

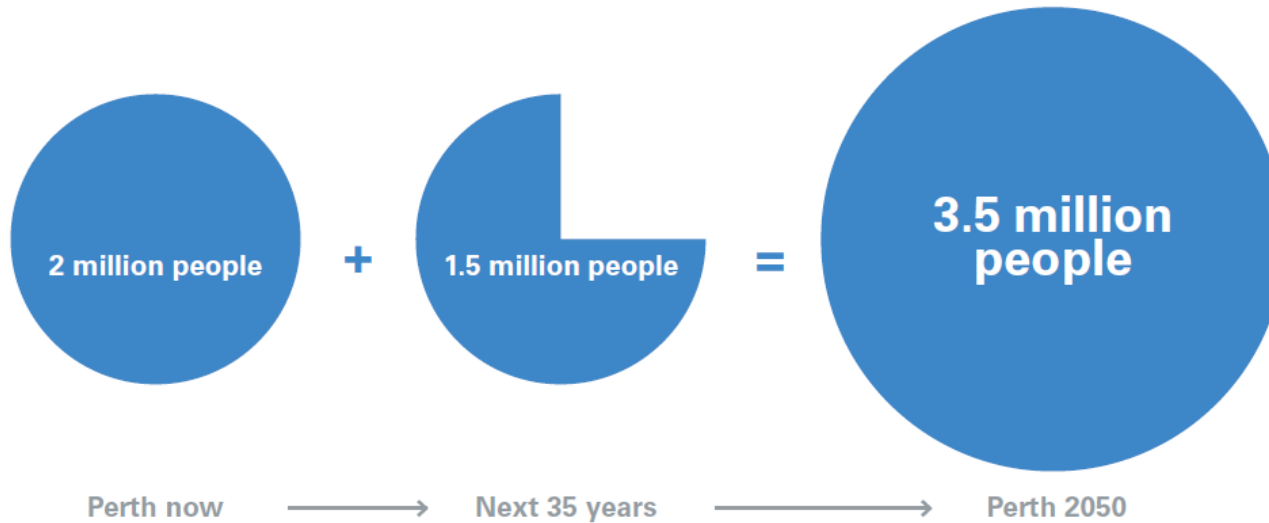
Local Government Planners Association

Shifting paradigms...new planning ideas for Perth in the 21st century

Evan Jones
Principal
Responsive Environments
March 2016

The Housing Challenge

For every 10 houses that exist today another 7.5 over the next 30-40 years:



Key challenges

1. How to work **with the community** to realise urban consolidation?
2. How to **renew ageing infrastructure** and **finance new infrastructure**?
3. How to **keep and make real communities**, not homogenised places?



Sydney 1961 @ 2.1million = Perth Population 2015

Sydney 1991 @ 3.5million = Perth & Peel @ 3.5 million (380,000 infill dwellings)



Strata Schemes of Sydney



City Futures Research Centre
UNSW BUILT ENVIRONMENT

Map created by [laurencetox](#)

We sometimes get this



But we are still getting an **awful** lot of this....



....places where we bury the living

And this....

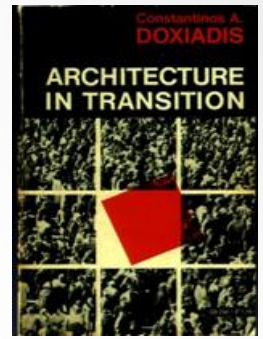


...inactive frontage, characterless place

And well, none of this....



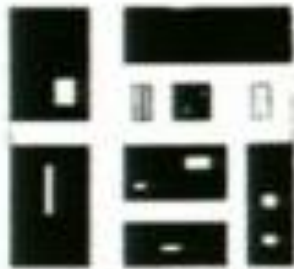
The current planning system began with modernist theory



~~WE HAVE:~~ WE NEED:



narrow streets



very small parking facilities



very small Irregular plots



no room to move



the largest investment and the highest prices

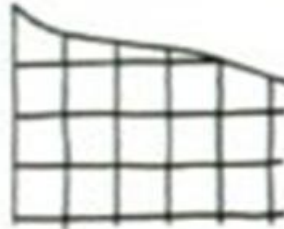
~~WE NEED:~~ WE HAVE:



wide streets for heavy traffic



big parking plots for public buildings



Large blocks for public and private functions



Freedom for new designs

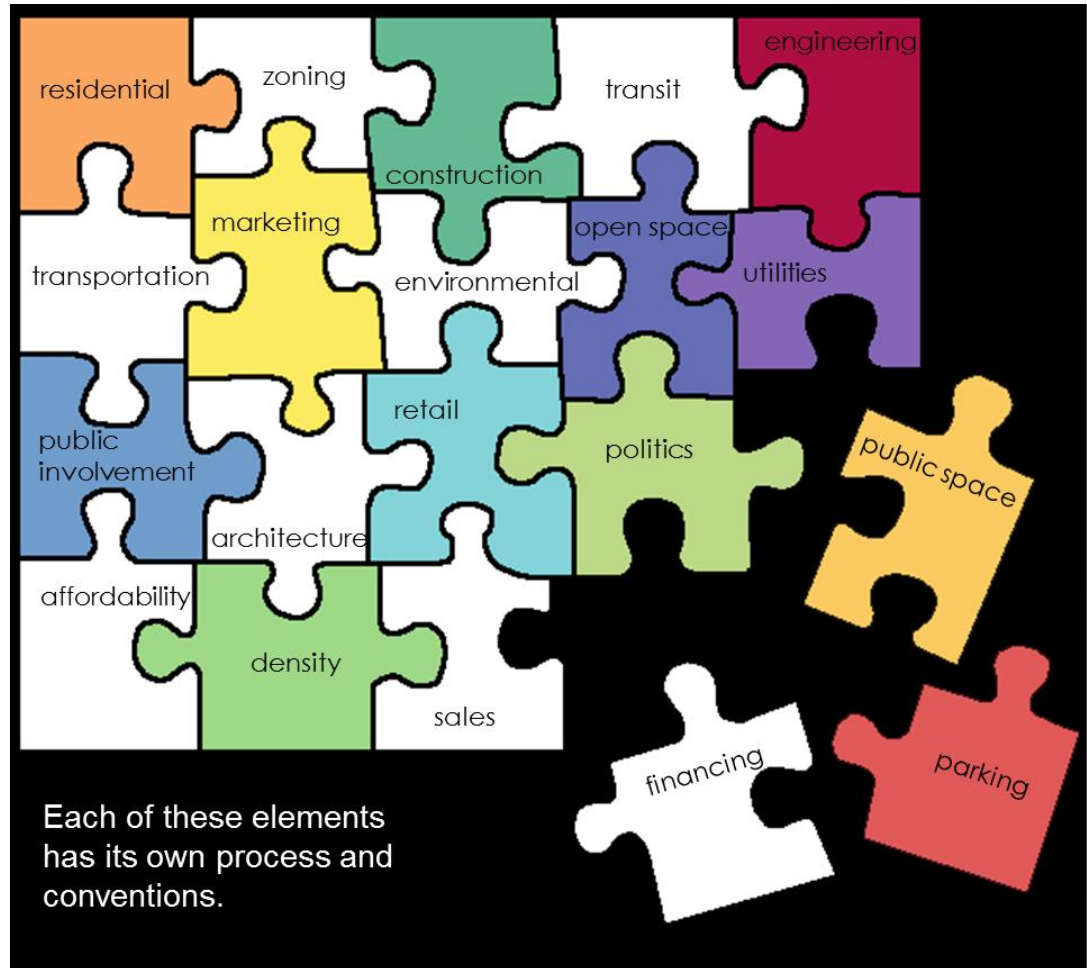


Freedom for expropriation

Modernism was then formalised into (the) professions

...and then the professions were aligned into departments

- The professions ('guilds') have specialised and become compartmentalised and provide **arbitrary and artificial barriers** to making good places.
- State Government agencies operate in their respective 'silos' and as part of the bureaucracy planning relies on **linear process-oriented** (sequentially reactive and/or dealing with one topic at a time – or per agency).



Each of these elements has its own process and conventions.

A 21st century plan under the 20th century model

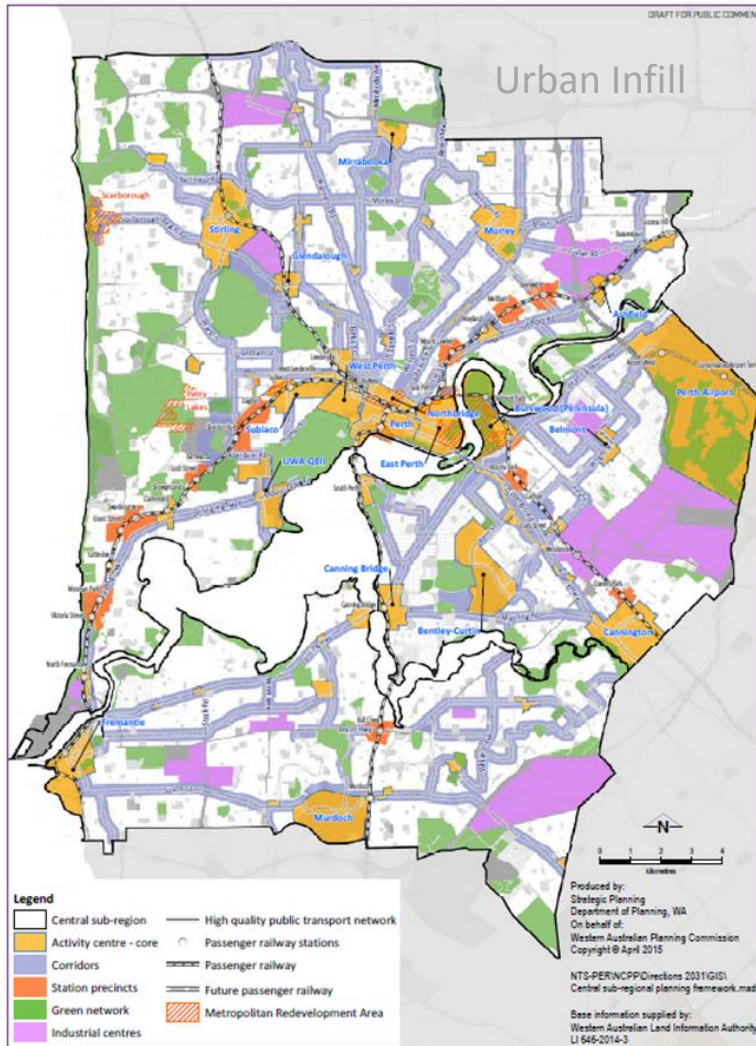
**PERTH AND PEEL
@ 3.5 MILLION**

Population &
Employment
Growth

Urban
Consolidation

Strategic areas:

- > Strategic metropolitan and secondary centres
- > Strategic regional transport corridors
- > Nodes along public transport routes
- > Strategic connected locations
- > Destinations with high levels of lifestyle amenity



IMPLEMENTATION

Local Planning
Strategy

Local Planning
Scheme

Local Structure plan

Activity centre plan

Local development
plan

Focus is on land use planning with largely separate treatment of urban infrastructure, especially transport infrastructure. The plan is as much:

- What **not to do** as
- What **we need to do and how to do it**

And we expect
the Government to pay...

The 20th Century planning system was simply not designed to deliver denser more liveable cities with:

- Transportation investments that favor the automobile
- Land use-based planning
- Excessive and single-mode infrastructure



Medium to high-density development within established urban areas provides a viable mechanism to meet the needs of rapidly growing urban populations.

But **densification alone is not enough.**

Part of making our cities world-class is creating dynamic communities where people want to live. We should ensure that higher density housing offers high-quality design, is well-connected by infrastructure to jobs and education, and provides access to high-quality public spaces, including parks, community facilities and cultural precincts.



Infrastructure
Australia



Australian Infrastructure Plan

Priorities and reforms for
our nation's future
Report
February 2016



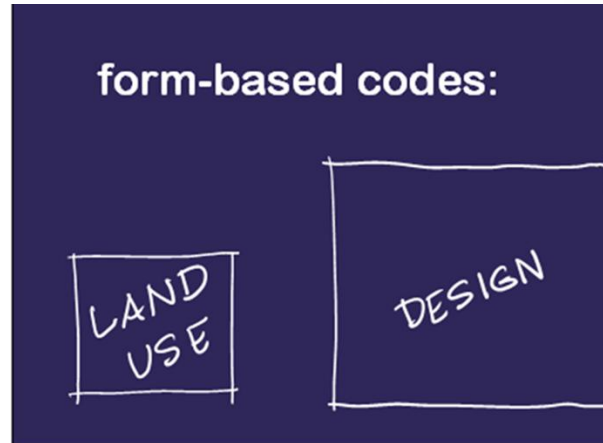
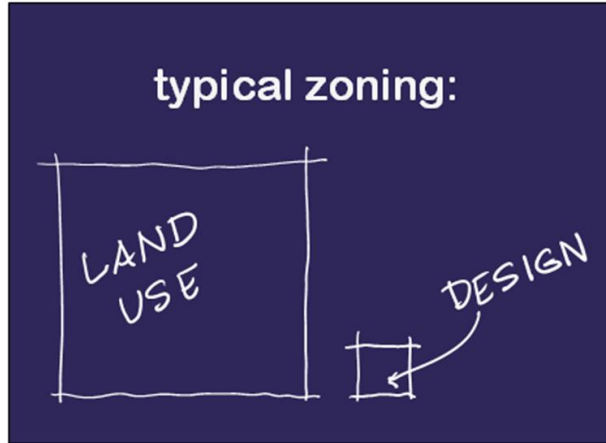
SYSTEMS PRODUCE **EXACTLY** THE RESULTS
THEY ARE
DESIGNED TO PRODUCE, AND NONE OTHER.
IF YOU WANT A DIFFERENT RESULT, YOU NEED A
DIFFERENT DESIGN.

SOMETIMES THE ONLY REASONABLE
THING TO DO IS BE **UNREASONABLE**
– IT'S HOW **INNOVATION** AND REINVENTION
HAPPEN

....Some **UNREASONABLE** ideas

Being UNREASONABLE 1

Throwing out modernism and replacing its destructive tools ...



No relationship to street



Streetscape is shaped intentionally

CHAPTER 2 : FORM AND CHARACTER

THE PLAN

B. First Street Corridor

Vison - This area of the plan consists of four distinct but related places: the properties along First Street; those along 2nd and 3rd, the industrial area to the east between Garfield Street and the railroad tracks and the area east of the tracks between 1st, 4th and Grand.

• **First Street** - This corridor acknowledges its community-wide role to both accommodate regional traffic and provide for businesses that desire exposure to such conditions. Buildings are near or at the sidewalk for part of the frontage to shape the streetscape while allowing for convenient parking from the street.

• **2nd and 3rd Streets** - This area enjoys immediate access to downtown and First Street for a variety of services. Limited infill development supports restoration and maintenance of this established neighborhood.

• **Industrial Area (Garfield to Railroad)** - This land-intensive industrial area is transformed into a new series of interconnected and walkable blocks that receive a wide variety of building types, from single dwellings to rowhouses and courtyard housing of varying intensities. Additionally, these blocks are punctuated by new open space in the form of a green along Standard and a park with a playground at the end of 2nd Street.

• **Residential/ Industrial Area (Railroad to Grand Avenue)** - This established area of residential and industrial activity receives a significant amount of infill development ranging from single-family to live-work and retail along Grand Avenue.

• Through the above, the following are achieved:

- The First Street corridor becomes a well-defined public space
- Highway-oriented businesses are accommodated along First Street
- Sensitive infill, repair and restoration reinforce community character
- A new, mixed-use neighborhood anchors the east end of this area

Right:
Neighborhood-serving retail combined with housing toward the west end of the neighborhood, connecting with the rest and of downtown.



Right:
The corridor streetscape is defined by on street parking, ample sidewalks, trees and buildings that address the street and open on to easily accessible parking.



Below:
Rowhouses and live-work units along busier streets are common in mature, core neighborhoods.



Left and Below:
First Street is enhanced by development, and uses that acknowledge the corridor's community-wide role while addressing and shaping the streetscape.



Form and Character Codes

Try: <http://formbasedcodes.org/>

Below:
The neighborhood boasts many historic and fine buildings that define the area's character



Below and Right:
A variety of housing choices are one of the hallmarks of great neighborhoods: single dwelling adjacent to a duplex (below) and flats and townhouses over retail (right).



Key

- Civic Building
- New Infill Development (and relocated buildings)
- Existing Buildings expected to remain



Key Plan

Key

- 1** Miner Street Extension and Park
 - 2** Corridor Development
 - 3** Example of Infill Development
 - 4** Standard Street and Green
 - 5** 2nd Street Playground and Park
 - 6** New 2nd Street neighborhood
 - 7** Residential / Industrial Development
- Specific Plan Boundary
- - - District Boundary



Being UNREASONABLE 2

Stop funding large-scale infrastructure projects which are at the expense of land use concerns



We are now faced the situation in a cash-constrained world where liquidity is a challenge in every part of the globe and governments are finding it difficult to get the cash they need to actually fund ... expensive infrastructure projects.

Brad Vann, Partner Project Finance,
Clayton Utz



IT'S A CHANGE YOU NEED

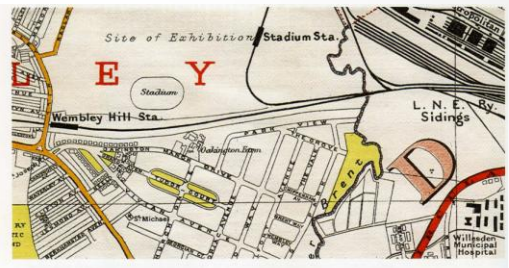
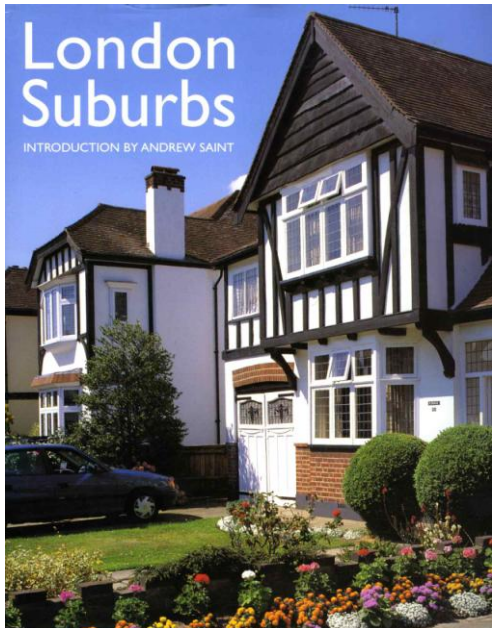
MOVE TO OSTERLEY

35 MINS FROM PICCADILLY CIRCUS SINGLE FARE 8^o QUARTERLY SEASON 72/-

40 MINS FROM MANSION HOUSE SINGLE FARE 9^o QUARTERLY SEASON 80/-

TRAINS EVERY 7½ MINUTES

UNDERGROUND



Being UNREASONABLE 3

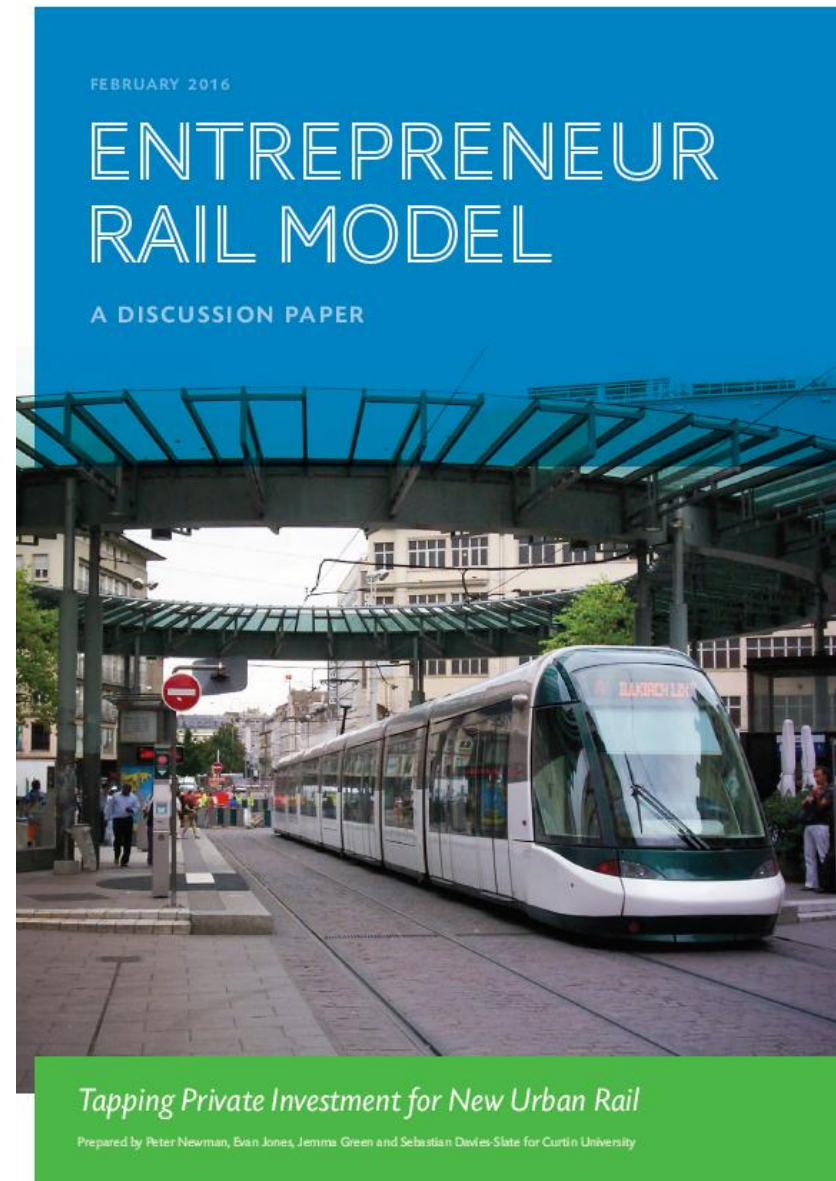
We can't wait for Government funding ...

We need to **disrupt** old ways of planning, prioritizing and budgeting for infrastructure projects.



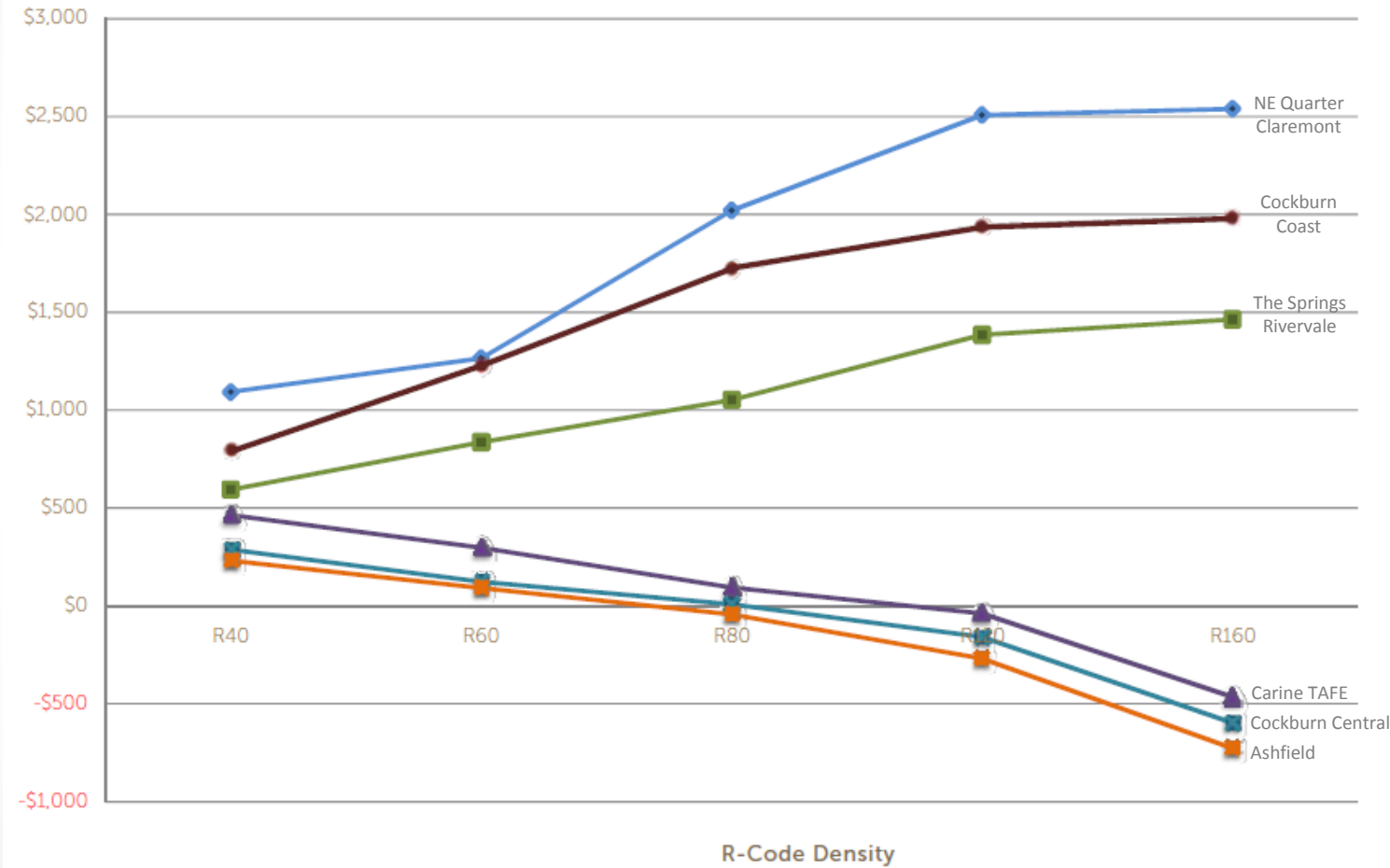
The answer is found in **land development around stations**. If enough land can be found to enable redevelopment by the private sector around stations, then they can create the capital to enable them to **build the rail line**, to own it and to operate it.

The result is not only to have a new rail line but to have **strong local activity centres**.



Being **UNREASONABLE** 4: Commercial Viability is a relevant planning consideration - **Infill plans require viability analysis**

(Try: <http://www.regenerate.co.uk/index.htm>)



In some locations:

Density **Increases** Land Value



Density **Decreases** Land Value

Western Australia
urgently needs
urban financing tools to be
available for infrastructure and
place improvements

- New infrastructure and upgrades will be required in infill areas, and these will **need to be funded** in some way.
- **Development levies** have primarily been used to fund infrastructure in **new development** (rather than infill) areas.
- We need an agreed framework for SPP 3.6 **development contributions for infill development**

Being Unreasonable 5 New finance models

Value Capture options include:

- Differential rates
- Tax increment financing/special districts
- Developer levies/ development impact fees
- Parking and other charges
- User charges
- Air rights

Other property and business:

- Public private partnerships (various)
- Land banking
- Joint development

Being **UNREASONABLE** 6: Infrastructure as an **integral part** of implementation

1. A clear **vision and strategy** for an area (WAPC = Local structure plan/Activity centre plan/Local development plan)
2. An **assessment of local real estate** market context for plan timing
3. A list of **key infrastructure needs** and associated costs
4. A **phasing plan** for which infrastructure improvements are required in what order to support planned development
5. A review of what **public agencies and private entities** will have a role in implementation – and which will lead particular projects
6. An assessment of **funding and financing sources** tailored to infrastructure needs, market conditions and capabilities of implementing agencies.



Being UNREASONABLE 7: Integrated Local Planning Framework – integrating local ‘silos’

PERTH AND PEEL @ 3.5 MILLION

30+ years

Population & Employment Growth

Urban Consolidation

Strategic areas:

- > Strategic metropolitan and secondary centres
- > Strategic regional transport corridors
- > Nodes along public transport routes
- > Strategic connected locations
- > Destinations with high levels of lifestyle amenity

STRATEGIC COMMUNITY PLAN

10 years

Strategies

Land Use
(Local Planning Strategy)

Economic
Development

Community
Development

Environment

Infrastructure
Assets

Local Planning Scheme

Local Structure plan

Coordinates future subdivision and zoning of an area of land:

- a) identified in a Planning Scheme;
- b) required by a State Planning Policy; or
- c) directed by the WAPC

Activity centre plan

Coordinates the future subdivision, zoning and development of an activity centre:

- a) identified in a State planning policy; or
- b) identified by the WAPC

Local development plan

Sets out specific and detailed guidance for a future development.

Council — Prepared — Owner

Infrastructure Implementation Plan



Being UNREASONABLE 8: Rethink, reinvent, restart, rework and retrain

