CONFERENCE ABSTRACTS
Local governance, community safety and gender:
A comparison of Australian and Canadian initiatives

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Over the past two decades, governments around the world have responded to growing concerns about crime and violence. During this period, there has been a rapid increase in public expenditures on policing and incarceration, and private sector dependence on security firms and ‘target hardening’ measures such as Close Circuit Television (CCTV). There has been also been a considerably smaller set of expenditures and activities that focus on the prevention of crime and violence, and the promotion of community safety. Much of this work has been led by local governments, the level of governance that, at least theoretically, is most capable of mobilizing partnerships of relevant community-based organizations. Local governments are increasingly aware of the importance of a safe community in international place marketing.

In many international settings, local safe community initiatives have been informed by a gendered perspective on crime and violence. A gendered perspective takes into account those who are most likely suffer insecurity in the urban environment (usually women), and also seeks to erase the perceptual divide between violence in public and private spaces.

This paper will compare local government ‘safe community initiatives’ in Canada and Australia during the past two decades. In Canada, there has been weak senior government co-ordination of local safe community initiatives. However, an informal national network of initiatives has grown, which is closely tied to initiatives aimed at increasing women’s involvement in local governance. In Australia, there have been more attempts at the national and state level to organize and fund locally-based safe community initiatives, but the political emphasis of these initiatives has shifted with the senior level governments in power, and gender-sensitive initiatives are rare.
Ethnic community capital as a driver of Sydney as a multicultural city

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Over the past fifty years migrants have shaped the public face and public space in Sydney and other Australian cities. This crucial development and exciting contribution to the urban space over the last fifty years helps to define Sydney as a dynamic multicultural global city. Various ethnic collectivities have established their own communal places of worship, social and sports clubs, schools, childcare and aged care facilities mobilising their limited resources. Through their own initiatives, commitment and investment of money and good will various ethnic community organisations have established places for community use on over 410 localities throughout the Sydney metropolitan area. In many instances they acquired existing public places, saving precious urban public space, but more often they built new culturally defined public buildings. As a consequence they have shaped social, economic and urban development in Sydney. The origin and functions of this contribution are found in cultural differences and preferences, settler needs, economic capability, availability of locations and the time of arrival. These collectively developed community public places are markers of the settlement of new cultures in Sydney and Australia, and have become key landmarks in many suburbs. Using the concept of “ethnic community capital” that informs on functional, spatial, material, financial, social and phenomenological aspects this development, this paper provides information on this important social development on the basis of data provided by 344 ethnic communal organisations. It outlines major social, economic, and spatial aspects of this development that has helped establish Sydney as a multicultural capital on the Pacific.

Keywords: ethnic community capital, communal public places, ethnic resources, multicultural city
Public health and urban planning: it’s time to refresh our relationship

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Urban form is known to have important influences on health outcomes. Traditional urban public health concerns include air quality and its relationship to asthma and other respiratory illnesses, and water quality and its relationship to infectious disease transmission. The relationship between the built environment and injury is also well understood.

In recent years, we have seen the rise of new public health epidemics:

1. obesity and its attendant risks of diabetes, heart disease and some cancers; and
2. depression and anxiety and their association with alcohol and other drug use.

These new epidemics have arisen in parallel with increasing suburbanisation. Is there a relationship between these two phenomena?

We gain weight if we eat more food than we burn up through physical activity. Living in the suburbs can be a barrier to physical activity. Long commuting times to work and school reduce time available for recreational physical activity. Safety concerns, and the absence of paved footpaths, may also discourage people from walking in their local area.

Many people are attracted to living in suburban areas because of the community spirit, the quiet environment and the sense of space. However, commuting to work can be stressful. We bring this stress home with us. Time spent commuting is not available to develop relationships with family and friends. This affects our mental wellbeing.
Both public health practitioners and urban planners are increasingly recognising the potential to reduce adverse health impacts and gain health improvement from healthier urban planning. There is increasing interest in working together. But can these two disciplines with very different paradigms walk the same path?

Experience of public health working with local government and urban and development planners in Western Sydney suggests there are common paths, but there are also issues which need to be addressed.

Successful approaches to working together have included:
(1) Development and measurement of indicators of population health status, particularly on a local level, and the matching of these indicators with other indicators collected under social and environmental programs.
(2) Participation in workshops developing plans for local developments, and providing comments on health aspects of draft plans and designs.
(3) Provision of health related objectives and strategies for input into local and regional strategic planning.

However, the issues which have been encountered and need to be addressed include:
(1) Developing a common understanding of key concepts around population health and its determinants, and moving away from a focus on health as the provision of health services.
(2) Gaining acknowledgement and recognition of the importance of population health status as a key outcome of the planning and development process, and linking health with other outcomes in the social, economic, and environmental areas, such as sustainability.
(3) Evidence and guidelines on the ways in which urban planning can achieve improvements in population health.

New approaches to Health Impact assessment provide possible ways of addressing some of these issues and achieving healthier urban planning.
Models of ownership and development for enhancing housing affordability and sustainability in Australian cities

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Much recent work has documented the growing lack of affordability of both rental and owner-occupied housing in Australian cities; this issue is especially critical in Sydney. Concurrently, there has been a rise in theoretical and practical approaches to the ongoing sustainability of the urban environment. This paper explores the core themes and characteristics of cohousing and urban ecology as currently practiced and developed by housing activists in Australian cities. These projects seek to promote, secure and perpetuate diversity in tenure and price, sustainability through design and material sourcing, and access to and participation in decision-making bodies and processes.

These projects currently manifest as discrete, small-scale medium density housing developments. Features include solar passive and active design, grey and blackwater treatment and reuse, organic food production, rainwater harvesting, reduced individual property size, common house with shared facilities such as laundry, offices, commercial scale kitchen, guest rooms, meeting space, play room, dining areas and so on. Community aspects include the original design and construction process, and ongoing community dinners and meetings regarding the maintenance of the site and development of the community, which includes non-residents. Ownership of the built property resides in public or private non-profit co-operatives, which may also involve a public housing provider; the co-op may also hold title to the land.

These developments directly respond to and impact upon broader issues such as the sustainability of urban form and lifestyle choices, as well as the forces underlying and shaping these. This highlights the critical role of government and industry in enabling or constraining housing affordability and sustainability, as well as suggesting great potential in such projects when supported at a broader level by these bodies. Hence, these models offer much to future policy concerns regarding housing, planning, the notion of participation and affordability.
This paper outlines the key findings of two complementary projects (initially completed under the auspices of the Australian Housing and Urban Research Institute – AHURI completed in 2002 and 2003), both which studied the motivations of, and trade-offs made by, income-support recipients (Unemployed, Aged Pensioners, Disabled and Single Parents) who moved from metropolitan to non-metropolitan NSW and SA in one study and from non-metro areas to Sydney and Adelaide in the other. Each study looked at the importance of housing considerations vis-à-vis other relocation choice factors and changes to the mover’s perceived net welfare. Factors in welfare assessment considered housing, and ‘place’ and ‘life’ satisfaction indicators that encompass a range of social, economic and environmental factors.

Each study had two major components which will be discussed in the paper 1) the migration patterns of income-support recipients for all Australian States and Territories using Family and Community Services’ (FaCS) Longitudinal Data Set figures 2) the results from two postal surveys both of which dispatched 7000 questionnaires and both which had approximately 1500 responses from income-support recipients from NSW and SA.

Results from the first survey show that whilst housing affordability was a key factor influencing income-support recipients moving out of large cities there are other important location choice factors considered: lifestyle choice, personal circumstance and ‘sense of place’ issues. Results from the second survey indicated that migration into the cities seemed to be more dependent on key characteristics of the income-support type. That is, not surprisingly, the Unemployed moved for employment prospects, Single Parents migrated for work but also social contact and educational opportunities, the Disabled for health reasons and Aged Pensioners for familial and support networks.

The analyses from such comprehensive studies fill important gaps in the existing literature on migration motives and outcomes between Australian city outflow and inflow patterns.
Remaking the inner city: 'anti-social behaviour', public space, and urban citizenship

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In recent years, a great deal of energy, imagination and resources have been devoted to improving the quality of public space in the central areas of Australian cities, in order to make them more inviting spaces in which to live, work, and recreate. These efforts have invariably been accompanied by measures designed to curb 'anti-social behaviour': these range from the legislation of new police powers to remove people from public space in order to prevent crime, through to harsher penalties for street offences, so-called 'crime prevention through environmental design', and the use of zoning to discourage particular land-uses which are thought to be associated with anti-social behaviour.

Drawing on research into the redevelopment of public space in Perth's Central Area during the 1990s under both Labor and Coalition State Governments, this paper will critically explore the assumptions about the relationship between cities and citizenship which underpin various measures designed to curb anti-social behaviour. It will consider which uses of the city were privileged in the representations of city life which informed attempts to remake Perth's inner city, and trace the various ways in which these representations were enacted and contested in design, planning and regulatory practices.
Through their combination of elements and conditions, certain inner-urban areas arguably demonstrate established patterns of urban sustainability. This paper develops the argument through a case study of South Brisbane, one of Queensland’s oldest and densest inner urban areas. This area of physical, socioeconomic and cultural diversity demonstrates subtropical Brisbane’s history of development from colonial outpost to postmodern capital city. The concept of cultural landscape is introduced, to balance the traditional professional focus on discrete urban qualities with a broader concern with the diversity and dynamism of the wider urban environment. The paper draws on a major study of Queensland’s cultural landscapes, supplemented by analysis and interpretation of current local government planning and community advocacy for sustainability. South Brisbane is shown to demonstrate ‘triple bottom line’ environmental, social and economic sustainability in a subtropical context. In the face of intense development pressure, this inner-urban peninsula demonstrates a long-term pattern of cultural sustainability that is rare in Brisbane’s suburbs. The management of such ‘indiscrete’ cultural landscapes raises challenges for sustainable urban design and development practice, beyond the limitations of established, discrete, planning and heritage conservation systems.
Decay in the suburbs: Wentworth Road, Port Kembla

Glenn Mitchell

This paper looks at a successful street and traces its rise and fall and attempts to make it rise again. It attempts to answer two questions: How and why has Port Kembla's Wentworth Road, the principal shopping and business thoroughfare of a long established Wollongong suburb, fallen on hard times?

From the 1930s to the early 1960s, Wentworth Road, Port Kembla had two principal functions. First, it was the main thoroughfare for the people of Port Kembla. It was the main street used by people to get to other parts of Port Kembla. Second, it was the principal focal point for the suburb's domestic and commercial life. Its streetscape bustled with commercial activity, namely banks, clothes shops, smallgoods stores, supermarkets and cafes. These enterprises in turn had the BHP steelworks to the north and the Electrolytic Refining & Smelting copper works to the east as dramatic backdrops.

Indeed this scene - shopping centre in the foreground and billowing smoke in the background - attracted Australian photographers such as Max Dupain and David Moore and their photographs have classic iconographic representations of life in an industrial town.

Today the streetscape is significantly different; the banks have closed, shop fronts are boarded up, few shoppers use the dwindling number of shops and street prostitution is commonplace. Wollongong City Council, Illawarra Business Chamber, the Wollongong Image Campaign and the Port Kembla Chamber of Commerce believe Wentworth Road has a 'bad image' and without change, the suburb will continue to spiral downwards. However, recent attempts to revitalise the street have largely failed.

These attempts have two contexts - they are part of local initiatives to create a new image for Wollongong (Wollongong Image Strategy, June 1999) which is turn is one of many strategies being used by urban planners in other parts of the world to 're-brand' urban spaces with new identities.
Is there a spatial mismatch between affordable housing and employment opportunity in Melbourne?

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Overseas studies have demonstrated that within urban areas there is potentially a 'mismatch' between the spatial concentration of affordable private rental housing and the spatial concentrations of employment opportunity. As a result, job seekers can face geographic barriers to accessing employment. These barriers can typically be overcome through private motor vehicle ownership, or public transport. But car ownership involves a significant financial burden for individuals and households on very low incomes, while public transport services are frequently inadequate. As a result government's policies of encouraging the unemployed to enter employment may be confounded by the geography of urban disadvantage and opportunity, and the transport modes available. This paper presents findings from an investigation of the extent of 'spatial mismatch' in Melbourne. The research draws on 2001 census data as well as a set of interviews with welfare workers to assess the extent to which the geography of affordable housing, employment opportunity and transport mode contribute to continuing urban disadvantage.
Geographies of Household Travel in Sydney

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Studies of urban travel – where people travel to, how they get there, for what purpose and for how long – have become increasingly sophisticated in their recognition of the complexity of urban travel. This includes, but is not limited to, the differences between work and non-work journeys, gender differences, income and racial differences, and the different sorts of journeys undertaken by car versus public transport. In this paper we extend these understandings through an investigation of the travel patterns of people living in different household forms (e.g. living alone, married without children, married with young children).

Using the pooled data of The Sydney Household Travel Survey conducted by the NSW Department of Transport between 1991 and 2001, we find that both men and women in households with children more commonly travel by car, and especially for serve passenger trips. We also analyse the variations in household travel patterns across Sydney in light of recent policy and academic debates about transport infrastructure, and urban transport and land use planning. We end with a discussion of the implications of our research for transport policy, especially in terms of the need to recognize the social and spatial specificity of car use.
Meta-systems

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"The system has moved farther from entropic equilibrium: it is now not only unstable, it is no longer homogeneous. Regions have differentiated. It has become ordered, exhibiting a higher level of systematic activity than either diffusion or gravity acting alone would have allowed. This phenomenon of spontaneous self-organization cannot be sustained.... The liquid will display a tendency to conserve its patterning, reacting to any further disturbance as a system (rather than molecule by molecule). Structural stability has been achieved under conditions of extreme instability." Brian Massumi

With a foreseen increase in population and the changing dynamics of the Melbourne urban fabric, the city is imposed with the pursuit of mechanisms that can accommodate the transformation of its ports and docks from an industrial to informational state, which are not centralised but networked and dispersed over the expanse of Greater Melbourne. How can this transformation and potential hybridity create a set of systems that facilitate a fabric which can accommodate a flexible accumulation and consequently enable a changing spatial pattern?

"Urban structures are required to maintain the flexibility so as to absorb a continuous spatial reformulation without losing their specificity and centrality." Alejandro Zaera Polo

With the objective of reviewing existing conditions and the suggested reform in the government's port agenda, the paper will be attempt to forge new relationships between the port and its surrounding communities; the greater Melbourne. Suggesting a multifunctional landscape where different landscapes coexist: the commercial, residential, recreational, and industrial. At the same time questioning the relationship between water and land and how artificial and natural landscapes question the intermediate space of the port enabling and accommodating the flow of goods and people.

The paper will investigate the evolving urban fabric of the City and its relationship to the network of ports located in Melbourne, Hastings and Geelong, and considers how the site itself can propose new possibilities of urban material organisations, which accumulate and differentiate according to site specificity. Suggesting how a diverse range of artificial and natural landscapes has the ability to accommodate the possible hybridity inherent in an evolving urban fabric. Questioning the territories of the port as a solitary and economic entity but as a body that is sensitive to the greater context and factors such as social, environmental, political and infrastructural complexities.
planFIRST: Is the New Planning System of NSW for Communities or for the Market?

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Planning policy in NSW is going through a radical change. The new planning system, planFIRST, will be fully in place and operational by July 2007. Relevant legislative changes in the Environmental Planning and Assessment Act of NSW are also likely to take place by then. planFIRST is to be enacted at three levels; planning policies will be formulated at the state level, planning strategies will be prepared at the regional level for some 12 regions that have been demarcated for this purpose and plans will be made at the local level. In the new planning system, iPlan; an interactive internet service, will be the main vehicle of plan delivery and customer service.

The State government of NSW argues that the new planning system will simplify planning process, will enhance community participation and in line with modern international practices, will lay emphasis on a regional approach to planning. It is claimed planFIRST will improve sustainability as well as empower local governments to fully utilize their potential by employing the locality based planning approach.

A closer look at planFIRST also reveals that a watering down of the regulatory aspect of the current planning system is also going to take place. While a subtle hint is there in the overarching philosophy of "coordinated strategic planning", a clearer indication comes in the form of the so called (a more versatile) planning toolbox. In the toolbox, in addition to development control, several other non-regulatory and market type implementation tools are also present. planFIRST has other elements as well which point to its market friendly nature such as use of market instrument of development rights (and their transfer).

This paper is a critical evaluation of the new planning system. The main objective of critique is to determine the real essence of the new system. Is planFIRST mostly about realigning the current NSW planning system with the currently prominent and dominant neo-liberal market economics or has it a more of a social welfare agenda? Is community participation a mere rhetoric while the inclusion of market as provider more substantive? Is there any danger that the new planning system will lead us to a laissez faire system (as a result of reduced regulation)? The paper investigates these issues both in the new planning scheme as well as in its likely future outcomes.
Population dynamics in the rural-urban fringe of Sydney

Ray Bunker and Darren Holloway

The rural-urban fringe of Sydney is becoming increasingly complex due to multi-faceted and dynamic population change, a broadening economic base and demands for better environmental management, all within the context of an evolving understanding of sustainability. The paper examines the rapidly-changing nature of rural-urban fringe populations in coastal, inland and mountain areas. The fringe has historically been seen as a theatre for Sydney's expansion and use. However increasing problems with land use, water resource management and air quality also require separate attention to this important and distinctive area and its very different components.

The analysis of population characteristics and trends is one of the necessary ways of identifying the issues, opportunities and difficulties that characterise the future of the fringe.
By 2030 Melbourne will be a city of 5 million. The 620 000 extra households will occupy the same area as today. If current trends continue and the Melbourne 2030 Plan is realised, the city will have over 100 high density activity centres serving the needs of an older, single person and childless population living in apartments rather than houses. All this forms part of the State government’s objective of “Planning for Sustainable Growth”.

Alongside these predictions and planning vision is another which sees Melbourne’s future as a city of greater overall density, more polarised by age, ethnicity and income. Its existing suburban fabric will have succumbed to development pressures supporting the only sustainable element – a vibrant urban land economy.

This presentation will take a critical look at Melbourne 2030 Planning for Sustainable Growth and relate it to the eastern and north westerns corridors of Melbourne. The plan will be discussed in terms of what makes a sustainable suburb – democratic decision making, social cohesion and cultural continuity.
Australian waterfronts: Improving our edge

Australia’s urban waterfronts provide extensive, high-quality open space in precisely those parts of the city where land values are highest and social life at its most dense. They establish new linkages, intensifying the interconnectedness of inner-city functions. They have dramatically increased the activity in CBDs during evenings and weekends. Opening up the river’s edge has brought about an extensive re-orientation of the entire city, spatially, functionally and behaviourally. By complementing the existing functions and spatial morphology of the inner city, waterfront projects have led the way in re-imagining both urban space and urban life.

However, spectacular images of urban vitality can blind us to the many social and spatial tensions which accompany waterfront regeneration. Behind these postmodern façades, the complex and disorderly realities of the city at large remain: uncoordinated infrastructure, underutilised land, poor physical and socio-economic connections to existing neighbourhoods. Alongside conspicuous consumption of cafes, museums and aquariums, we also find a great variety of informal, spontaneous activities.
Our Little Piece of Paradise: Socio-economic Differentiation and the Master Planned Community on Sydney's urban fringe

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Since the mid 1980s the character of residential development on Sydney’s urban fringe has become more clearly socially and economically differentiated from older more established outer ring suburbs. No longer are green field developments characterised by low income residents, and less affluent first home-buyers fulfilling their ‘Australian dream’. Rather, contemporary housing development is being undertaken through the vehicle of the ‘master planned community’ that is catering for upwardly mobile groups of middle and higher income earners seeking to protect their social and economic assets. The ‘community’ this form of development creates effectively differentiates these places of residence from the socially disadvantaged and lower prestige areas that predominate in Sydney’s outer western suburbs.

The purpose of this paper is two fold. In the first instance it uses ABS Census data (1991 and 2001) to investigate aspects of demographic change and socio-spatial restructuring in south-west Sydney over the past decade. Secondly, it draws on the findings of case studies of two recent green field residential developments in south-west Sydney, to investigate the determinates of the master planned community, and its capacity to effect socio-economic differentiation. In turn this involves examining the factors which motivate residents to seek a spatial utopianism using Bentham’s notion of motive in esse and motive in prospect (prior events or circumstances and future expectations which motivate action), and the form of ‘community’ which is realised in the MPC.
Office Buildings and the Signature Architect: Piano and Forster in Sydney

Donald McNeill
University of Southampton, and now Kings College London, but have been conducting research on Sydney over the last 2 years during summer vacation as a visiting fellow at MacQuarie Uni's Dept of Human Geography.

This paper examines recent trends in the construction of skyscraper office buildings in Sydney’s CBD. It applies recent theorisations of the ‘signature’ architect within the context of two recent office commissions given to prominent globally operative and renowned architectural practices, Renzo Piano Building Workshop, and Foster and Partners. The rationale by which these architects were chosen is located within a contextual discussion of the development of Sydney’s CBD office stock and skyline in the post-war period.
Supportive Environments for Children's Physical Activity: a case study on a masterplanned community in south east Queensland

Shaun Egan

This dissertation investigates how Masterplanned Communities provide supportive environments for physical activity, with children as the focus. Supportive Environments for Physical Activity are physical and social elements within a built environment that facilitate intentional or unintentional physical activity, of the participant. Facilitating activity is especially important, due to decreasing activity levels and general health of the community, causing health care needs and costs to rise. These environments are essential for all members of the community, but especially for children. Promoting children’s good activity habits early addresses the cause of inactivity rather than treating the symptoms such as obesity, heart disease and diabetes in later life. Masterplanned Communities are integrated developments with many residential neighbourhoods and facilities for the community, and have the potential to provide supportive environments. This dissertation reviewed and compared the literature for supportive environments and masterplanned communities to facilitate a case study analysis of a masterplanned community. The analysis results identify discrepancies between theory and reality, but show that a supportive environment is potentially possible on a large scale within a masterplanned community. The results will enable councils and designers to better understand the implications of their decisions and fulfil the requirements for children’s physical activity needs. This study concludes that supportive environments for children’s physical activity are possible, by integrating the residential neighbourhood with the every day living needs of the residents and that for the benefits of physical activity and supportive environments for children to be successful, education and awareness must be a priority.
New buildings and a new look for Wollongong. Has the ‘new’ Wollongong arrived?

Henry Lee and Glenn Mitchell
UOW

The city of Wollongong is currently experiencing a boom in urban development. Some suburbs such as South Wollongong, North Wollongong and beachside suburbs to the city’s north are experiencing rapid transformation. High rise apartments are replacing brick homes built in the 1930s and 1940s, Housing Commission homes can command prices of $600,000 and beach side block of land are fetching $1 million and more.

There are also plans to revamp the old Wollongong Showground (now WIN Stadium), link these renovations to new hotels to be built adjacent to this sporting complex and a new campus for the University of Wollongong known as the Innovation Campus plans to house a large hotel. Put simply, the face of Wollongong is changing.

This paper traces the history of these recent developments. It looks at how and why Wollongong has constructed an environment for urban change and how it has attracted developers. The paper argues that these urban changes will bring intended and unintended consequences for the city’s social fabric. The city has long sought a new image to replace those perceptions and images that go with a steel town. New hotels and new apartments are seen as one way of driving the push for a new image.

The paper will also look at how these developments will also see the end of work force communities – the small coal mining villages to the city’s north will be consumed by new houses. Indeed those social, economic, political and cultural aspects which have long been part of a Wollongong dating back more than one hundred years will change.
The Changing Spatial Structure of Middle Cities

Phillip Grauss

There is significant spatial change occurring in the middle suburbs of large cities such as Melbourne and Sydney, and possibly overseas. Areas previously referred to as ‘fringe’ are now being referred to as ‘middle suburbs’ or ‘middle cities’\(^1\), recognizing that urban renewal, formerly focused on the inner city, is increasingly being applied to the ageing western suburbs of Sydney and other cities such as Melbourne. This is changing both housing and planning models.

What models are appropriate? New Urbanists claim that we can still live in a house and garden in a suburb, but that we should re create the ‘traditional’ neighbourhood and urban structure they believe existed previously in the American Small Town. This is currently being applied in Australia on significantly smaller lots in an attempt to achieve both urban consolidation and a more structured urban environment. Are current models really exploring all aspects of better housing and planning? What values underlie these models? What evaluative techniques should be used to critically and rigorously examine models and suggest new models or amendments/ changes to current models?

Is this an opportunity to really create something better in the metropolitan fringe areas or is it just another attempt to create a new rationale for spreading urban consolidation from the inner city areas that are almost filled in, to the outer areas?

Either way a new spatial structure is being proposed. This paper proposes to examine this phenomenon by examining ‘exemplary’ projects that embody both key planning and housing ideas. While there is a wealth of material available on each area individually, there is little on the relationship between the two. A morphological method will be used to analyse and compare key projects such as Daceyville Gardens, Stanhope Gardens in Sydney and East Perth\(^2\)

The paper will also test the proposition that the majority of residential planned communities outside Sydney’s inner core do not integrate or embody both housing and planning ideas.

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\(^1\) As Mark Latham has recently labelled these areas. Refer to *The New Urban Agenda*, M.Latham 2003

Proponents of the compact city have often looked to the European city as a model to reverse the low density 'sprawl' that has characterized urban development in this country. It is one thing, however, to build a compact city from scratch, or to follow a plan for urban expansion based on compact city principles, it is quite another to attempt to transform our existing low density cities into their European counterparts. Australian cities are now being densified with at least some compact city ambitions, ideas or principles underpinning or rationalizing their development, so it is timely to reconsider some of those European cities thought to be exemplary in this regard, and to notice in what ways they do not conform to this model or to some down under interpretations. This paper, then, is a tale of two cities: one is the European city compact city theorists see, the other is what I see, and they are not quite the same thing. Two examples: firstly, Peter Newman's diagram (1994, 1999) for compacting the Australian city does not attempt to reproduce or substitute for one of the central features of such European exemplars as Copenhagen or Stockholm, namely, the ready access to extra-urban open space those cities enjoy. Secondly, in relation to density, Copenhagen is not especially dense, and the housing types and urban strategies favoured by the Danes display relatively little of the frenzy for increasing plot ratios, site cover and hard standing evident in Australian cities. Moreover, the Danes continue to experiment with low or low-ish density options in the pursuit of sustainability, a goal many seem to think can only be the reward for much higher densities than we currently achieve or ennoble.
Housing costs and work location in Sydney

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This paper will outline a study conducted in partnership by Shelter NSW, NSW Labor Council and the Social Justice and Social Change Research Centre at UWS in concerning the housing and work situations of moderate income 'key workers' in essential industries such as energy, water, transport, childcare, building etc. Because many workers may be on low to moderate incomes but required to work in high housing cost areas, they may either experience housing stress or be forced to travel long distances to work. The survey is being carried out to gather information on the housing choices of such workers, such as tenure type, location, how far away from their work they live, and housing costs relative to income (whether rent or mortgage). The study employs survey methods and focus groups.

In the UK, government has recognised this problem and community housing providers have quotas of housing units allocated to certain classes of workers ('key workers') near to their workplaces.

The paper will

- Outline the purpose and methodology of the project
- Review what has been done with the 'key worker' problem overseas
- Present the preliminary findings from the survey of Sydney workers
- Make some policy suggestions.
The transformation of the so-called low-tech industries to meet new conditions has never been a major focus of attention in Australia despite the fact that Australia’s economy is still considerably dependent in resource based industries. Innovation requires the generation and use of new knowledge which can be acquired internally or from external R&D and training organizations. The paper discussed the role of knowledge in the steel industry in Australia and the strategic and policy implications from an industry-innovation perspective.
Corporate Restructuring, the New Information Technologies and Spatial Networks

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There is a view that the emerging information technologies are the source of new agglomeration economies, which foster urban concentration tendencies such as the spatial networks (e.g. economic clusters and industrial districts) that are attracting increasing attention. An alternative interpretation views the emerging technologies as one of the causes of corporate restructuring involving downsizing and flatter organisational structures. The new small and medium sized businesses that are a by-product of this corporate restructuring use spatial networks instead of hierarchy (e.g. vertical and horizontal integration) to address agency problems and reduce transaction costs. The networks help foster trust-honour arrangements, and via this mechanism transaction costs are lowered.

These factors will not be of equal importance in every industry. The significance of trust-honour arrangements is likely to be greater in industries involving the batch production of complex, customised goods and services. In these economic activities there is repeated turnover of contractual arrangements as businesses are continually looking for new supplier or customer partners. It is in these settings that trust-honour arrangements are critical to the reduction of transaction costs. The paper argues that the edge cities, economic clusters and industrial districts commented on with increasing frequency in the literature, are in part the product of these factors.
Planning Under-Empowerment and Urban Over-Development in Inner Sydney

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This paper looks at how urban over-development can occur even when planning controls to limit development to levels acceptable to the community are in place. This can occur in discretionary development approval systems such as those in Australian cities, where approval can be gained for development exceeding limits under planning controls, under exceptional circumstances. The paper explores the way in which the exercise of power by developers, stemming from superior money-based resources, distorts this process to produce development at scales well beyond those intended by the planning controls. The distortions are produced in at least two ways. The first is through inadequate standing and inadequate knowledge of planning gain/profit relationships on the part of local planners. The second is through inadequate monetary resources in local government to fight developer appeals in higher tribunals, especially in the court-based NSW appeals system. Inner Sydney residential development is used to provide case studies to support the paper’s argument.
Urban Agglomeration of Advanced Business Services in Australia – Some Policy Implications

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This paper will consider the policy implications of the changing distribution of Advanced Business Services across Australia’s capital cities over the period 1986 to 2001. For the purposes of the paper ‘Advanced Business Services’ are defined to include firms that; derive most of their sales from business clients; provide product development and / or cost management solutions tailored to the individual needs of clients; apply a high degree of creativity and intellectual analysis in delivering these solutions; and act as the primary provider (as opposed to retailer) of the intellectual content in question.

As value chains have become more ‘unbundled’ under global operations through strategies like out-sourcing and distributed manufacturing, Advanced Business Services are likely to have taken on elevated significance as agents of technology diffusion. They are likely to have become the repositories of much of the creative thinking, strategic analysis and network management required to keep production firms competitive.

Advanced Business Services transact their work through highly social networks in which face to face contact is often a crucial element. The technology diffusion role of Advanced Business Services is likely to exhibit a strong spatial bias. Somewhat paradoxically, while globalization and production chain unbundling is allowing Advanced Business Services to reach out to clients in distant regions and countries, their impact on economic innovation and competitiveness may well be strongest in the home region.

The tendency towards consolidation of Advanced Business Services into Australia’s biggest cities, in particular Sydney and Melbourne is therefore of policy concern. The declining relative presence of these services in the smaller cities may be entrenching a core – periphery pattern of economic development across the nation – one that could be very costly in social and economic terms.

This research points to the need for a national approach to urban policy but with a focus different from those which characterized earlier Commonwealth forays into this area. A key need today in a more globally exposed Australian economy is for the Commonwealth Government to foster specialisation in key business services across the network of Australian cities.
Neoliberalism and Australian cities: changes in urban outcomes 1975-2001

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Much of the commentary on urban change in recent years, both in Australia and internationally, has been concerned with the rather vaguely defined "forces" of globalisation or postmodernism. This paper, one of a series looking at global changes resulting from neoliberalism, supports the conclusion that these "forces" are largely due to specific initiatives or "reforms" in national and local policy resulting from changes in the prime economic paradigm.

The paper looks broadly at labour markets, capital and financial controls, trade, urban and housing policy and their impacts on spatial form, population, social security, urban and housing market conditions in Australia over a 25-year period. Australia has not suffered as much as other countries from the effects of neoliberalism, despite adopting fairly stringent policies, and the reasons for this are articulated.
Investigating the Relationship between Property Values and Employment Trends

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In a global economy where the dominant paradigm is economic rationalism, land property values exert significant influence upon both our built and natural landscape. Subsequently, to undertake better planning for our cities it is important to understand the dynamics between property values and socio-economic indicators, such as employment patterns. This paper presents a new approach to indentifying links between residential property values and industry sector employment patterns. The approach is developed and tested for the State of Victoria at the local government level of analysis. Property data used for this analysis has been acquired from the Victorian Government's Valuer General's Office and the industry sector employment data used is based on the time-series acquired through the Australian Bureau of Statistic's 1991, 1996 and 2001 census.

This approach uses Haynes and Dinc's (1997) shift-share analysis technique to formulate national share, industry mix, and regional shift components in order to understand the extent of employment growth and decline for all local government areas in Victoria. Next, we deploy geographical information system technology to spatially aggregate property values to the local government area level of analysis so that we can scientifically investigate the relationships between property value and employment datasets. The results from our analysis show the extent to which residential property values are related to industry sector employment figures, both spatially and statistically. The relationships between residential property values and employment figures has ramifications for both the urban economy and social conditions of local government areas in Victoria.

**Keywords**: residential property values, industry sector employment, GIS, shift-share analysis
Urban Entrepreneurialism: The case of the NSW Government’s Office of Western Sydney

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There is an expanding academic literature on urban entrepreneurialism: where government agencies, industry leaders and communities work together to coordinate the economic development of urban regions, increase investment and strengthen inter-regional competition (Harvey, 2002). There is also an increasing interest by governments in urban entrepreneurialism: for example, the Blair Government’s “Our Towns and Cities” White Paper (2000) and “Enterprise Britain” (2002) report.

This paper describes the first five years of the operation of the first government agency in Australia to take a specifically entrepreneurial approach to urban development, the Office of Western Sydney (1998-2002). The Office worked collaboratively with businesses, industry leaders, Local Councils, environmental groups, Universities and TAFE, Federal and State government agencies and other organisations within and outside the region to develop a consensus on the economic, environmental and social priorities for the region, and to implement innovative urban development strategies. Its economic strategies included establishing: IT, environmental and biotechnology industry clusters in the region; a nationally-promoted regional Industry Awards scheme; the first international Conference in Australia on the Knowledge Economy; a training-linked-to-jobs program for unemployed and disabled people; and assisting to establish an office in Singapore so Western Sydney businesses could expand into Asia.

Based on the experiences of the Office of Western Sydney, the paper evaluates the strengths and weaknesses of the urban entrepreneurial model in the Australian context, and its implications for urban policy and planning.

Disclaimer: The author was a Liaison Officer in the Office of the inaugural Minister for Western Sydney (1998 – 2003). This paper represents his own views.
The role that Universities and other knowledge institutions play today in the generation, sharing and transferring of knowledge is looked upon by regional stakeholders with much more sophisticated eyes that it was in the past. As well as the efforts of training new talent, strategic engagement with industry and the community is driving the agendas of regional universities. The role of collaborative research and development with business also goes beyond the particular project-alliance as firms learn through interaction to improve both their collaborative capabilities and their likelihood of successful partnerships in the future (Dogson & Bessant, 1996; Leevers, 2003). This paper discusses a particular type of university-industry collaborative network in the area of nano-science & nano-technology applications to business.

It is generally agreed today that participation in networks, clusters and alliances proves a powerful learning mechanism, especially if the relationships are in geographical proximity so that extensive sharing can take place informally (Martinez-Fernandez, 2001; Arthur D. Little, 2001). Regions should maximise the value of their knowledge-generation institutions through linkages with the different actors in their innovation system (OECD, 1999; Maskell, 2001). The transfer of knowledge between knowledge providers and specialised industry has also been discussed elsewhere (Kline & Rosenberg, 1986; Faulkner & Senker, 1995; Teece, 1987). However, the generation, sharing and transferring of knowledge in areas of relatively limited expertise by industry and the role of universities as knowledge facilitator institutions have received considerable less attention.

This paper discusses the case of the partnership of the University of Western Sydney and South West Sydney firms in the exploration of nano-technology applications to their business. The significance of the paper resides in the active role that UWS is taking in transferring knowledge that is influencing the innovation structure of the partner-firms. The paper argues that the regional industry structure can be influenced by this type of university-industry partnerships that initiate, share, facilitate and transfer new technologies and practices.
Environmental Accounting: are there tools for living of the ecological interest and not the Capital

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Since at least the 1960’s there has been a growing awareness that the whole of the human environment (its society and supporting ecosystems as well as its economy) needs to be better included in decision making. This awareness has not been restricted to a single discipline but has emerged in the fields of Land use planning, in Science, in Economics, and in Accounting. Each of these differing approaches has developed its own language and discipline such as Sustainable Development and Ecologically Sustainable Development, Ecological Economics, Environmental Accounting, Ecological Footprints and Services and Social Cost-Benefit Analysis.
Most of the world has become a developer

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This recent musing by a Sydney real estate agent contains more than a grain of truth. The explosion of interest in property development - by people with a back-yard, sea-change dreamers, or by commercial interests in former institutional sites, sport stadiums and public purpose reserves - can't have escaped the notice of many.

Enter population and trade “boosterism”, runaway aspirations of affluence, household formations, disaffection with earlier housing arrangements, new “globalist” and technological ways of doing business, and a heady mix spurring the rush to development has been cooked up.

Propitiously or not, urban planing has succeeded in inserting a principal nostrum – higher densities – into the forefront of one of Australian society’s favorite past-times: feverishly changing the face of the land through building when the chance presents itself.

A perhaps-unintended consequence is that the planner's main role seems to be to accommodate these developers' wildest dreams. Urban planning's particular message to governments emerges as “You want more people, to attract more affluent households, this is how you'll have to do it.”

But is urban planning content to proceed as a supportive, if gently ameliorative, influence on a government and society growth agenda?

An environmental imperative confronts society where represented by raw economic growth proponents who believe that all problems can be managed or who haven't much time for scientific analysis.

This points to further land and water degradation, loss of bio-diversity, air quality deterioration especially near main roads, loss of agricultural productivity, fish depletion, and so on, as the most likely results of high growth and lifestyle pressures from Australian city dwellers and visitors.

For urban planning, these ominous scenarios compel consideration of a more radical, “confrontationist” approach to growth agendas of which property development is one of its more obvious manifestations.
For the past thirty years Tasmania has been the battleground for a range of debates about the non-urban landscape. From the campaign to save Lake Pedder from being dammed in 1972, through the Franlin River issue of the 1980s and the perennial old-growth logging debate, the Tasmanian political and media processes and fora are dominated by issues concerning the areas where the population does not live.

Tasmania not only contains some of Australia's, and indeed the world's most precious eco-systems but its major urban centres - Launceston and Hobart - have not felt the ravaging of the developers hammer that characterised urban spaces in Sydney and Melbourne during the past forty years. The result is a preponderance of heritage architecture and open spaces essentially intact.

Yet the urban heritage and regeneration debate attracts little community and political interest in Tasmania. The Green movement appears disinterested in urban planning, and the passions and energies unleashed by the forests debate is nowhere to be seen when it comes to what advantage can Tasmanians derive in planning for their urban futures given the heritage and geo-physical settings of their cities.

The Hobart waterfront is an excellent case study. It is currently governed by three planning authorities and much of the city of Hobart faces away from the water. There is no overall vision for the city's most aesthetic asset. The Tasmanian Museum and Art Gallery is located on the waterfront yet the entrance to the building is on the non-water side of the building! This paper will explore the dangers of making the forests and the buildings an either/or political and communications strategy. It will focus on what strategies might be employed to meld the two debates in Tasmania - this providing a case study for other regions.
Shaping the Parklands, Shaping Western Sydney

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Few cities in the world are faced with the prospect of planning 5500 hectares of new public open space. Sydney is fortunate to find itself in this position. Through the foresight and commitment of successive state governments, a 28-kilometre long open space corridor in western Sydney has been assembled as a key component of metropolitan master planning. The lands were acquired to provide a “green belt” at the western edge of the city incorporating a diverse range of recreation opportunities. The ensuing spread of residential development has effectively passed beyond the green belt, providing the opportunity to create a great “central park” in the middle of Western Sydney.
Australia’s cities are increasingly disconnected from the bush in an economic sense, but the importance of their more immediate hinterland — the peri-urban regions — is coming to the fore. Indeed, Australia’s peri-urban regions are an important but largely unsung arena for sustainable development. They have been acknowledged as key regions of population growth nationally and, despite a recent inner-city renaissance, can be expected to remain so for the foreseeable future. At the same time, they also encompass a range of strategic or otherwise important natural resources and emerging environmental issues. Typically this includes important water resources, threatened native vegetation and fauna habitat, and a large proportion of the nation’s most productive land. As the setting for the future development of the vast bulk of Australia’s urban system, the nation’s peri-urban regions need to be much better understood and more adequately addressed in public policy.

This paper begins by briefly summarising some of the sustainability dimensions present in these regions and then looks in more detail at a perennial peri-urban theme at the heart of this topic — agriculture. The agriculture that occurs in Australia’s peri-urban regions is economically significant to a degree that is not widely understood: preliminary evidence for a National Audit of Peri-Urban Agriculture suggests it may be as much as 25% of total gross value of agricultural production. Furthermore, the use and management of agricultural land in peri-urban regions also has important implications for metropolitan water supplies, as Adelaide has known for several decades, and as Sydney discovered prior to the 2000 Olympics. And because it is inextricably linked to land supply, the fate of agriculture in peri-urban regions is central to the unfolding pattern of development and resource use occurring there. A better appreciation of agriculture in peri-urban regions is an important pre-requisite in setting a more sustainable context for Australia’s cities.
The Impact of Urban Footprint on Water Quality

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Water environments in urban areas are important community assets due to their ecological and aesthetic value. It has long been recognised that urbanisation alters the stream flow regime and introduces numerous pollutants to receiving waters. Unfortunately, current approaches to safeguarding urban water quality can be largely ineffective as they focus on standard 'end-of-pipe' solutions. Problems of urban water pollution need to be dealt with at source rather than end of pipe and as such will only be remedied through innovative planning. For urban planning to offer solutions, it is crucial that an in-depth understanding of the impact of the urban footprint on the water environment is established. This paper presents the outcomes of a three-year research study in Gold Coast, Queensland, aimed at developing an understanding of the relationships between water quality and urban land use.

Six different land uses ranging from forest to medium-density residential were monitored in detail over a three year period, recording land use, stream flow and water quality parameters. The data were analysed using a range of statistical methods including multivariate showing that the characteristics and chemical composition of the primary stormwater pollutants were influenced by the urban form. This means that common structural measures have limited effectiveness in the removal of most of these pollutants. We also found that among the different urban forms, stormwater runoff from the area with detached housing in large suburban blocks exhibited the highest concentration and variability of pollutants. Acreage blocks were marginally better. It could be concluded that in terms of safeguarding water quality, higher-density residential development can result in a smaller footprint and would be the preferred option to reduce the urban footprint on water quality. At the very least, these findings demonstrate the key role that urban planning plays in urban water environments, instead of the current sole dependency on structural measures.
Recent research by the Sydney Urban Parks Education and Research (SUPER) Group, a consortium of Sydney park agencies, indicates the significance of urban parks in contemporary urban life in Australia. This paper presents data from two community surveys of park use conducted for SUPER Group in 1998 and 2001, which show how urban parks in Sydney successfully cater for demand from all sections of the community. Unlike many publicly provided leisure facilities, which often cater for particular a minority of the population and for particular demographic or socio-economic groups, it is difficult to identify any group which is not served by urban parks. Among the population aged 16 and over it was found that 91% had visited at least one park in the previous six months. Further, it was found that this figure varied very little across a wide range of social groups, defined by age, gender, ethnicity, economic status and class. The paper considers the range of benefits of park provision and use that accrue to the community and ways that they might be evaluated. In particular consideration is given to assessment of the health benefits of parks which form the basis of the current 'Healthy Parks, Healthy People' campaign. While existing urban park provision has successfully served the community to date, the question arises as to its ability to continue to do so into the future. The paper considers likely future changes to the size, composition and distribution of the Sydney community, the consequent demands likely to be placed on the urban park system and the ability of the system to respond to these changing demands.
Forecasting Urban Land requirements: Implications for Residential Density in Perth, Western Australia

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It is anticipated that the population of the Greater Perth Region will grow from the current approximately 1.5 to 2.4 million in 2031. How much urban land will be required to meet future demand and what are the implications for urban density if we are to strive for more sustainable land use? These are questions driving an extensive and in-depth investigation and analysis using the Department’s ESRI based Geographic Information System. The research included: a review of the composition and relationship between diverse urban land uses; a lot-by-lot analysis and calculation of short-term surplus dwelling capacity of land zoned for residential use; and a detailed investigation of existing net and gross residential density. Despite a shift towards higher densities over the past 30 years, actual developed site densities throughout the Greater Perth Region remain lower than the planned site densities of the residential areas. The current zoned urban land supply amounts to approximately 100,000 ha and a projected approximately 400,000 new dwellings will be required by 2031. In view of the findings that each hectare of zoned urban land has yielded an average of 5.5 dwellings, the reconciliation of existing land supply with future demand represents a considerable challenge. Developed site densities are relatively low in comparison to other Australian cities with 64% of single dwellings having a lot size greater than 579m², i.e. only 36% of units have a net dwelling density greater than 17 units per hectare. The paper examines a number of density and development scenarios for the future and discusses policy implications.
Recently, in the introduction to the next stage of Melbourne’s Docklands development, premier Steve Bracks characterised the Docklands as successful on the basis of a 1:40 ratio of state to developer financial contribution. The state contribution of which he speaks is in infrastructure, which includes parks.

This notion of parks as an infrastructure suggests a functional or pragmatic view of recreation, which may be at odds to our sense of the freedom of thought and activity that we might hope to feel in the public realm. However, this definition arises from a long term change in funding of public space, where the cost of landscape is only defensible if it solicits an equal or greater contribution from the private sector.

This lecture will discuss and be illustrated with a range of public landscape projects in Melbourne designed in recent years, including Birrarung Marr (the new riverside park), Federation Square and Docklands Park. It will contrast these with projects in the City of Moreland including Randazzo Park, which attempt to build a municipal identity that is generous and inclusive. It will look at the small ways that canny designers have built this logic into projects, both through strategic addresses reflected in the overall form of designs, as well as in smaller design details and will finally reconsider what “the civic” is in relations to this new logic of public space.
Sustainable Green Systems in the Urban Environment

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With the increasing demand for land to accommodate residential, industrial, and commercial development within our cities, the preservation and management of our green spaces and biodiversity in the urban landscape is critical. This paper examines the complex issue of creating sustainable green systems and protecting biodiversity within the built environment. Existing green spaces and biodiversity are experiencing pressure from competing land uses and human activities predominantly in our capital cities. Our research focuses on preservation and management of green spaces and biodiversity in metropolitan Melbourne under the umbrella of the Melbourne 2030 planning strategy. We use the City of Darebin, one of thirty-one local government areas comprising metropolitan Melbourne as case study in order to develop a green space index incorporating biodiversity conservation. A geographical information system (GIS) based planning support system (PSS) tool is used to construct the green space biodiversity index for the City of Darebin. Specifically, the land suitability module of the What if? GIS-based PSS is used to bring together a number of spatial datasets used to formulate the urban green space biodiversity index. The datasets entered into the PSS encompass a wide range of cultural and natural assets data layers including: existing open spaces, waterways, threatened fauna and flora, ecological vegetation covers, registered cultural heritage sites, and existing land parcel zoning. The results of our analysis is an open space biodiversity index for City of Darebin, which can be used to assist in assessing future land use development applications. It is recommended that such open space biodiversity indexes should be used to define and preserve green systems in the Australian urban environment.

Keywords: green space, biodiversity, geographical information systems, planning support systems
Clearfelling Australia's cities

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Mass concern with conservation focuses almost exclusively on damage to the natural environment, while Australia's historical urban environment is being clearfelled with only scattered and stifled protest.

I'll address such themes as heritage legislation, its achievements and limitations within the cities, and discuss other threats: urban consolidation, rising house prices, public-private redevelopment of public land; and disposal of government property. I'll set out some of the urban consequences, with particular attention to three cities (where I've worked in the past 10 years): Newcastle, Canberra and Adelaide.

There are 13,000 heritage places on the Register of the National Estate (RNE). (Approximately 3,600 listed on the Australian Heritage Places Inventory – mainly on the RNE – are in the city council areas or centres of Australia's ten largest cities). Many places are also heritage-listed by state or local governments but many are not, and these are often the most significant urban places. For example, Anzac Square (Brisbane) and the Adelaide Parklands are on the RNE but not state-listed. In any case, under amendments to the Environment Protection and Biodiversity Conservation Act the RNE will be replaced by a much smaller 'National List'.

Even when places are state-listed this does not guarantee their preservation. Sometimes this may be due to accidental destruction. The heritage-listed York Wing of the Royal Newcastle Hospital was badly damaged in the 1989 earthquake (along with other important historical buildings) and so it was demolished. There was strong local protest about the alacrity with which business, state government and the council proceeded with such inner city demolitions, in line with a developmental blueprint produced a year before the earthquake. Public-private collaboration in fast-tracking redevelopment, retaining (at best) token heritage structures is characteristic of all of Australia's major cities, especially in harbourfront and docklands redevelopment in Newcastle, Sydney, Brisbane, Port Melbourne and (as recently announced) Port Adelaide.
The community is not a place and why it matters: case study: the Green Square Town Centre Masterplan

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Analyses of planning documents and a recent survey of practicing planners in NSW reveal that planners treat ‘the community’ as a place or as place-based. This usage is widespread and underpins most urban design principles and practice. The place-based approach is associated with a focus on what happens within a place, what it contains, and on built or physical infrastructure. The language is of connectivity, legibility, permeability, access, the public domain and so on. However, sociological research does not support this interpretation of community as place. Recent neighbourhood studies, for example, consistently find that social and economic networks are not primarily place-based except for a small number of identifiable population groups. As well, other strands of social research have been reporting for years that what matters in terms of the health and social wellbeing of a society or a city is relativities - the comparative status between neighbourhoods, the effects of relative deprivation, the impacts of relative inequality. Treating community as place and social wellbeing as primarily place-based obscures the importance of these critical factors in social wellbeing and social sustainability. Recent planning initiatives for Green Square, including the Green Square Town Centre Masterplan provide current examples. The paper concludes by demonstrating that if planning were to proceed on the basis that communities of interests and attachment are more important that communities of place and that relative equality is the key to health and social wellbeing, some current planning shibboleths would need to change. But the role for planners in social sustainability would also become more plain.
Urban Environmental Planning and Growth Forecasting using GIS

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This paper investigates approaches for predicting patterns of urban growth using tools developed in a geographical information system (GIS) for various planning scenarios. The work is based upon a case study for the Australian coastal town of Hervey Bay. This town is experiencing rapid growth, but is located regionally in an area facing economic decline. The area also has an interesting mix of urban-rural land uses and economic activities, and is considered environmentally sensitive due to its important natural assets. Socio-economic (demographic and employment) data are related to the existing land use patterns using spatial analysis to disaggregate the regional data down to a landscape level, and socio-economic projections are used to define external pressures for future change. A discrete choice land use model assigns this demand to future land uses and a final spatial allocation maps these to predicted patterns of growth taking into account a range of physical infrastructure and environmental landscape factors. The kinds of scenarios investigated include: continued trends, optimal economic uses of land, and preferred sustainability objectives to the year 2021. These scenarios are evaluated at a landscape level to identify potential conflicts with strategic policies. The paper focuses on methods to improve the reliability of the spatial allocation component of the modelling. We compare and contrast two techniques to model spatial patterns in land use change: a spatial regression technique and a cellular automata approach. Both models are validated using historical land use data that was mapped from Landsat Satellite Imagery since 1986. The paper presents quantitative differences between these techniques, and discusses their applicability to spatial planning and urban growth forecasting.
Urban governance, the state and civil society: a critical examination of historical and contemporary debates

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This paper will initially take a broad historical scan of key Australian urban planning and governance initiatives which have promoted or at least suggested the need for enhanced citizen participation and local decision making. Key initiatives to be highlighted include the Commonwealth's post-war reconstruction program of the 1940s, the Australian Assistance Plan of the 1970s, the Building Better Cities program together with various regional planning and growth management strategies during the 1990s and more recently a myriad of place based and community centred policies being developed by State and local governments. A critical issue for these initiatives was the relationship between the various spheres and institutions of the state and the 'messiness' of civil society. The critical dimensions of this relationship remain unresolved and contested in contemporary international and national public policy. Using a framework derived from network and participatory governance theory and practice, this paper will explore this problematic relationship between the state and civil society by examining in-depth qualitative policy research on recent urban and regional initiatives in Queensland where the discourses of community engagement and citizen participation have been evident. Key dimensions such as the sources of democratic authority, innovative forms of public accountability and the capacity of devolved and participatory institutions to deliver community outcomes will be examined as a basis for re-conceptualising state-civil society relations and constructing innovative methodologies of participatory governance. The paper concludes with discussion on the prospects and future directions for participatory forms of urban governance within the Australian federal system.
Towards a Tailored Evaluation Model for City Governance

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This paper develops the argument that market based evaluation models of city governance leave an insufficiently developed legal and political dimension and impoverish the future of Australian cities. It calls for an academic and public sector partnership in developing an evaluation model that can take cities into the future by abandoning models that are relics of the past.

How "business-like" does a city government have to be? How business-like can it be? Ought it be?

Why is there so little resistance to deriving the evaluative models from the private sector?

That might be understandable, though regrettable, if public authorities stood up well against these evaluative models, but they never do. Public authorities are like punch-drunk prizefighters, forever doggedly staggering back into the ring for another beating.

Under the mantle of public sector efficiency the concepts of a “businesslike” and a "business-like" public sector are conflated. Market models proceed from an unstated major premise that government is better, the more “business-like” it is. However, to apply market driven models is to assume what has to be argued for: that they are appropriate.

This is questionable.

Local government operates in an environment and within constraints only tangentially related to those of private sector trading corporations.

Market models do not address the critical role of government as regulator. Ex hypothesi, they are useless in situations of market failure. And where, in these arid constructs of government-as-supplier, citizen-as-consumer, is there conceptual room for the notion of stewardship, of caring for the assets of the city and for its citizens and their posterity?

Only when the role of government as steward/trustee/carer for the polity is taken as a given does the notion of accountability move away from commercial/profitability so that the values underlying the conference themes are accorded appropriate weight.
Rethinking Citizenship and local planning to improve people's participation: lessons learnt from the neighbourhood house and community centre experience

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I think my paper is relevant to the following session:
Governance, Finance and Accountability (citizenship and the democratic process)
It could be relevant to other sessions such as 'social conditions’ or ‘urban morphology’ depending on the nature of the other papers.

Abstract
Citizenship is one of the significant political and legal tools through which notions of social membership and individual rights are mediated. In Australia, all levels of government regard the concept as a mechanism to create a sense of national unity in a multicultural society, as well as through which notions of ‘active citizenship’ are represented to define ‘good citizen’ behaviour.

The increasing role citizenship has in discourses of democracy and planning have implications for our cities, its citizens and the types of communities that exist. In particular, how people define themselves and are indeed shaped through planning practices as all levels of government try to improve ‘citizens’ participatory experience’.

A major weakness of current understandings of citizenship, however, is its lack of theorisation in relation to the everyday lives of people in local communities. Current notions of citizenship are largely based in a juridical framework that artificially separates notions of democracy and involvement from people’s actual experiences of participating in community and society.

The aim of this paper is to put forward some ideas about how we might reconceptualise notions of juridical citizenship in a way that sees it more effectively and meaningfully reflect the everyday experiences of participating in community and society in Australian cities.

The paper will propose a framework that is capable of expressing how and where people acquire the skills and resources to participate. Specifically, by conceptualising citizenship as practice, we can get a sense of citizenship as a located, interactive, social experience.

The paper also draws on the lessons learnt from people’s experiences in the neighbourhood house and community centre setting, as a way to illustrate how citizenship and democratic processes can be better achieved in local communities of cities. In doing so, a more realistic understanding of participatory citizenship in the cities can be gained and improved planning practices undertaken.

Key words: citizenship, planning, community, neighbourhood houses
Paper title: Public awareness and the politics of urban growth

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In the last 25 years, mechanisms for public participation have infused planning legislation, practice and urban development in Sydney. From the Environmental Planning and Assessment Act (1979), to the consultative strategies employed by project management companies and planning authorities today, the once inaudible resident has emerged centre-stage in the shift to consultative and deliberative approaches. Despite these overtures to ‘democracy in planning’, the economic and political realities of urban growth have nonetheless confined public involvement to specific disputes rather than contributing to a longer term capacity to address key issues facing our cities today, notably, equity in housing and urban service provision.

Based on a contemporary case study of locational conflict in Sydney’s ADI-St Mary’s redevelopment, this paper will explore the political, economic and social factors shaping the nature of deliberative planning practice as Sydney’s suburbs adjust to new economic realities. In particular it will identify opportunities to expand consultative planning from project-based mediation of specific conflicts to the development of broader public awareness of the costs and significance of urban services provision and the factors contributing to growing inequity in housing. As a key aspect in building greater support and understanding of urban issues, it will consider the importance of maintaining a robust community of planners, comprised not only of planning and building professionals, but journalists and academics, who together might play a more visible role in raising public awareness, and interest in the economic and political realities of urban growth.
Economic globalisation has witnessed a new and complex reconstitution of the spatial organisation of the economy. New scales (e.g. the urban, the region, the global) have been superseding the national scale as the focus of economic organisation and governance. For cities, this process involves reterritorialisation: a reconfiguration of the spatial patterns of economic relations and flows in which the urban economy is situated. And it involves a political repositioning, as cities are recognised as strategic sites through which to govern with economic goals in mind. All of this creates policy challenges including building an understanding of the (changing) geography of the urban economy and identifying the strategic policy interventions through which social and economic benefits might be maximised.

As Australia’s undisputed economic engine, the reterritorialisation of the Sydney economy is an obvious case for analysis. Yet research on the specific economic and spatial processes that have reconstituted the Sydney regional economy is not well advanced. Our grasp on the spatial political economy of the eastern seaboard, and of its implications in terms of accumulation and distribution outcomes, is poor and this has major implications for the formulation of effective urban and regional policy that can address specifically Australian conditions rather than mirror generalised neo-liberal policy prescriptions. This paper makes the case for the urgent need to develop an informed spatial political economy analysis of the Sydney economy.
Before and after the motorway: an appraisal of 20 years of urban motorway development in Sydney

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This paper reviews comprehensive empirical evidence of the before and after conditions surrounding the opening of successive stages of the M4 and M5 Motorways in Sydney's West. The results follow a pattern after each motorway section opening where road traffic volumes increase suddenly and dramatically in the months immediately after the new capacity comes on-line. Extensive mode shifting from parallel rail and bus services to road use takes place as does traffic reassignment from across the network. Significantly there is evidence of additional trips, or induced traffic growth. These changes to the system ease off once congestion returns and travel speeds on the motorway drop back to those on alternate public transport services.

Despite the billions of dollars spent on motorway construction in Australian cities, this analysis represents one of only a small number that identify what the actual effects have been. These empirical findings raise several questions about the relationship between growth in the urban transport sector, government policy and the nature of the projects that have been pursued. Questions such as What have been the actual benefits of urban motorway construction? Is the extensive mode shifting and return to congestion counter-productive? What has been the economic cost of this? Are there other projects that capital could have been directed to that would have produced more efficient outcomes? And ultimately is motorway construction a sustainable and effective form of urban transport development for Australian cities?

Keywords: Urban motorways, urban public transport, mode shifting, induced traffic growth, sustainability
The focus of this study is on changing patterns of geographic accessibility to employment in Sydney between 1981 and 1996. Specifically, we examine how well public transport and the car serve Sydney residents’ in accessing employment opportunities and, in turn, we provide some assessment of the long-standing planning goal of spatial equity in access to services.

An integral accessibility indicator that measures access to opportunities, part of the family of process indicators, was adopted for this case study. The mean opportunity duration is the mean time to travel to all employment opportunities from a given location in the urban area (sometimes referred to as average separation) by public transport and the car respectively.

A finding of our study is the persistence of wide disparities in accessibility to employment by car versus public transport which highlights the continual disutility of public transport as a journey to work mode. Approximately 15% of Sydney wide jobs are accessible within 60 minutes travel by public transport, as opposed to 35% of jobs by car.

Further, our study highlights that changes in accessibility to employment opportunities by public transport is characterised by spatial bias that splits the city into ‘public transport rich’ and ‘public transport poor’ areas. Generally, the inner areas of the city were shown to have increased their level of accessibility to metropolitan area jobs, while areas beyond 20 km (the northwestern, western and southwestern parts of the city) experienced a worsening of accessibility to employment between 1981 and 1996 – the very areas experiencing rapid suburbanisation of employment and workforce. Those areas outside public transport corridors and of subregional centres experienced the highest levels of inaccessibility.

Additional modeling work on the impacts of reductions in travel time components of public transport showed that access time to public transport, in particular, could generate corresponding improvements in access to employment.

The implications of our findings for urban planning suggest that if accessibility indices are to be used as an indicator of the performance of urban transport/landuse interactions, then the planning goal of spatial equity in access to services is a long way off. The whole process of metropolitan restructuring and suburbanisation of activities and population does not appear to be an equitable process, and is re-engraving on the landscape a spatial bias in accessibility to employment that reflects deeper structural differences between the ‘two’ Sydney’s which, in the longer term, is not sustainable. The challenge for planners and planning systems is to take think in terms of accessibility to opportunities and how best public transport can enhance accessibility for all the residents of Sydney.
Using virtual reality models to communicate how the built urban environment & urban transport systems can interface and interact to build better future cities

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The need to effectively communicate the concept of new and futuristic cities and transportation systems and their association with the adjacent built urban environment, has often eluded the transport and urban planner. The ability to communicate concepts like Light Rail Transit (LRT) systems and their interface with urban planning land uses, like for example, Transit Oriented Developments (TODs) have often been difficult for decision makers, professionals and the community to visualize within their own local environment. The solution has commonly come in a consultant's report, with options, supported by an overseas trip for senior officials and political leaders, yet still presenting the problem of transferability into the Australian urban environment. The problem is further compounded when a degree of public consultation is required to show options to help gain political approval.

The power of a visual 3 dimensional walk or ride through virtual representation can within minutes express the whole concept of a how, for example, a TOD may look within the Australian context or how an LRT may interface with associated urban land uses.

This paper will present examples of how using virtual reality modelling; decision makers, professionals and the wider public are able to more readily appreciate how what form a TOD may take within Australia and the part transit systems like LRT may play to better interface within these communities. The application of an LRT system will be applied to a conceptual 3 dimensional model of a transit oriented development superimposed upon a new greenfield site, as a model for future city development.
Expansionary problems in the Sydney metropolis in the period before 1960, had much to do with efforts to decentralise population to a number of rural growth centres. However, in terms of dispersing any significant number of people from existing state capital cities, this exercise turned out to be an expensive and generally unsuccessful enterprise. Both in terms of access to jobs and environmental attractiveness, the choice of sites for dispersed growth can now be questioned, even if the motivation remains a rational objective for a nation as urbanised as is Australia.

Since the 1960s, many of the anticipated problems associated with population growth, which led to attempts to control sprawl with a “Green belt”, have in fact occurred. Despite efforts to induce redevelopment of obsolete industrial and residential accommodation in the existing metropolis, the attraction of low-density housing at the periphery of the city continues to demand State government support: this despite the inevitable problems of infrastructure cost, social dislocation and access to work. Thirty years on, the previously unsuccessful efforts to decentralise Sydney in particular, is seen as an obvious option for the longer term. It is contended that such an approach should be re-examined in the light of contemporary change and particularly in relation to the technology of communications.

Since decentralisation was previously attempted, the complexion of the world economy has undergone major change. In particular the emergence of economic activity associated with the digital revolution in computers and telecommunications is noteworthy and has resulted in the evolution of a new form of urban entity, the “Global City”. The convergence of these two technologies, which for convenience can be referred to as Hyper-communications, is seen as representing the fundamental change that may now make decentralisation a success where previously it failed.

Based on Hyper-communications, it has been speculated that a new form of networked polycentric urban system might be induced in New South Wales, in which Sydney would remain as the principal node and Australia’s evolving “Global city” candidate. Other nodes in the network would be rural towns selected as potential growth centres, supported by the facilities requiring high grade, high bandwidth digital links. On this basis, efforts to relocate substantial numbers of people, who would otherwise be drawn to the economic and social magnet of Sydney, might be successful where previously they were not.
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