODP arrangement. The City engaged a valuer and the property was estimated to be worth \$350,000.

The Chief Executive Officer advised that he had offered Mr X \$350,000 for his property; however Mr X put forward an alternate valuation which was significantly higher than the City's valuation.

In conclusion the Chief Executive Officer encouraged Mr X to speak again with the City staff to see if the City can find a valuation that could be agreed upon as he could not advise the Council to spend more money for a property than the proposed valuation.

# DCA Land Acquisition Solutions

- Allow for land cost escalation in estimates
- Allow for likelihood of some forced acquisition
- Develop staging plans based on priorities
- Pre-fund acquisition by borrowing



# CITY OF GOSNELLS

THE REVITALISATION OF  
GOSNELLS TOWN CENTRE



NINETEEN **99**







STEPHEN THORNE  
LOOKING SOUTH-WEST ALONG A NEW EXTENDED STALKER ROAD











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**GOSTRONIC**

9490 3888 Electronic services

Repairs to...  
**PLASMA**

LCD  
TV  
SALES

PLASMA  
TV  
SALES

TV  
VIDEO  
DVD  
HI-FI  
CD  
MICROWAY  
Repairs

←

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50

50



29/06/2011 11:22AM



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# LISSIMAN STREET IMPROVEMENT PLAN

## District Context Plan



CITY OF GOSNELLS





FIGURE FOUR  
LISSIMAN STREET IMPROVEMENT PLAN AREA - INDICATIVE CONCEPT PLAN

