Liveable Neighbourhoods Review

Overview

January 2005

"Cities were invented to facilitate exchange of information, friendship, material goods, culture, knowledge, insight, skills and also exchange of emotional, psychological and spiritual support.

We need to maximise this exchange whilst minimising the travel necessary to do it."

David Engwicht

Why was LN developed?

- Operational policies not delivering strategic objectives

- Emphasis on sustainability: State Planning Strategy

- Changing social trends:

-smaller households

-increased part time work

-housing and transport affordability

-'sprawl' as a community issue
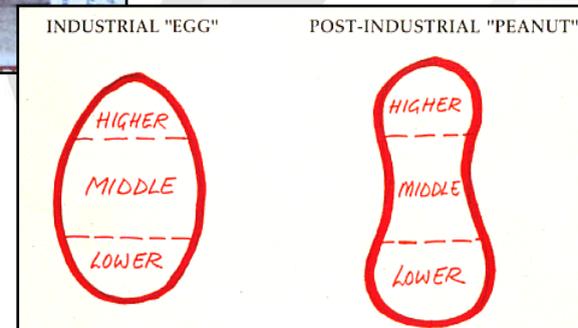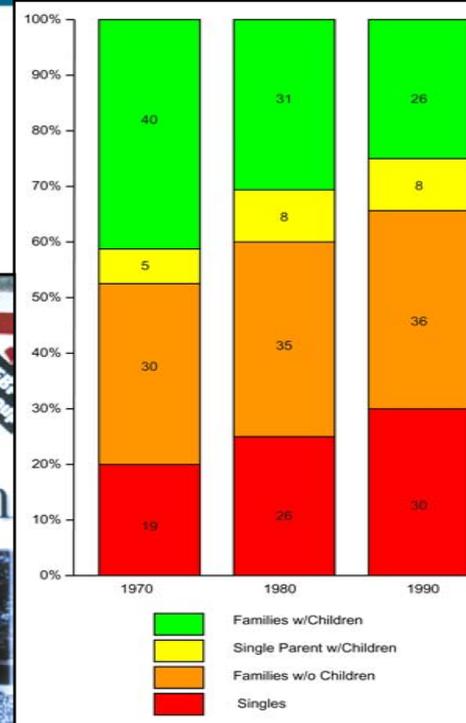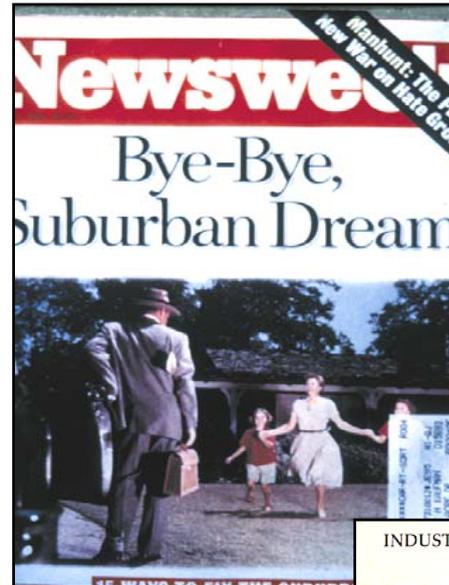
The *industrial economy* required **segregation** between residential areas and industrial areas – resulting in greater **dependence** on cars to get to work.

In contrast, the *post-industrial economy* requires **proximity** between service providers, their business network, and their customers – therefore, land uses and activities need to be **closer** (or **mixed**) together, and **easier to get to**.
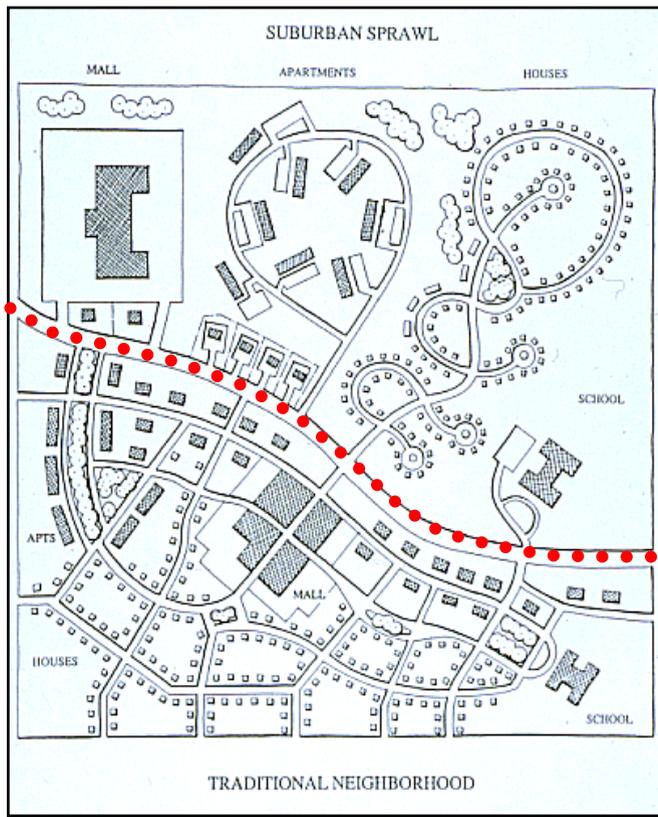
SUBURBAN SPRAWL

MALL   APARTMENTS   HOUSES

SCHOOL

APTS

MALL

HOUSES

SCHOOL

TRADITIONAL NEIGHBORHOOD
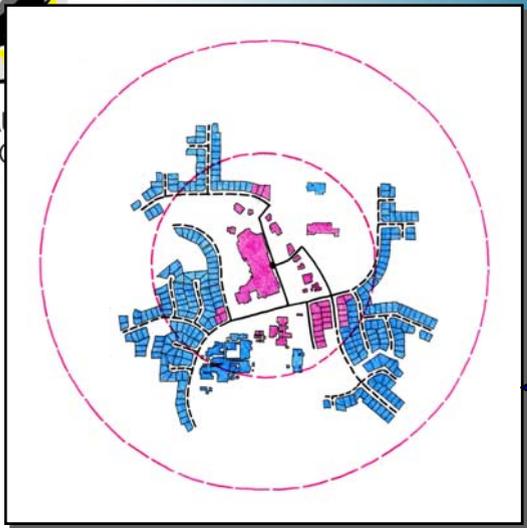
Typical comparisons between a *conventional* (sprawl) and a *traditional* suburban area.
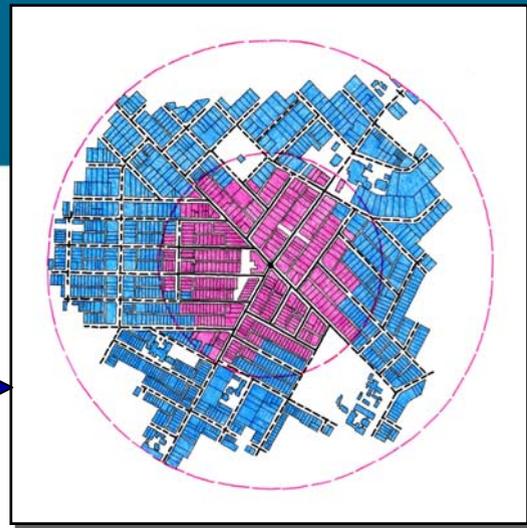
Accessibility

15%   72%
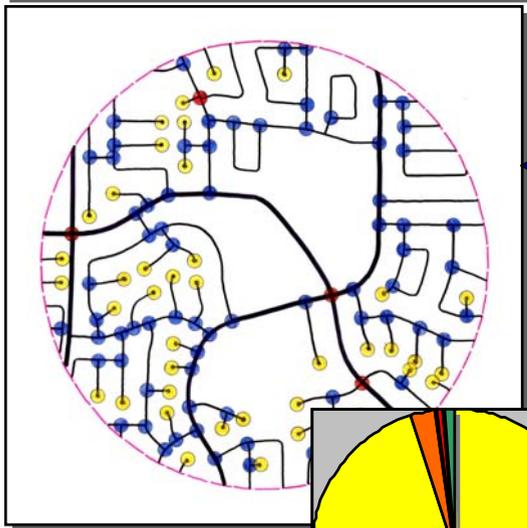
Legibility [i/km²(w)]

21   87
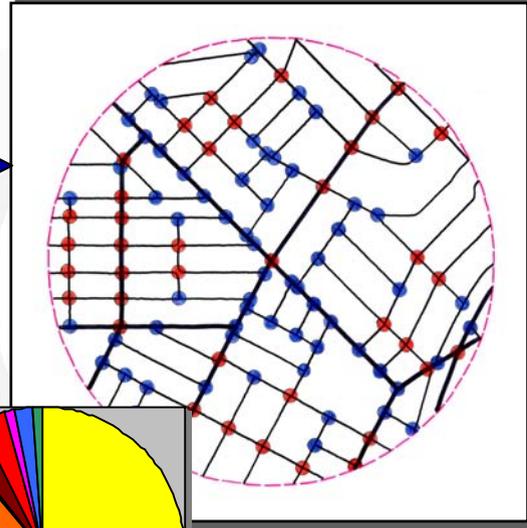
Variety

Conventional (Willetton)

Traditional (Mount Lawley)

- Single residential
- Higher density residential
- Commercial
- Retail
- Community
- Park

- LN released on a trial basis in 1997 and Ed 2 2000

- Was developed and tested through workshops

- LN is an alternative, *at the developers discretion*, to the Commission's conventional (DC) policies for assessment of structure plans and subdivision

- Is both a strategic and operational policy

- Applies to urban fringe and large infill sites
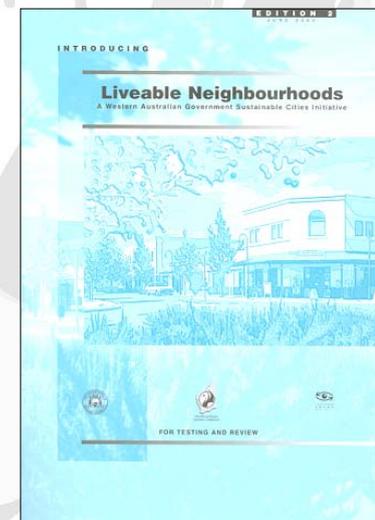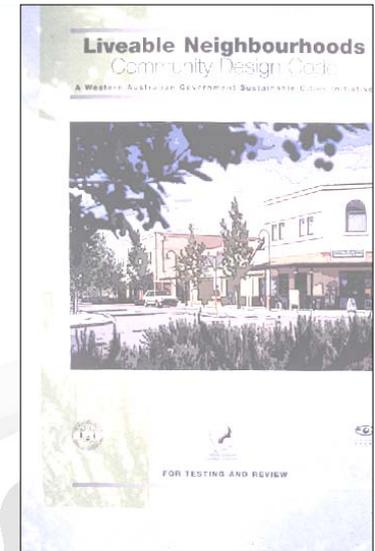
Six elements to policy, includes:

- Urban structure of walkable neighbourhoods clustered to support mixed use towns
- Interconnected network of streets for all users
- Sense of community and strong local identity
- Development to support public transport usage and reduce car dependence
- Variety of lot sizes and housing types
- Incorporation of key environmental and cultural features
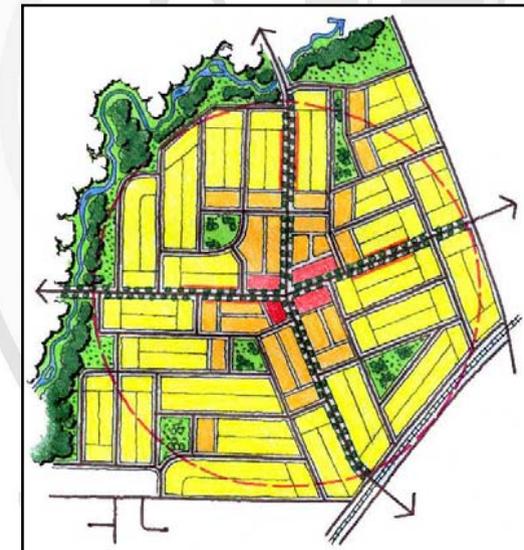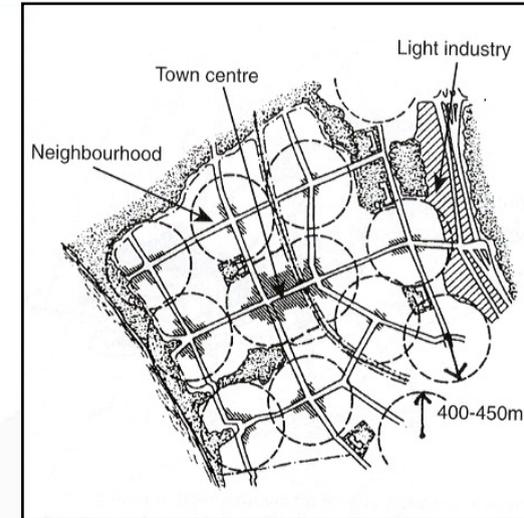
- Consultancy looked at 85 subdivision and 20 structure plans submitted 1996 to 2002 across the State.

- Concluded a trend towards design in accordance with LN policy, especially:

  -interconnected street networks

 -park visibility and accessibility

  -block configuration and lot layout

BUT LN policy is having minimal design impact on :

  - main street neighbourhood centres

  - range of densities

  - mixed use commercial centres

  - small scale applications

The review during 2004 aimed to address these and other detail design issues
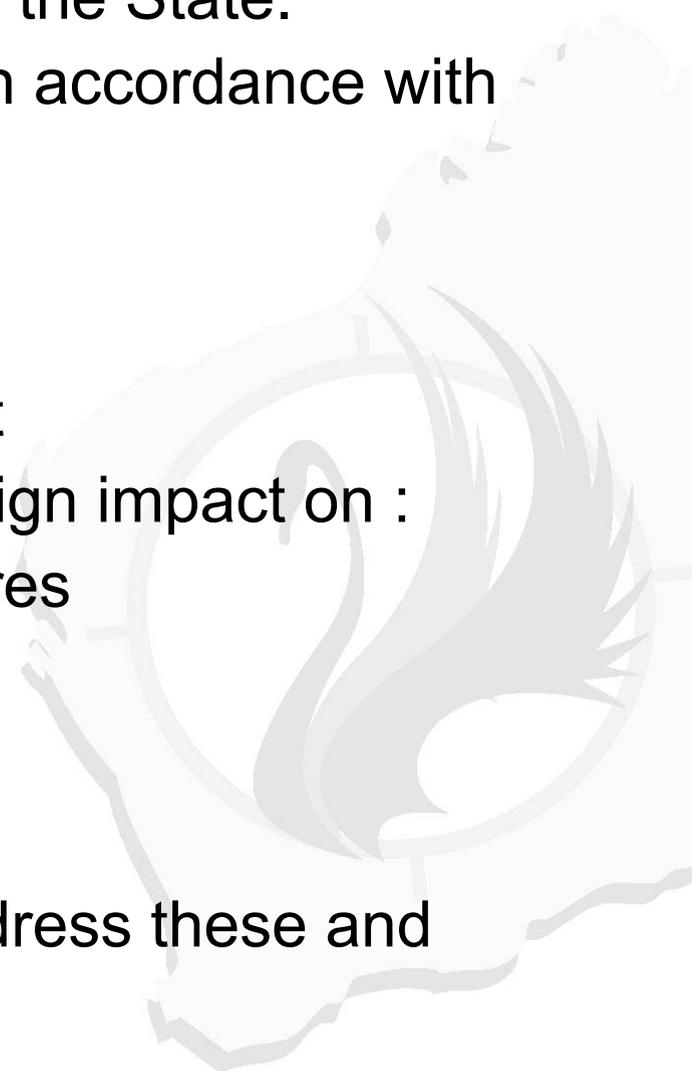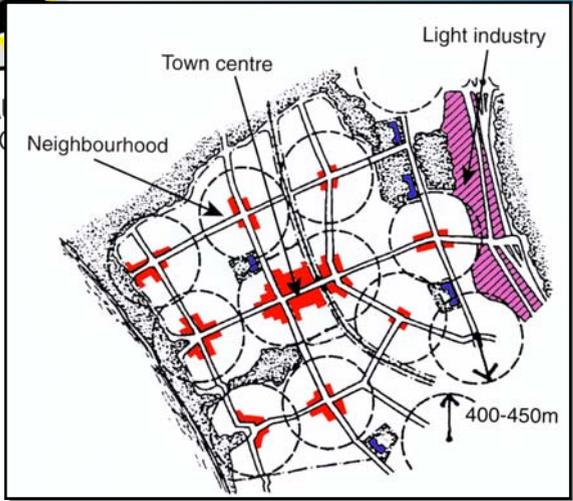
Liveable Neighbourhoods identifies:

- A **well-connected** structure of **towns** and their supporting **neighbourhoods**

- A structural rationale for the **regional**, **district** and **local** scales.

Town Centre

Neighbourhood

Region

District
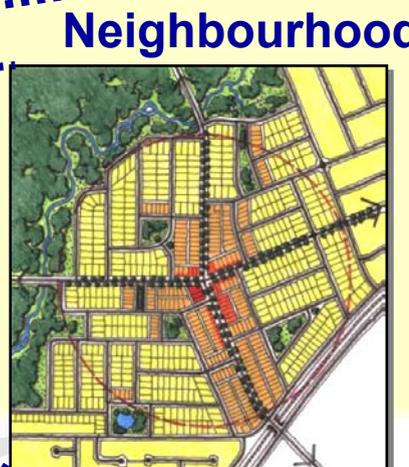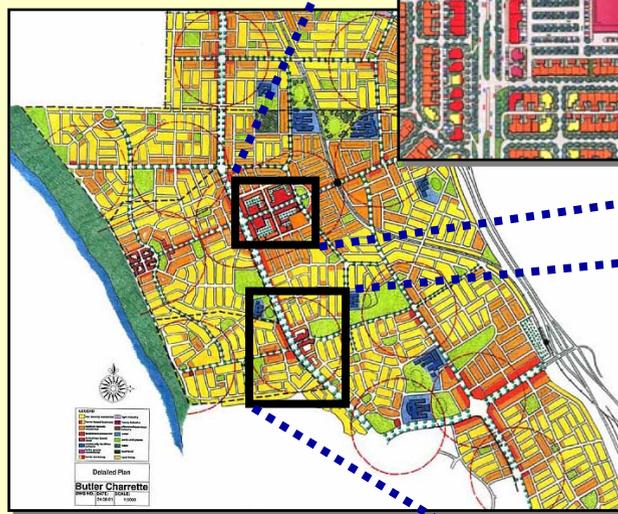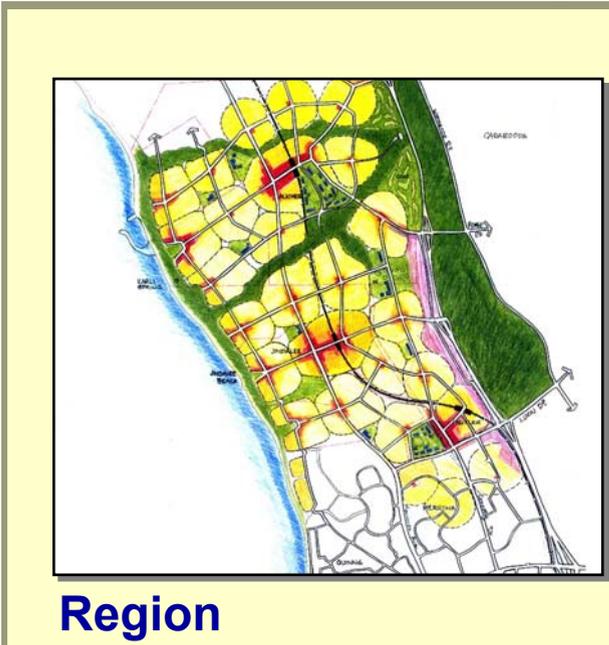
Because urban areas *need* to be structured, the *urban structure* has to be considered *in conjunction with environmental requirements*.

Sustainable urban development cannot simply *be poured* into whatever spaces are left between the *'green bits'*.
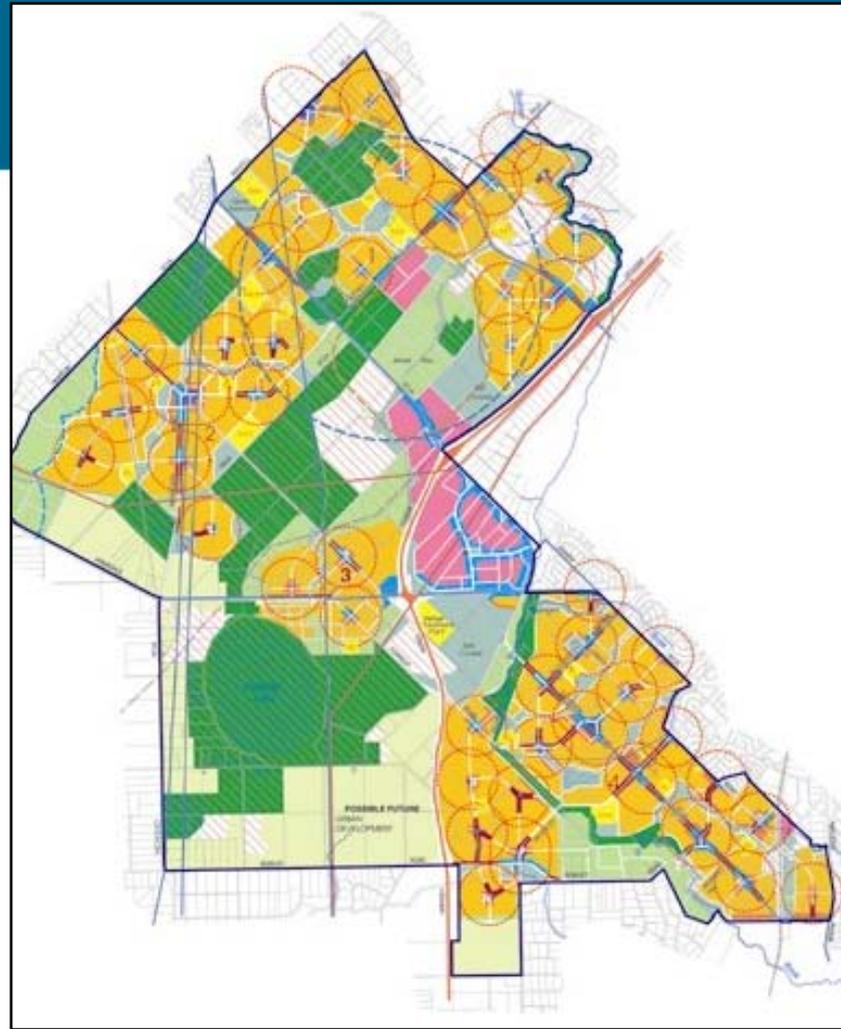
*Southern River – Forrestdale – Brookdale – Wungong structure plan*

Liveable Neighbourhoods recognises that a more sustainable city is one which *'facilitates exchange whilst minimizing the travel necessary to do it'*, by:

- Advocating *mixed-use development* to bring uses within compatible proximity.

- Encouraging *greater diversity* within centres; and

- Achieving *better integration* between land uses and the movement system.

Subiaco
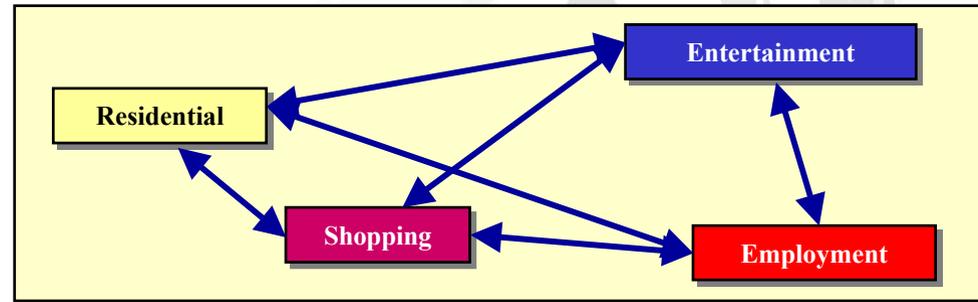
Overcoming the tyranny of distance
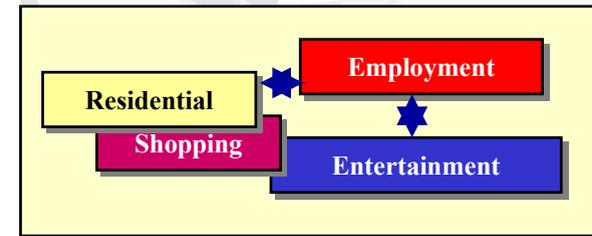
Liveable Neighbourhoods encourages making better use of our **transport infrastructure** by:

- Recognising that roads have **edges**, and capitalising on those edges for uses that **benefit from exposure**; and

- **Integrating railway stations and activity centres** – the places that people need to travel to.
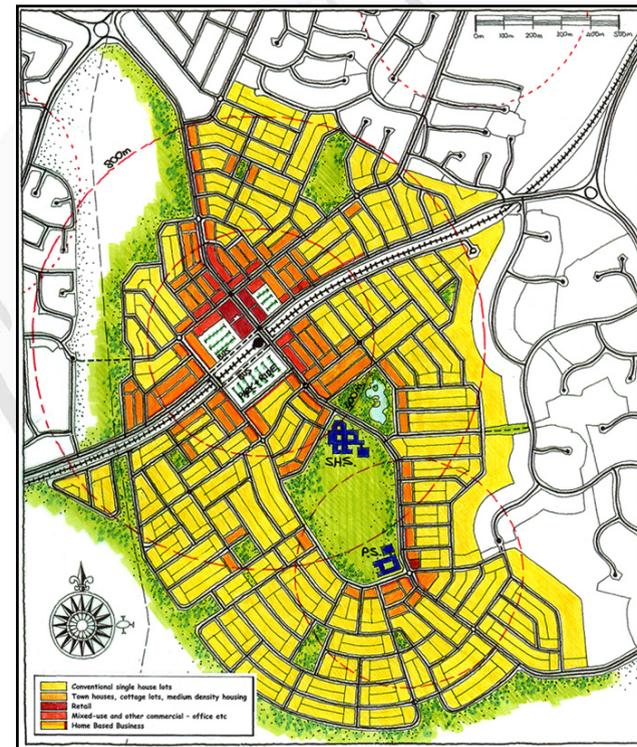
Liveable Neighbourhoods encourages a ***better walking environment*** to allow people to choose walking as a ***viable alternative*** to car use.
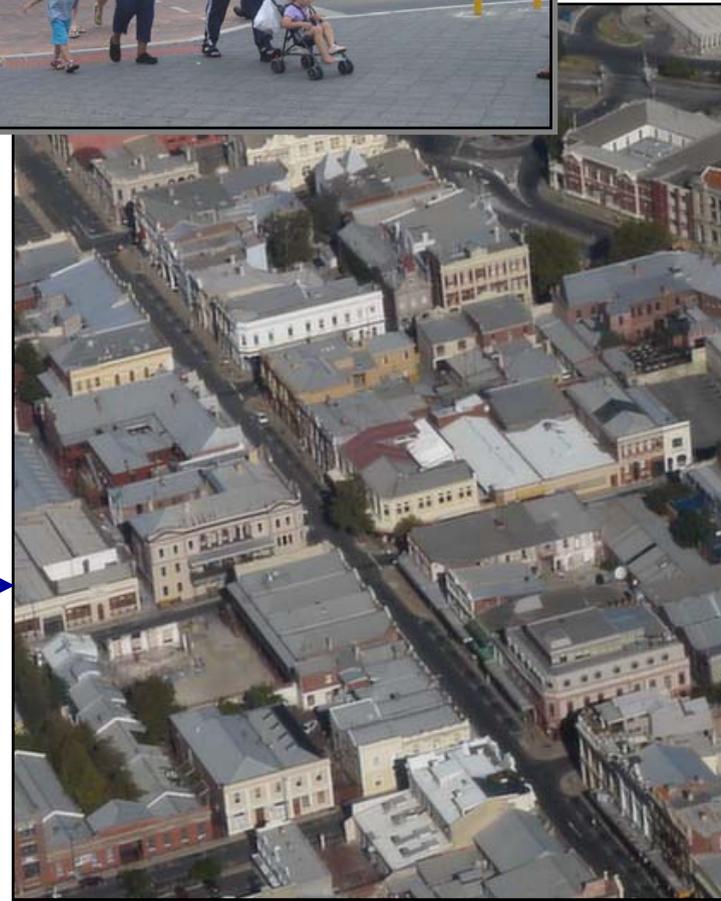
"All public transport users are pedestrians at some point in their journey"

Creating a context for *local employment growth* beyond part-time *McJobs* needs to consider:

- Providing opportunities to *'Grow your own'*;

- The need for a *credible business address*;

- *Location, location, location*; and

- *Proximity* and *access* to customers, skilled staff, and business partners.

Getting it wrong can mean *'spatial suicide'* for businesses.

Part-time drive-thru jobs in the outer suburbs

Professional offices in Subiaco with a 'credible street address'

In Perth, the *transport energy use* and *greenhouse gas emissions* were calculated for various suburbs by a research team led by *Prof. Peter Newman* at *Murdoch University*.

The better performance of the *traditional* suburbs, which display *Liveable Neighbourhoods* characteristics, can be largely attributed to their:

• Higher *resident* and *worker densities*;

• Higher levels of *connectivity*; and

• *Proximity* to other places (effectively, their proximity to the centre of the overall urban area).

Suburb	Energy Use (MJ/cap)	Rating	Rank
Subiaco (Traditional)	45.40	Low	1
Shenton Park (Traditional)	47.30	Low	2
Nedlands (Traditional)	57.02	Med/low	3
Mount Lawley (Traditional)	59.74	Med/low	4
Willetton (Conventional)	67.73	Med/high	5
Ballajura (Conventional)	71.79	Med/high	6
Hillarys (Conventional)	82.14	High	7
Kallaroo (Conventional)	84.76	High	8

Liveable Neighbourhoods embraces:

- *Site responsive design*
  - *Water Sensitive Urban Design* principles – managing stormwater quality and quantity through *retention*, *integration* and *multiple use*, rather than conveyance and disposal.