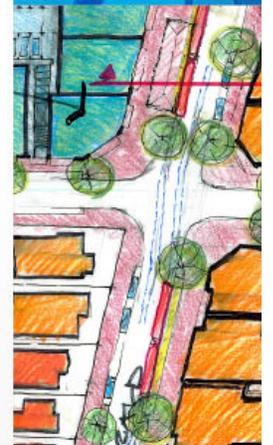
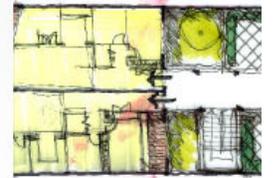
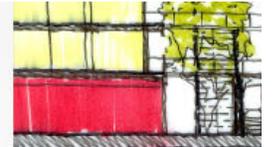




Liveable Neighbourhoods

Has it been the sustainable initiative?

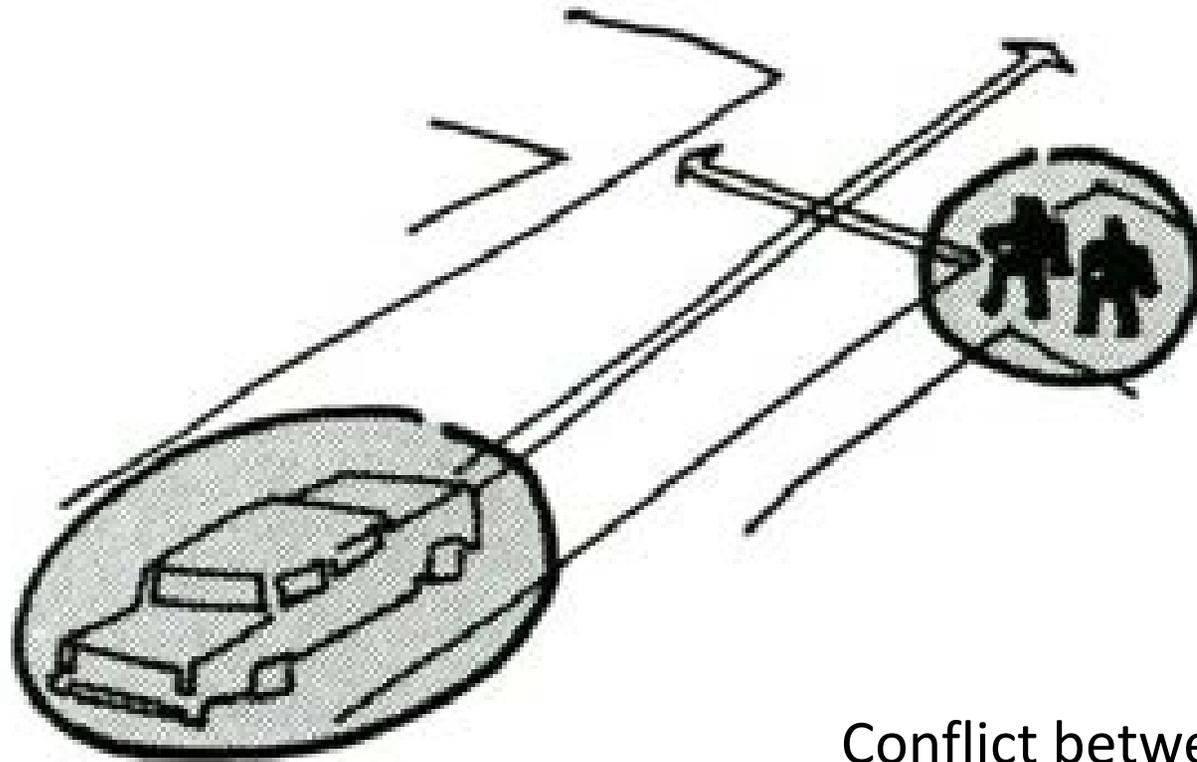


Evan Jones

LGPA Seminar

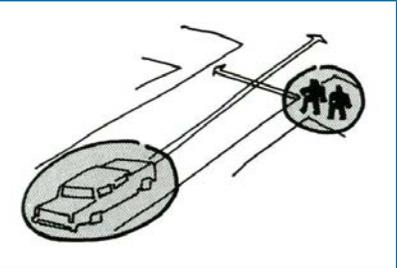
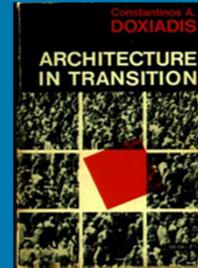
March 2014

Background



Conflict between two scales

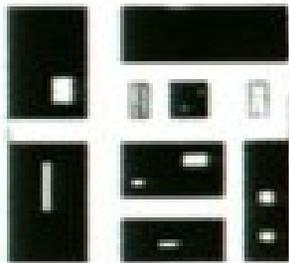
Modernist Theory



WE HAVE:



narrow streets



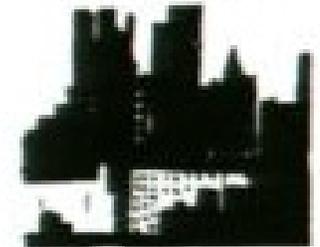
very small parking facilities



very small Irregular plots



no room to move

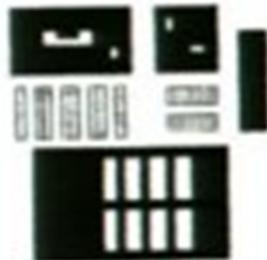


the largest investment and the highest prices

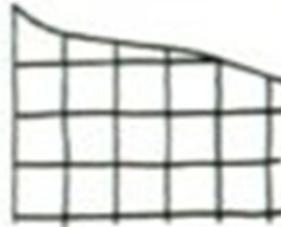
WE NEED:



wide streets for heavy traffic



big parking plots for public buildings



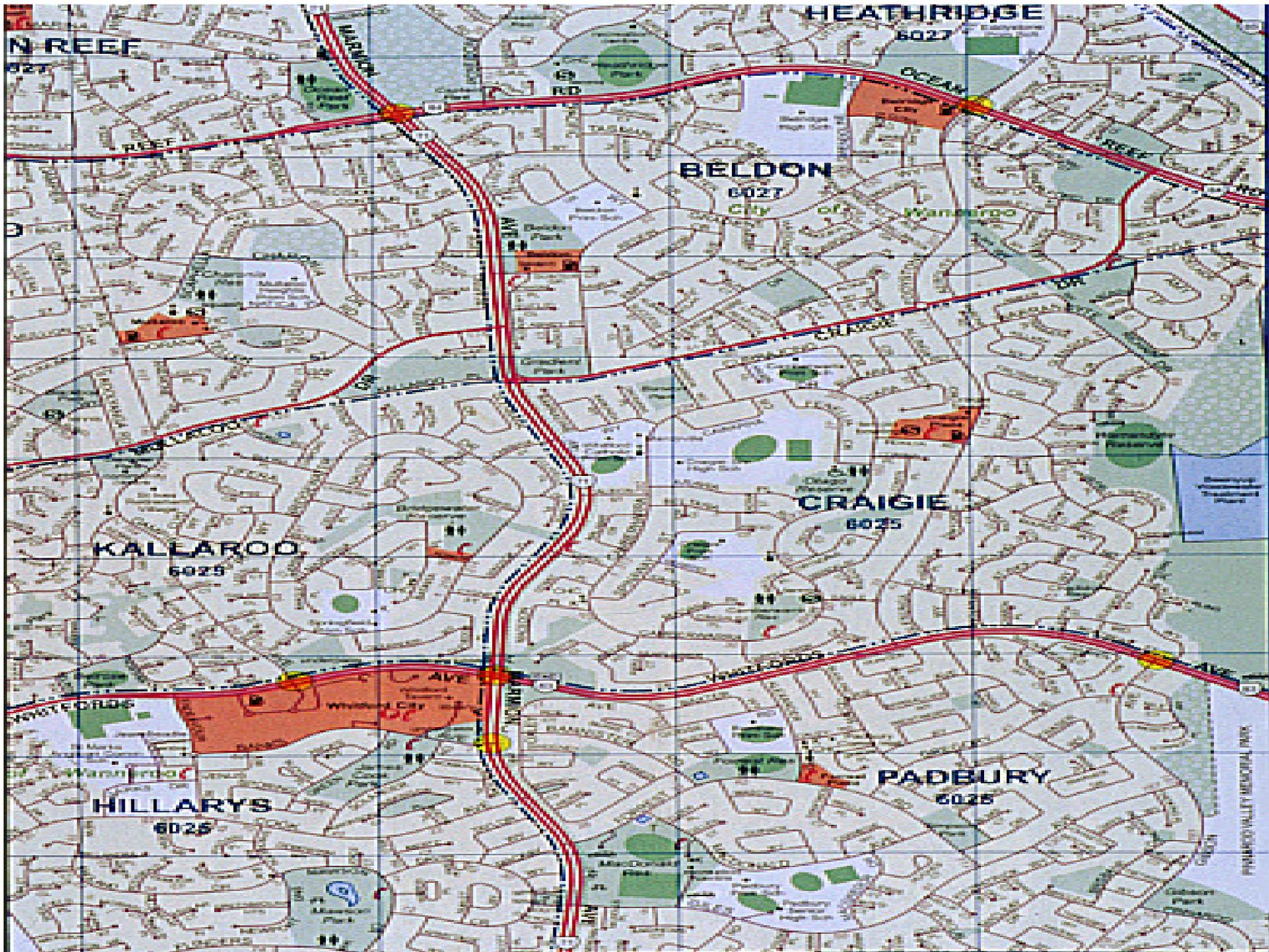
Large blocks for public and private functions



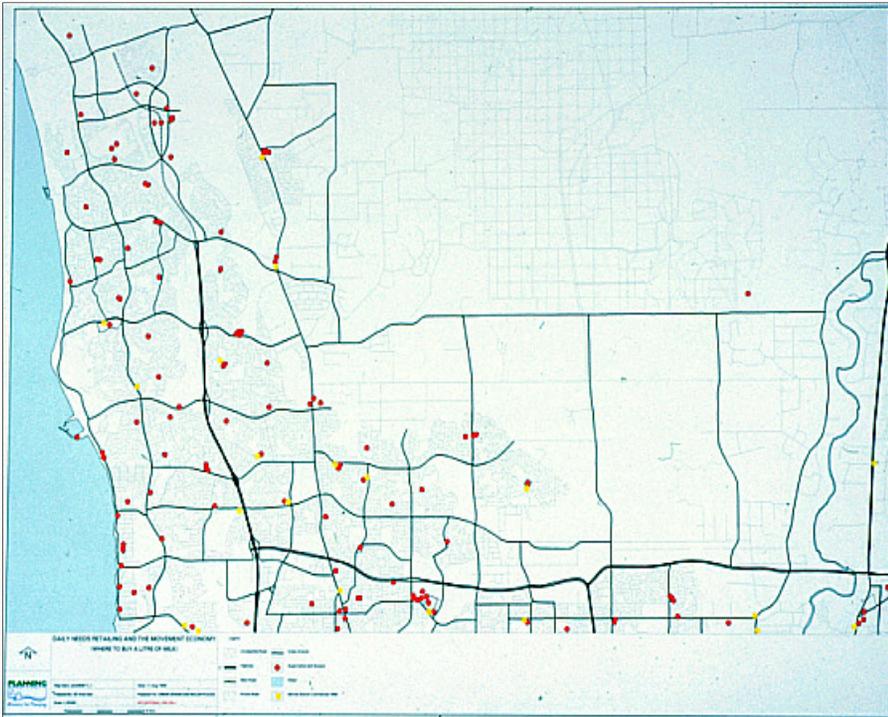
Freedom for new designs



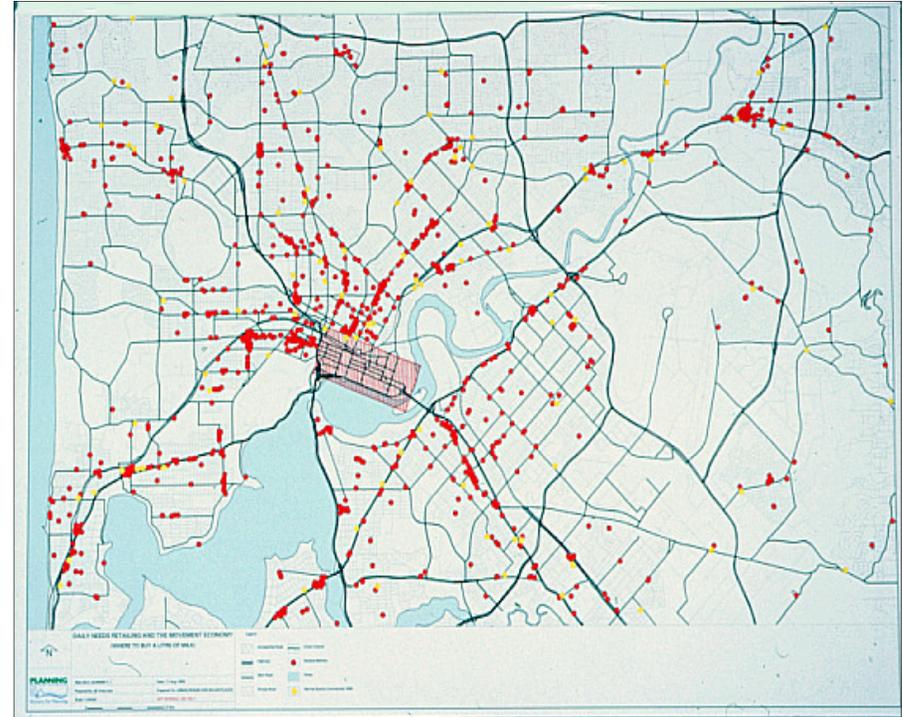
Freedom for expropriation



Litre of Milk Maps



North-West Corridor

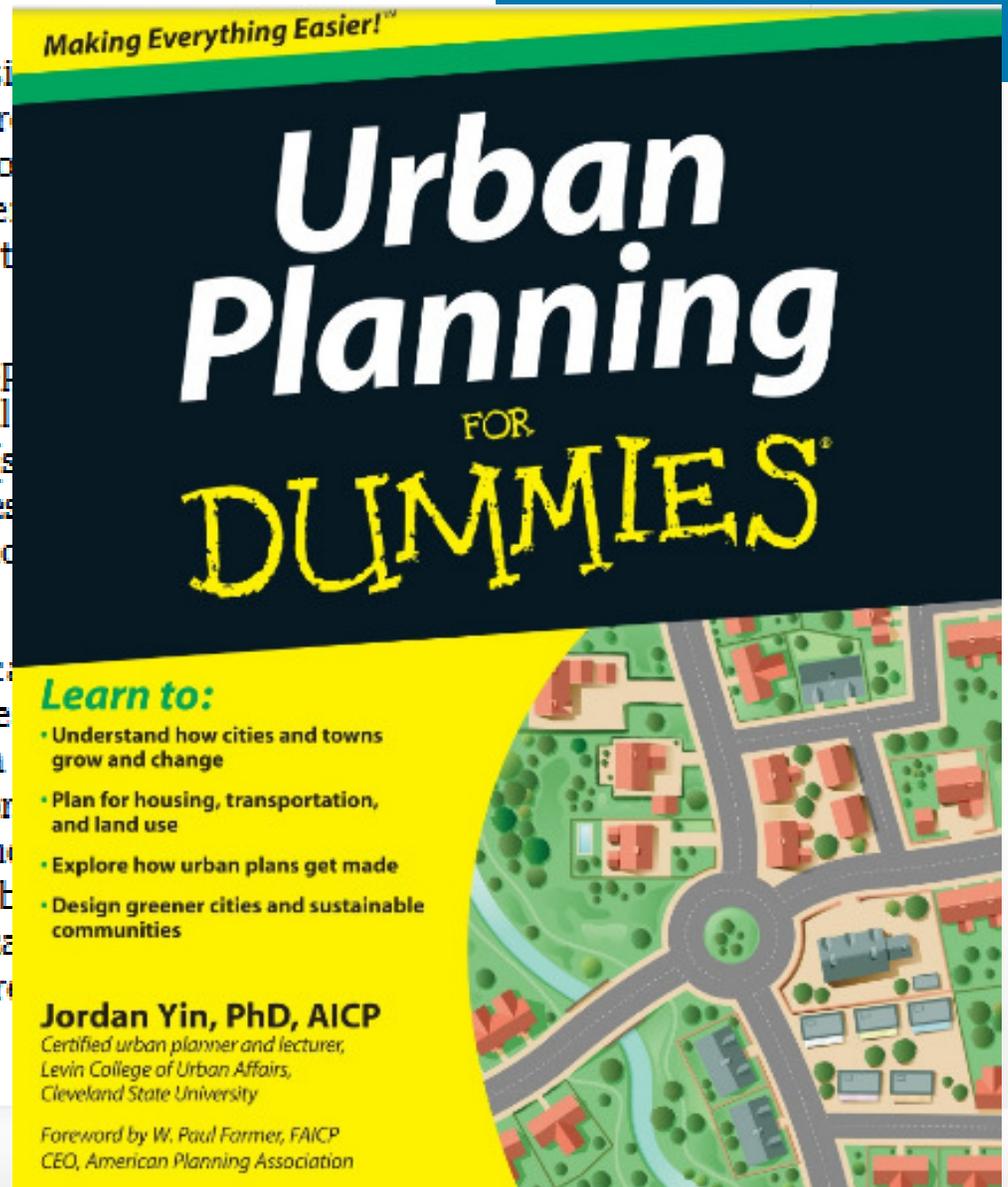


Central Suburbs

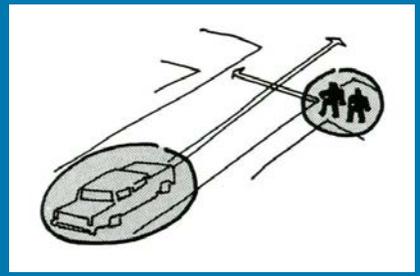
Unsustainability Definition: Needing to use a litre of petrol to buy litre of milk?

Chapter 13: Rushing to the Suburbs: Managing Sprawl

- ✓ **Single-use areas:** Large areas that feature a single use, such as residential, retail, and office areas — often are the result of sprawl. So-called “bedroom suburbs” and “commuter suburbs” encourage low-density development and often require long driving distance, making it necessary for people to travel from one place to another.
- ✓ **Poor-quality design:** A common critique of sprawl is that these areas are either “ugly” (imagine a busy commercial strip with too many signs and billboards) or too “homogenous” (suburbs with a subdivision full of identical houses). Poor quality design can detract from the community with well-planned public spaces and centers.
- ✓ **Dependence on automobiles:** Traveling by car is often the only option in suburban and exurban communities. In some areas, the nearest “corner store” may be at a mile or more away. Some places have great roads for driving but lack crosswalks, and other safety features that encourage walking and cycling. And, somewhat ironically, some suburban areas are not well served by public transportation because it is too expensive to offer public transportation in areas with low density.



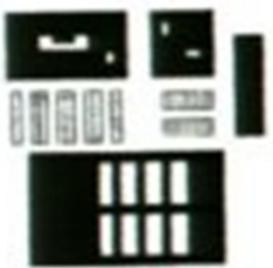
Post Modernist Theory



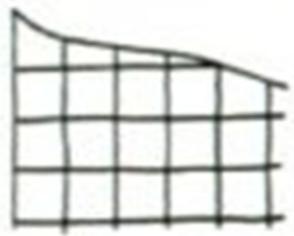
WE HAVE:



wide streets for heavy traffic



big parking plots



large blocks and lack of perimeters that form cities



car dependence

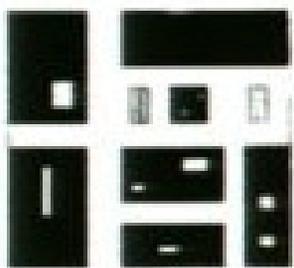


sprawl

WE NEED:



narrower and liveable streets



sleeved parking facilities



small scale perimeter development



compact urbanism



nodal investment based on transit

evanjones@iinet.net.au

M +61 412 925 442 T +61 8 9468 2012

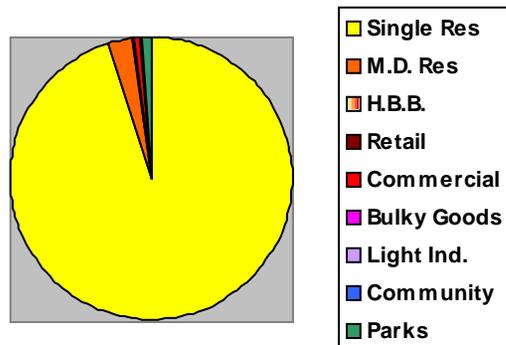
Perth Walkable Neighbourhood Comparisons



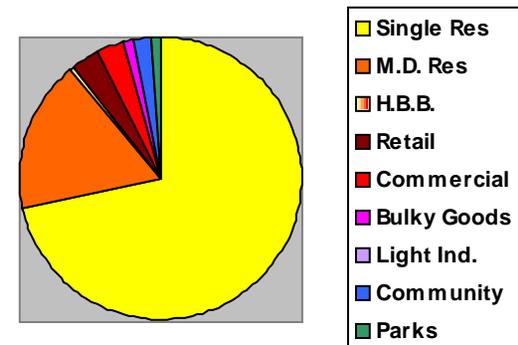
The greater **Diversity of Land Use** in a **traditional** area like **Mt Lawley** provides more **housing, lifestyle** and **employment** choices for local residents whilst reducing the need to travel further for their needs.



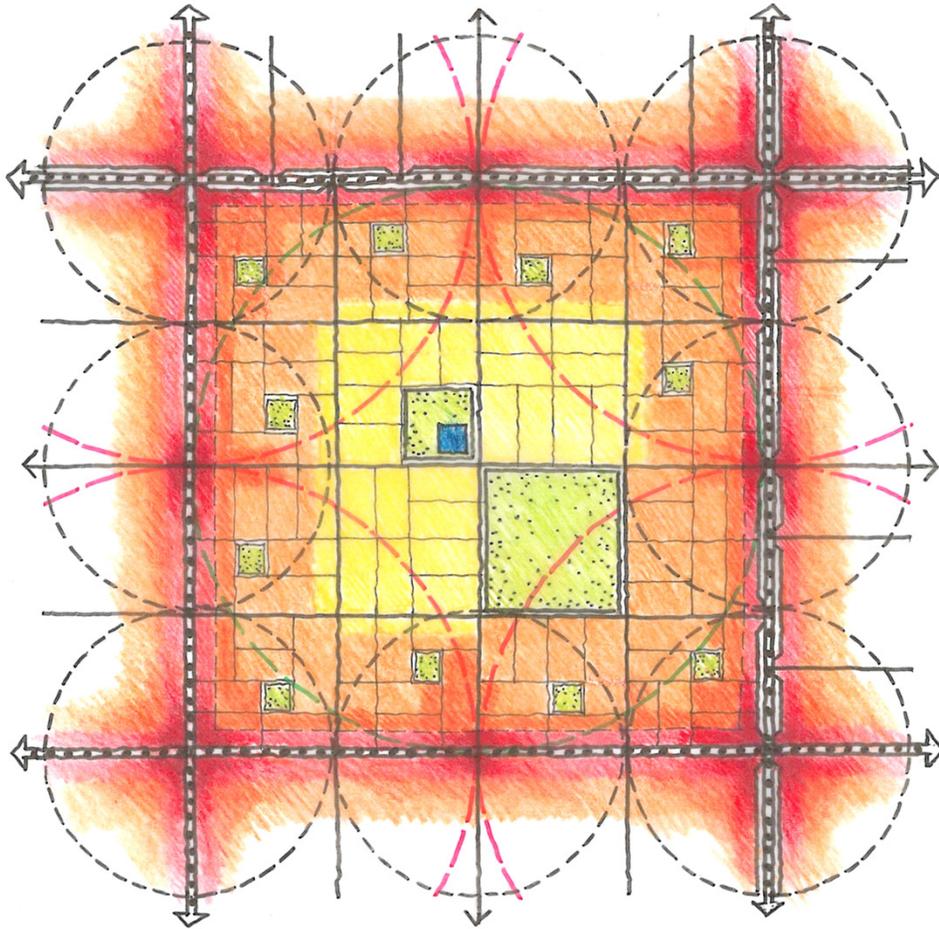
Willetton – Land use map



Mt Lawley – Land use map



Australian Urban Models



← 1 Mile →

Hilly terrain inspires ridge roads and deforms the grid

Brisbane Inner West

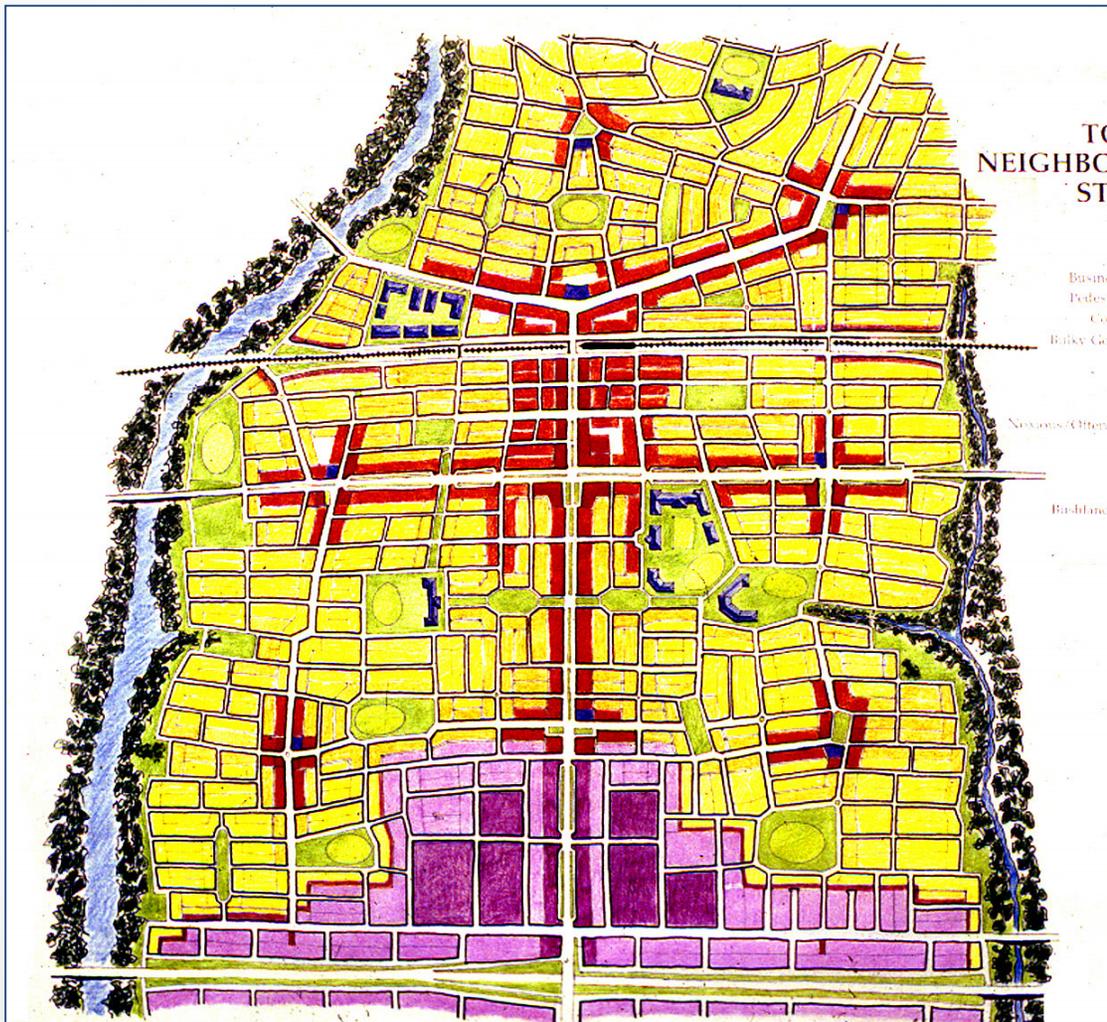
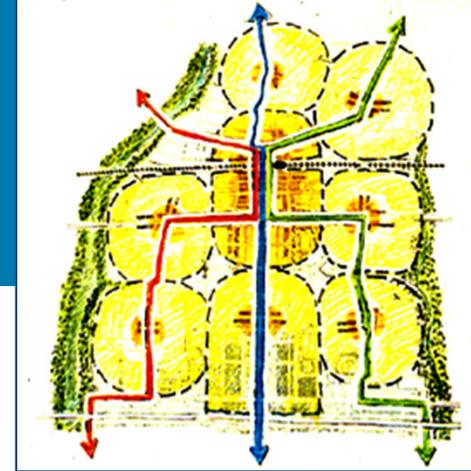
Streets, Centres, Open Spaces

Neighbourhood Structure

Town Structure

Responsive ENVIRONMENTS

Town and Neighbourhood Structure



Typically in the Australian *Liveable Neighbourhoods* structure, the mixed use **town centre** serves around 15,000 to 30,000 people, and is supported by six to nine neighbourhoods.

It contains a main-street based convenience retail node ideally with two supermarkets, together with service businesses, substantial commercial uses, civic and recreational facilities.

Typically one in ten towns within a metropolis enlarge to become a **regional centre**, and contain major hospital, civic, educational and office uses. It serves around 100,000+ people.

Sustainable Growth Management Model

Urban, Transport and Natural Resource Context

**CONVENTIONAL
(Sprawl)**

**NEW URBANISM
(Project level)**

**SUSTAINABLE GROWTH
MANAGEMENT**



Projects

LN at Project Level

Right Model + Planning
Governance,
Infrastructure &
Finance Mechanisms



Green and grey initiatives: water, energy, natural resources, materials, waste

Changed Patterns



PIA WA State Conference 2012

1997 at a time when most of the world, and WA, was producing cul-de-sac ridden mono culture suburban sprawl.

15 years on Liveable Neighbourhoods appears to be lagging behind the rest of the world and only just meeting the objectives at a basic level.





LGPA March 2014

First introduced over 15 years ago, Liveable Neighbourhoods appears to have been under constant review.

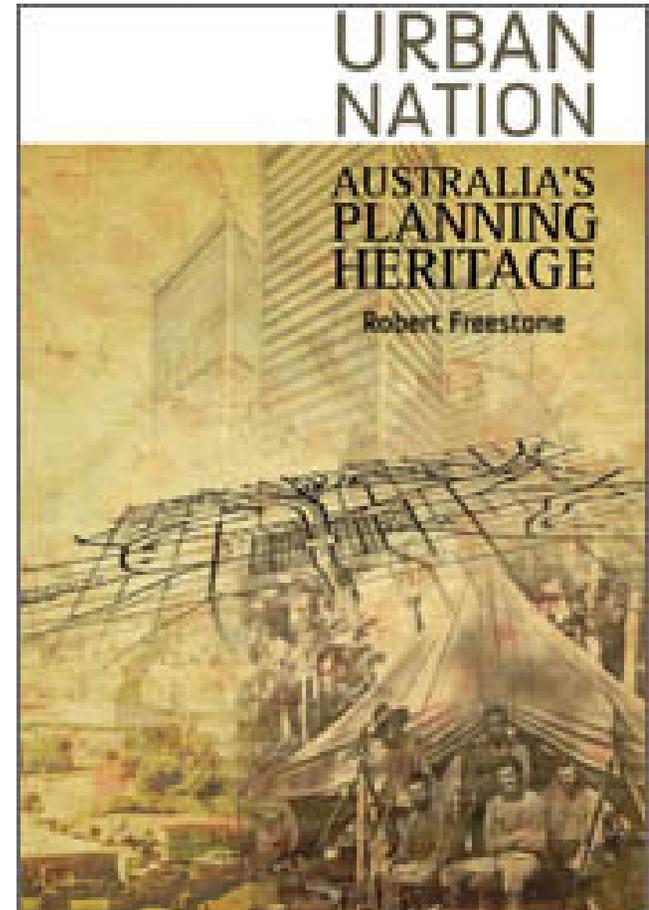
**What has it achieved and what did we hope for?
Does it provide the basis for implementing the **latest proven designs** for better living, or is it more likely to deliver **the same old stuff**?**

Recent Comments

Liveable Neighbourhoods is ‘an influential statement of contemporary residential planning principles’

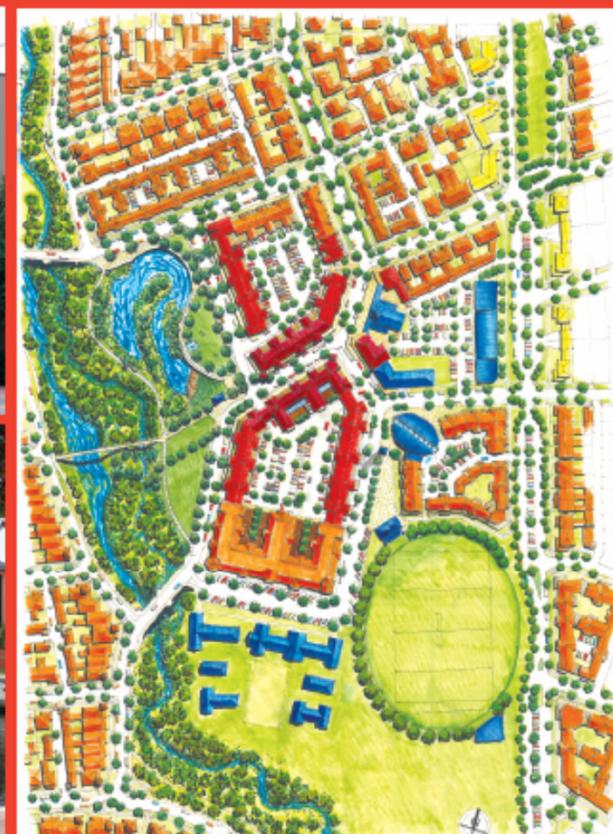
...New Urbanist-influenced suburban design has forged a new post-garden suburb orthodoxy stressing walkable, attractive, sustainable, energy-efficient and safe-mixed-use neighbourhoods with strong site-responsive and place-making identities.

Robert Freestone, Urban Nation: Australia’s Planning Heritage, 31 July 2010



Australian New Urbanism

A GUIDE TO PROJECTS



The LN problem!

Failure to Implement the Policy



- Subdivision design trends 1998 – 2002:

“ . . . a distinct lack of full implementation of the policy . . . ”
(The Planning Group WA, 2003)

- Currently:

- Community Design: Destinations = 
- Movement Network: Connectivity / Footpaths = 
- Lot Layout: Dwelling Density = 
- Public Open Space = 

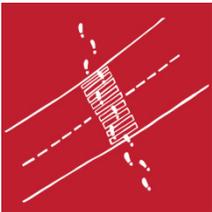
Centre for the Built Environment and Health



RESIDential Environments Project (RESIDE) Evaluation



- Quantify the **implementation** of the “Liveable Neighbourhoods” within the RESIDE developments



- Quantify the degree to which the observed on-ground outcomes reflected those **envisaged** by the LN



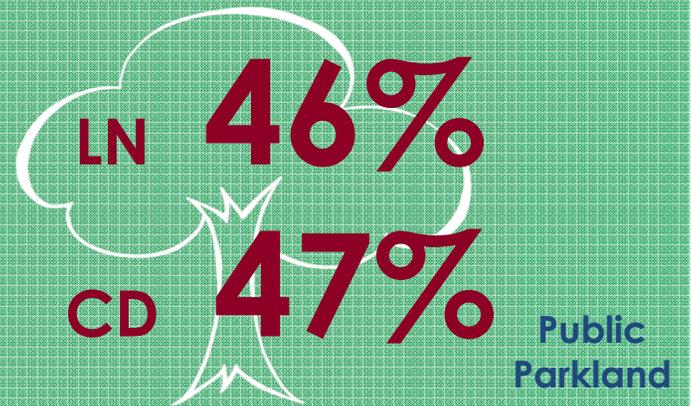
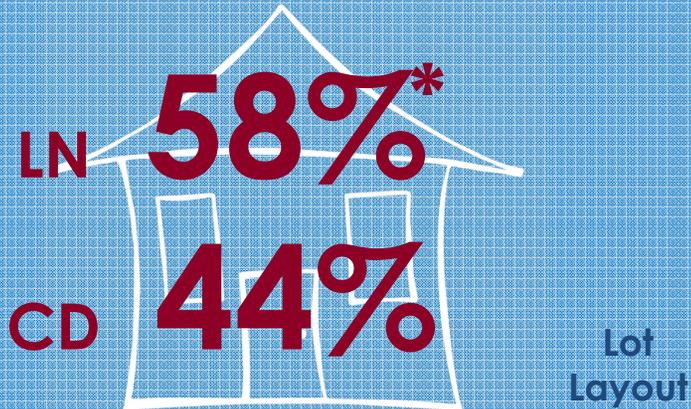
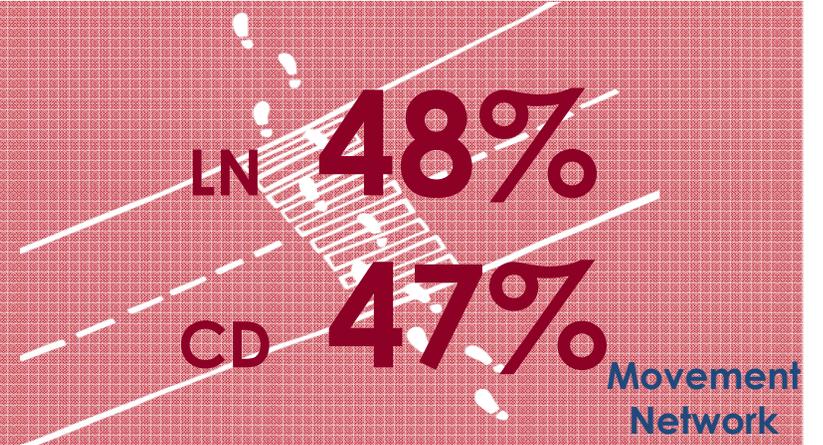
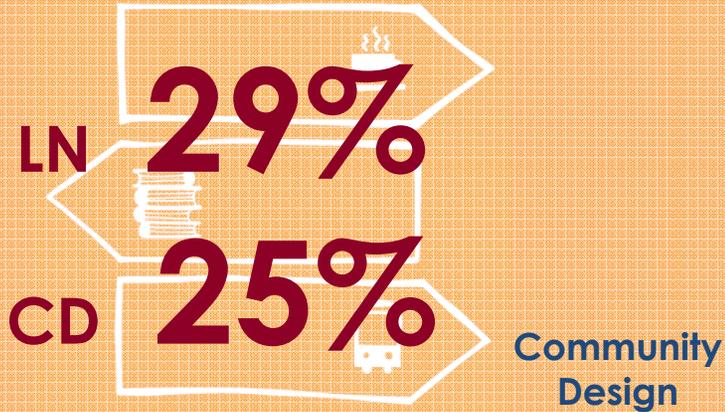
- **Compare** ‘liveable’ and ‘conventionally’ approved developments



Compliance

LN 47%

CD 45%



Access to a centre and odds of walking



(n=1420 Giles-Corti et al. Social Science & Medicine (2013))

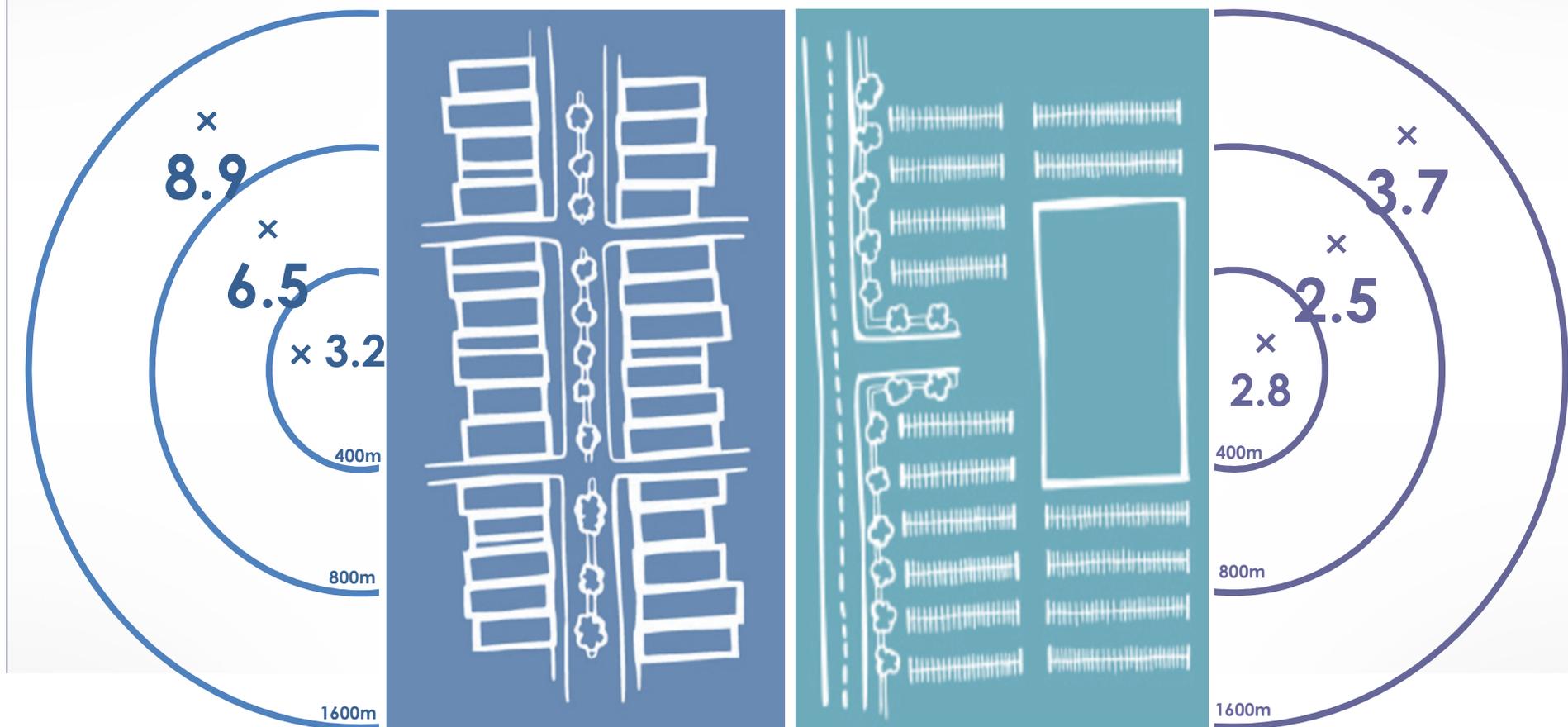


THE UNIVERSITY OF
WESTERN AUSTRALIA | A CENTURY OF
ACHIEVEMENT



Centre for the Built Environment and Health

Configuration of the centre & odds of walking

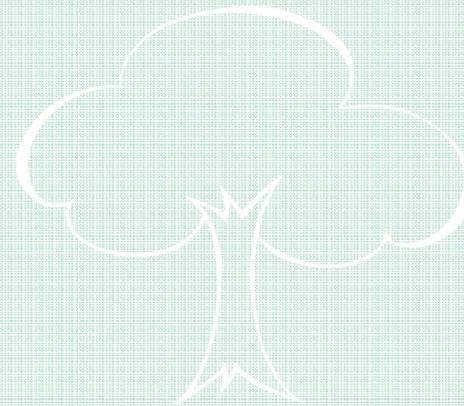
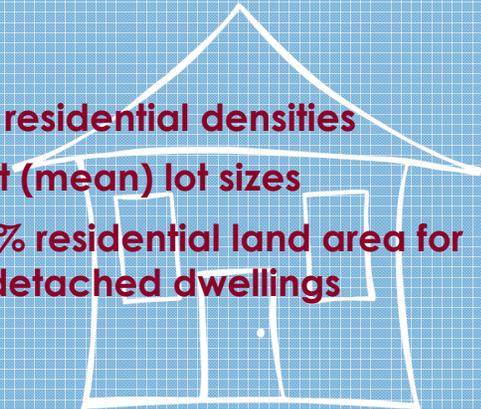


Odds of walking for transport × 1.4



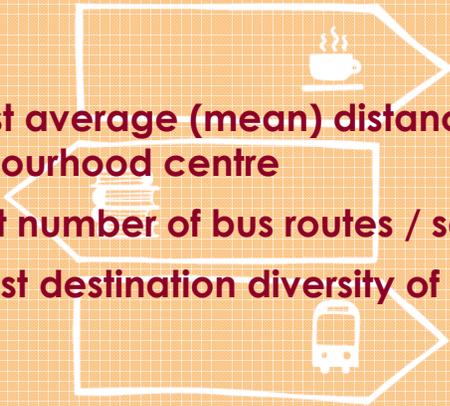
- Highest connected node ratios
- Shortest block perimeters
- Shortest cul-de-sac lengths
- Lowest % residential lots on cul-de-sac
- Highest footpath provision (lengths)
- Highest sidewalk : road ratios

- Highest residential densities
- Smallest (mean) lot sizes
- Lowest % residential land area for single/detached dwellings

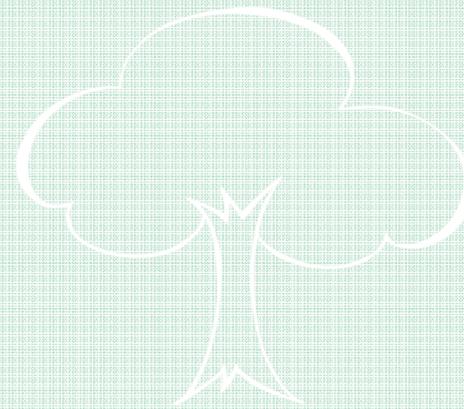
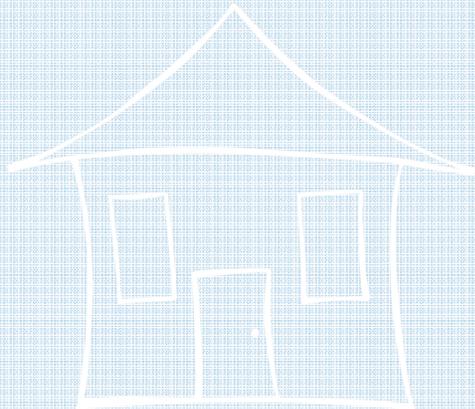


Odds of walking for transport × 2.6

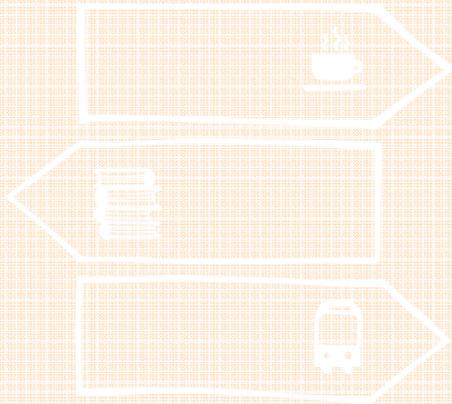
- ⇒ Shortest average (mean) distance to a neighbourhood centre
- ⇒ Highest number of bus routes / services
- ⇒ Greatest destination diversity of centres



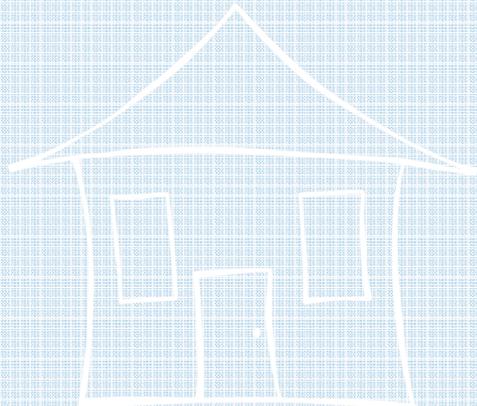
- ⇒ Greatest tree density along footpaths (number of trees per km)



Odds of walking for recreation × 3.5



- ⇒ Highest connected node ratios
- ⇒ Shortest block perimeters
- ⇒ Shortest cul-de-sac lengths
- ⇒ Lowest % residential lots on cul-de-sac
- ⇒ Highest footpath provision (lengths)
- ⇒ Highest sidewalk : road ratios



- ⇒ Highest provision (area) of POS
- ⇒ Shortest average (mean) distance to any sized park
- ⇒ Shortest average (mean) distance to a park ≥4ha
- ⇒ Highest % residential dwellings within 400m of a park
- ⇒ Highest % residential dwellings within 400m of a park ≥4ha

Liveable Neighbourhoods

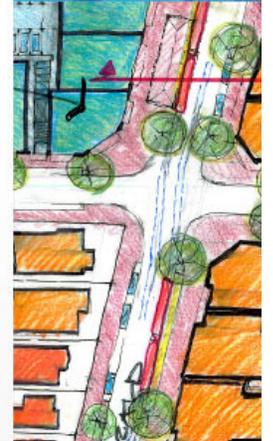
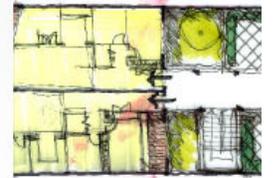
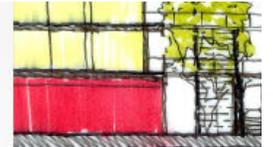
sustainability scorecard



Evan Jones

LGPA Seminar

March 2014



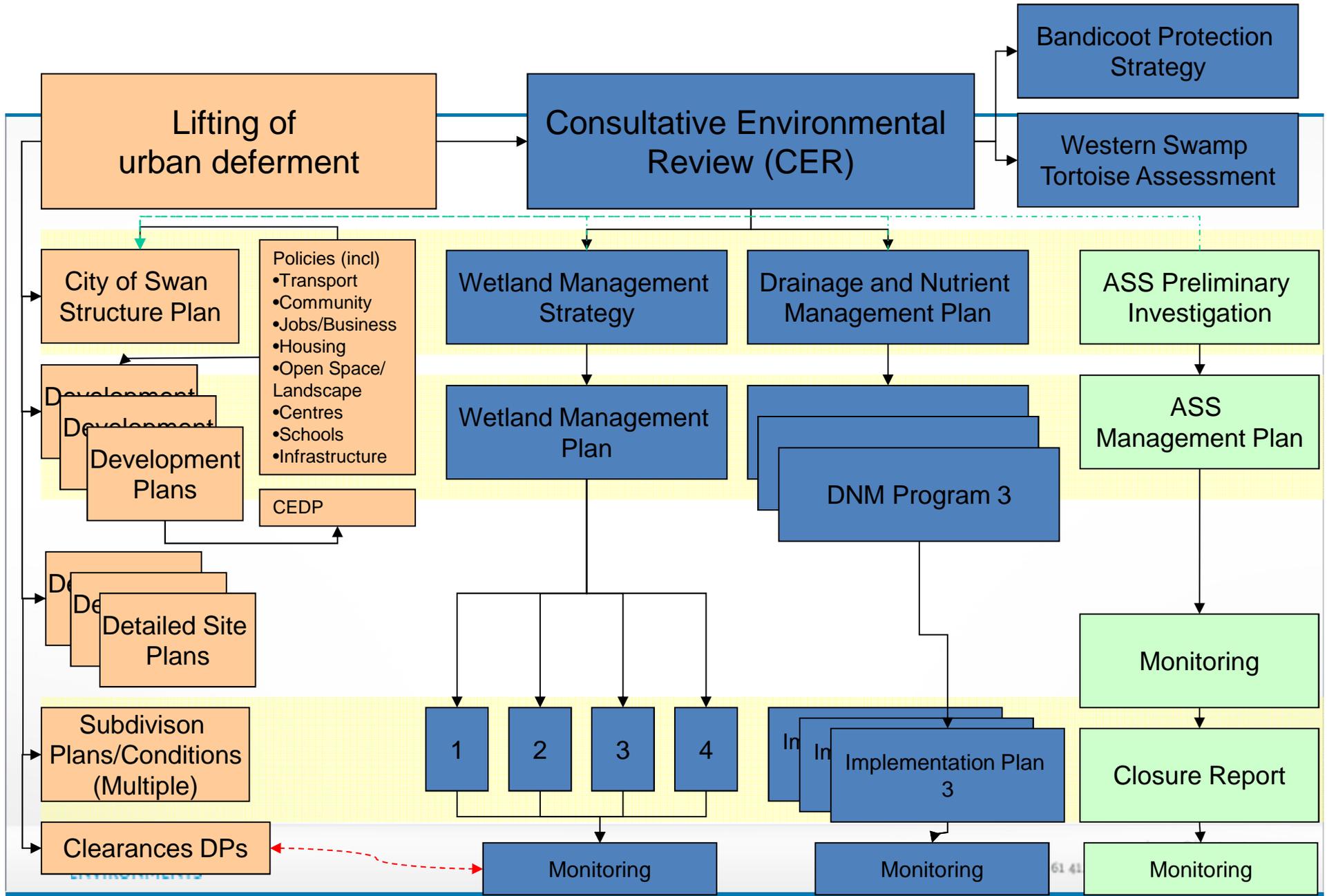
Sustainable Urban Growth Management and LN?



- The post war housing and suburban model is under pressure – economic consumption, environmental (peak oil and water consumption), infrastructure funding
- Urban development has occurred well ahead of the provision of adequate transport infrastructure but more population growth is being directed to green-field development
- Easy housing options are being exhausted
- But the systems and processes are not in place to support a wholesale shift to urban consolidation – even if the community would support it

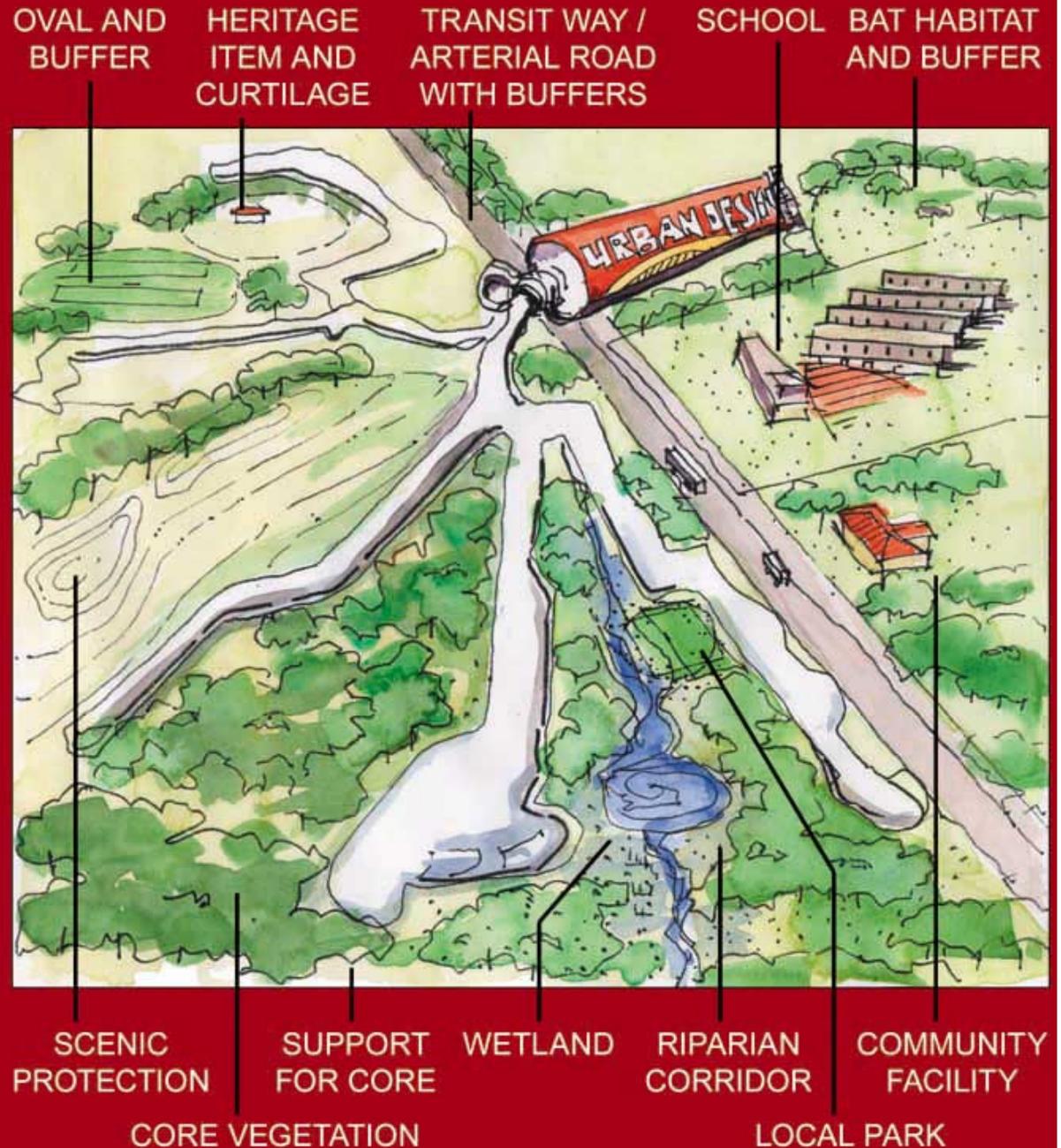
Contemporary planning practice ?

X

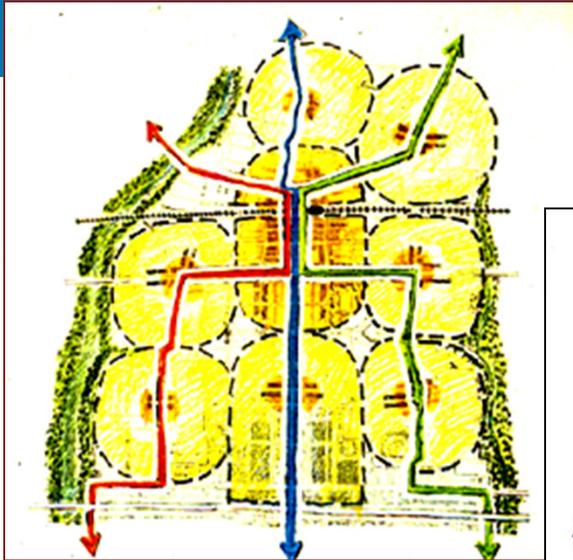


Contemporary planning practice ?

... we end up
squeezing
development like
'toothpaste' around
every constraint
between constraints

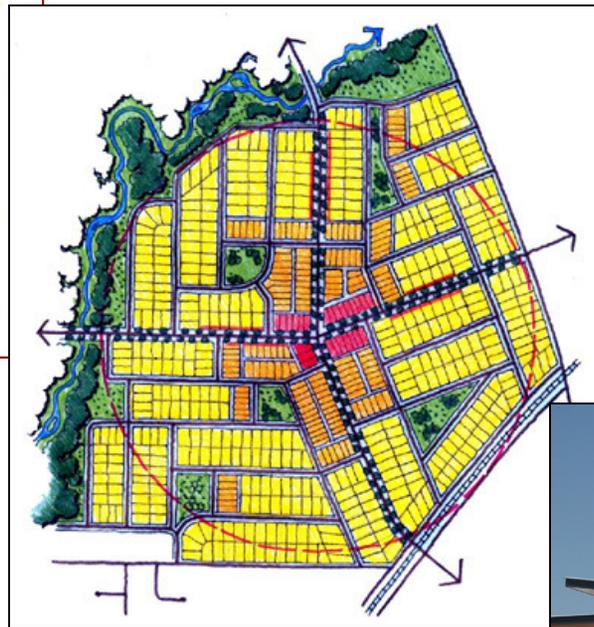


Contemporary design practice ?



Regional urban structuring

X



Neighbourhood design

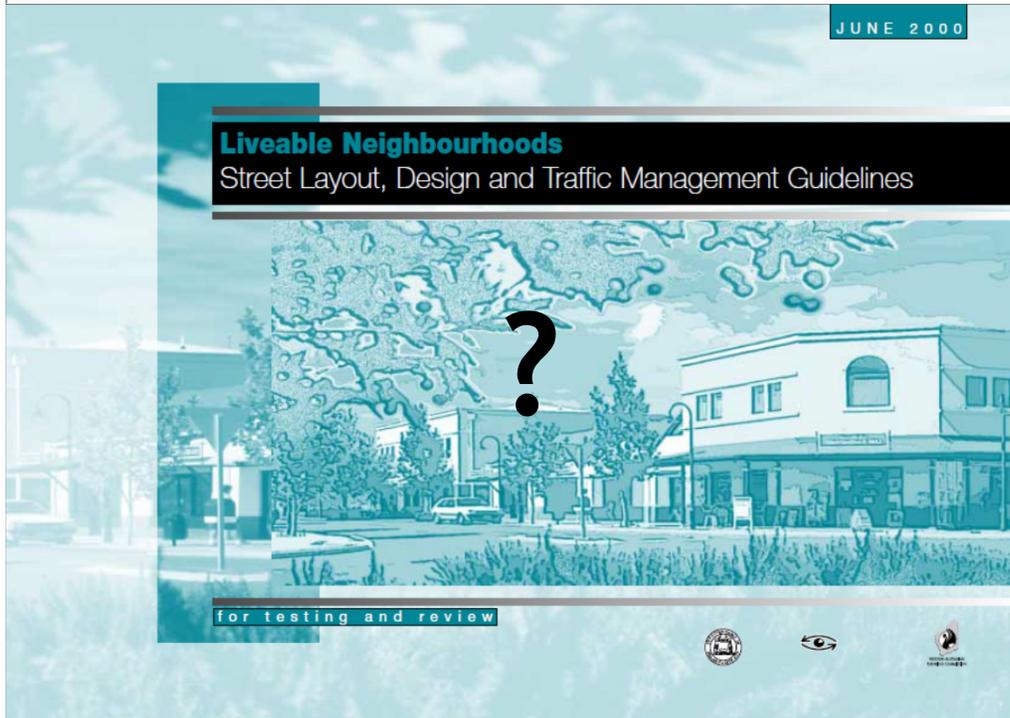
✓

X

Local Centres



Contemporary design practice ?



Emmerson Richardson:

- LN is a **step in the right direction**. It promotes permeable networks with good walking and cycling environments
- It does not go far enough in promoting smaller scale pedestrian friendly local streets
- It is considered by some as a manual for traffic design. It should be re-drafted to allow greater creativity in design, similar to the **UK Manual for Streets**.

“Liveable neighbourhoods is not intended to be a traffic engineering manual. It provides a guide to principles for designing integrated networks and street design and construction”

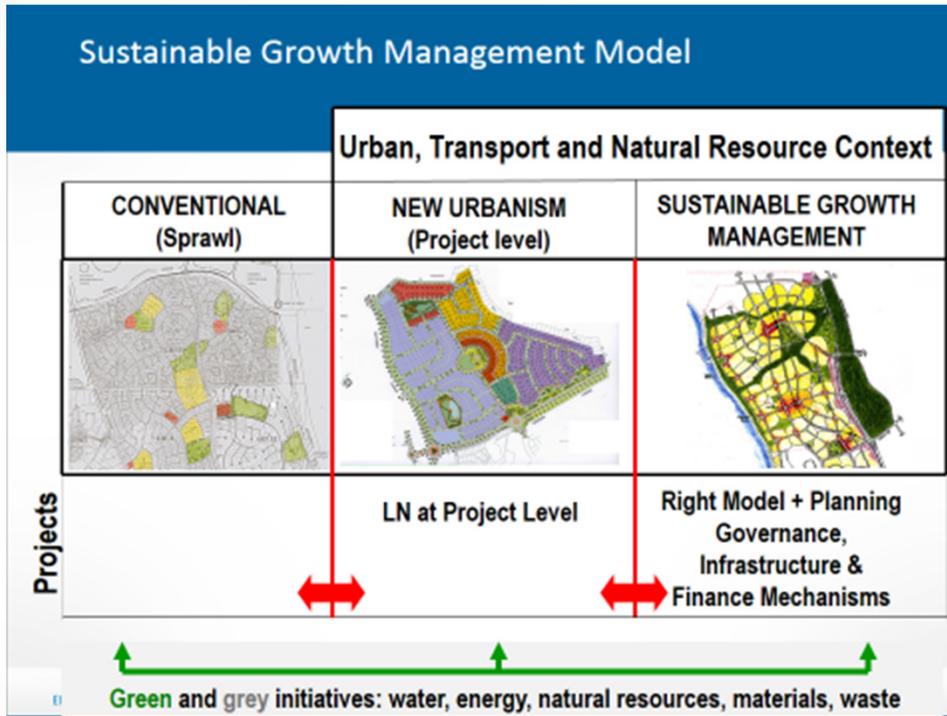
Source: Liveable Neighbourhoods

Affordable living choices ?



Sustainable growth management ?

Where new greenfields development is called upon, LN is a vital contribution to sustainability through the physical configuration of the built environment



- Right Model ✓
- Planning process and governance X
- Infrastructure & finance mechanisms X



Contemporary infrastructure practice ?

Build with
decentralised
water, power, sewerage
infrastructure

X



Training? Guidance? Evaluation? Urban Design Unit? = some years of neglect



LN Review (what it should be doing)

Implementation - of design outcomes with real world issues, not bureaucratic processes

1. Regional urban structuring
2. Street design standards
3. School design and integration
4. Neighbourhood centres design and delivery
5. Parks and gardens without water?
6. The role of the R Codes in greenfields development
7. An infill tool – Form Based Codes



Not too late to 'pin-up' plans and see what is and isn't working