national conference
perth, 24-27 november 09

city growth, sustainability, vitality and vulnerability

program and abstracts
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Edited by Paul Maginn and Roy Jones

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State of Australian Cities
National Conference
24-27 November 2009
Perth, Western Australia

held at The University of Western Australia

PROGRAM AND ABSTRACTS
SOAC 2009
Conference Co-Chair/Convenors
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Prof Roy Jones (Curtin)

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Prof Roy Jones (Curtin)
Dr Paul Maginn (UWA)

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Dr Julian Clifton (UWA)
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Prof Matthew Tonts (UWA)
Dr Kimberly Van Niel (UWA)

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Ms Julia Anwar Henry (UWA)
Mr Shaphan Cox (Curtin)
Mr Subas Dhakal (Murdoch)
Ms Paula Hooper (UWA)

SPONSORS
The State of Australian Cities Conference Committee would like to thank the following sponsors for their generous support.
WELCOME MESSAGE

On behalf of the SOAC 2009 Organising Committee and the Australian Sustainable Cities and Regions Network (ASCRN) it is our pleasure to welcome you to Perth for what is now the fourth of the biennial SOAC conferences. This year’s conference is being held at The University of Western Australia’s Crawley campus which is located adjacent to the magnificent Swan River and Kings Park. This year’s conference, like SOAC 2007, is a collaborative venture between colleagues from planning, geography and related disciplines across the four public universities in WA – UWA, Curtin, ECU and Murdoch.

The meta-theme of this year’s conference - City Growth, Sustainability, Vitality and Vulnerability – has sought to capture the dynamic and complex nature and contexts in which Australian cities find themselves in the early 21st century. The last decade or so has seen Australian cities and many of their residents benefit from significant economic prosperity. With this economic prosperity, largely on the back of a resources boom, Australian cities and regions rich in minerals and resources, particularly in Queensland and WA, have been subjected to profound demographic, social, economic, environmental and political changes. In the wake of the so-called ‘GFC’ we have witnessed the rise of ‘neo-Keynesianism’ as various liberal democratic nations have pumped billions of dollars into their national economies via ‘bail outs’ or a stimulus package’ in an effort to stave off economic recession. The economic prosperity and more recent uncertainty that has been experienced in the last decade provides a fascinating and timely backdrop to critically reflect on the condition of urban Australia.

Moreover, ‘the urban’ is at long last garnering serious interest from the Australian Government. The first step in this of course was the establishment of the Major Cities Unit within Infrastructure Australia. More recently, the Prime Minister, Kevin Rudd, delivered a speech to the Business Council of Australia, outlining a vision and need for greater strategic planning and co-operation between all levels of government and business within our major cities which are expected to face significant population increases over the next 30-40 years. Such population growth invariably raises important policy and academic questions about the future sustainability of our cities beyond simply meeting hard infrastructure requirements.

We have sought as much as possible to bring academic researchers and policymakers together at SOAC 2009 in the spirit of the long-standing aspiration of the ASCRN to generate greater collaboration between those that devote their efforts towards a better understanding of urban problems and those with a responsibility for resolving them. It is heartening and encouraging that ‘the urban’ is now on the political agenda and it is our hope that this year’s SOAC conference will prove to be something of a turning point in terms of fostering greater collaboration between academic researchers and policymakers in the public and private sectors.

We hope that you enjoy this year’s conference and encourage you to engage in spirited discussion and debate with colleagues in the paper sessions, keynote addresses and over lunch and tea/coffee. Conferences are also a great opportunity for colleagues to network and to this end we have organised a number of social events for delegates and would encourage you to attend these.

In conclusion, we look forward to welcoming and meeting with you during the conference.

Paul Maginn and Roy Jones
SOAC 2009 Conference Co-Chairs
ABOUT SOAC AND THE ASCRN

The biennial State of Australian Cities Conference (SOAC) is held under the auspices of the Australian Sustainable Cities and Regions Network (ASCRN) which is currently led by a group of prominent and committed urban studies/planning scholars from across Australia. They include: UNSW (Prof. Bill Randolph, Chair), Griffith University (Prof Brendan Gleeson), Australian National University (Prof Stephen Dovers); University of Melbourne (Prof Ruth Fincher); University of South Australia (Assoc Prof Jon Kellett) and University of Western Australia (Assoc Prof Paul Maginn). Ultimately, the ASCRN is an inclusive academic organisation, is activated through the SOAC Conferences and is open to all those interested in urban research. All you have to do to join the Network is attend the conferences.

The key aim of the Network is to provide a focus for the latest and best urban research and venue for urban scholars and policy makers to come together to review this research.

The SOAC Conferences therefore offer a showcase for Australasian urban scholarship and in doing so, provide a firm evidence base for urban decision making.

The overall aims of the SOAC Conferences are:
- To review the condition and prospects of the contemporary Australian/New Zealand city, based on empirical evidence, as a means of better understanding the patterns, processes and drivers of change in a time of economic and political change.
- To identify and showcase policy relevant research.
- To provide a forum for dialogue between researchers, practitioners and policy makers.
- To identify research gaps and suggest areas that should to be given priority for future research funding.
- To provide a forum for early career researchers to assist them develop links with their peers and senior academic researchers and policymakers.
KEYNOTE SPEAKERS

Hon John Day MLA  Minister for Planning: Culture and the Arts
A member of the Legislative Assembly since 1993, John Day has been the Minister for Police and Emergency Services (1997-98) and the Minister for Health (1998-2001), and more recently held Shadow portfolios including Resources Development and Energy; Pilbara; Education and Energy; Education and Training and Indigenous Affairs; Transport; and Water Resources and Energy. John also served on numerous Parliamentary and other committees, including those concerned with the Darling Range bushfire hazard, road safety and acquired brain injuries. In 2008 John was appointed as the Minister for Planning and Culture and the Arts, where he has focused on streamlining the planning approvals process and laying the foundation for planning reform. Identifying areas for future urban and industrial growth in WA has also been a particular focus of attention, and John is committed to seeing the Perth Cultural Centre revitalised.

Noel Nannup  Noongar/Injabarnidji Elder
Dr Noel Nannup was recently awarded the Indigenous Higher Education Advisory Council’s Elders Award. A Noongar/Injabarnidji man, Dr Nannup’s career has been dedicated to promoting public awareness of the importance of caring for the environment, educating West Australians about the rich cultural heritage of Aboriginal people and their lands while playing a leading role in cross-cultural awareness and reconciliation. From 1978 to 1989 he was a National Parks ranger, becoming Australia’s first Aboriginal head ranger and the first Aboriginal head ranger of a national park entirely staffed by Aboriginal people. His drive to better the lot of Aboriginal people saw him serve a term as a town councillor at Narrogin, where he developed a number of successful projects promoting Aboriginal culture and reconciliation in the South-West. Dr Nannup was then promoted to the post of senior Aboriginal heritage officer with the Department of Environment and Conservation’s Aboriginal Tourism, Education and Training Unit, where he was the driving force behind the department’s Mentored Aboriginal Training and Employment Scheme, which won its category of the Premier’s Awards for Public Sector Management in 2003. Striking out on his own, Dr Nannup shifted his focus to education, and has worked extensively with TAFEs and universities to educate young people about Aboriginal culture and heritage.

Jörg Imberger  Professor and Director, Centre for Water Research, UWA
Prof Imberger’s interests include eco-hydraulics, lake hydrobiology and human decision processes. He graduated as a Civil Engineer, did a PhD in Mechanical Engineering and taught Mathematics for a number of years. In the past 20 years he has devoted most of his energies to field work in lakes in all continents of the world; the focus has been on understanding the underlying transport and mixing processes that control the health of the lake ecosystem. Most recently he has pioneered real time self learning management systems that allow a natural ecosystem to be managed for multiple objectives. Prof Imberger has become interested in understanding behavioural response of humans to climate change.
Jeff Kenworthy  
Professor in Sustainable Cities, Curtin University  
Sustainability Policy Institute (CUSP), Curtin University

Jeff Kenworthy has spent 30 years in the transport and urban planning field and currently teaches courses and supervises postgraduate students in the city policy and urban sustainability fields. He is co-author (with Peter Newman, Felix Laube and others) of a number of books, as well as author and co-author of over 200 other book chapters and journal publications in the area of city policy. He has extensive experience in the areas of compact housing developments, public transport systems and sustainable transport policy and has worked as a consultant for local, state and federal governments in Australia, as well as private organisations and the World Bank. He has also acted in an advisory capacity in the Premier’s Department in WA, and lectured internationally in 20 countries and over 50 cities to universities, government agencies and community organisations on city policy issues. He was Project Director of the Millennium Cities Database for Sustainable Transport study for the International Union (Association) of Public Transport in Brussels (UITP).

Jeff Kenworthy received the Australian Centenary Medal from the Australian Prime Minister’s Office for service to planning and sustainability in relation to public transport and urban form. Lately he has been teaching at the Fachhochschule - Frankfurt am Main on a DAAD visiting professor fellowship.

Hon Alannah MacTiernan  
MLA, BA LLB BJuris JP  
Shadow Minister for Regional Development; Strategic Infrastructure; Climate Change; Member for Armadale

Alannah was the Minister for Planning and Infrastructure from February 2001 to September 2008. This portfolio combined planning, lands, transport and roads, and included three departments, eight port authorities, five development authorities and the Pastoral Lands Board. During her time as Minister, Alannah’s achievements included the New MetroRail Project; integration of planning and transport into a single agency; upgrades of all 8 ports; key road projects including Roe Highway, Tonkin Highway, Geraldton Southern Transit Corridor, Tom Price to Karratha Road; improvements to regional air services, airports, boating facilities and freight rail projects; and major reforms and innovations in coastal and environmental planning.

Alannah graduated in arts and later law at the University of Western Australia. She was elected to the Perth City Council in 1988 and served as a Councillor until 1994. Alannah was first elected to Parliament in 1993 as Member of the Legislative Council for the East Metropolitan Region. She resigned from that position in November 1996 and won the Legislative Assembly seat of Armadale in the December 1996 election. Alannah has also been Chairman of the Community Development and Justice Committee from 13 November 2008.

Phillip O’Neill  
Professor and Foundation Director, Urban Research Centre, University of Western Sydney

Phillip is an economic geographer renowned for his work on corporate and industrial change. His most recent work is on the role of infrastructure provision in large urban economies. He has been first named chief investigator on five large ARC projects and is on the editorial boards of the prominent journals: Transactions of the Institute of British Geographers, Journal of Economic Geography, Progress...
in Human Geography and Compass; and will soon commence as Editor in Chief of Geographical Research. Phillip is widely published in the key international journals and is a prominent media commentator with regular columns in the Fairfax Press and Business Spectator. Phillip is currently Professor and Foundation Director at the Urban Research Centre, University of Western Sydney, and was previously Foundation Director of the Centre for Urban and Regional Studies at the University of Newcastle.

Tony Sorensen  
Adjunct Professor in Geography and Planning  
University of New England

Tony specialises in urban and regional economics at the University of New England, and is simultaneously an economic libertarian associated with Sydney’s Centre for Independent Studies and a corporate Member of both PIA and the UDIA. He has long analysed appropriate boundaries between private action and either government regulation or the public supply of goods and services. At a time of financial crisis and reappraisal, it is appropriate to assess the impacts of the market revolution sweeping the world since 1980 on Australia’s cities and their management, and consider how those relationships might evolve over the coming decade.

It is now 25 years since Tony and a colleague published Libertarian Planning in Town Planning Review, followed at irregular intervals by others dealing with the interface between urban planning theory and practice. More recently, Tony has focused his research on related themes connecting the economic processes shaping regional Australia, issues of spatial inequity, and the configuration of effective public policy responses. His chapter on Regional Economic Governance: States, Markets and DIY, published in an edited collection by OUP (2002), and Changing Governance of Australian Regional Development: Systems and Effectiveness (2007) summarise his developing line of thinking and led to a succession of research grants funded by the ARC, RIRDC, and – more recently – the Cotton CRC.

Susan Thompson  
Associate Professor in Urban Planning and Development, University of NSW

Susan Thompson has over 30 years of experience as an urban planning practitioner, teacher and researcher. She is currently an Associate Professor in the Urban Planning and Development Program, Faculty of the Built Environment, University of NSW. Susan’s interests are wide and crossdisciplinary, encompassing healthy planning, meanings of home and belonging, the implications of cultural diversity for cities and planning practice, and the importance of local environments for communities. She is a passionate advocate of qualitative research methods, pioneering their use in built environment disciplines. Over the years Susan has received various awards for her contributions to planning scholarship. Most recently her edited text, Planning Australia, published by Cambridge University Press in 2007, was awarded the National Planning Institute of Australia’s Prize for Excellence. Details of Susan’s other key publications can be found at: http://www.fbe.unsw.edu.au/staff/susan.thompson/
KEYNOTE CLOSING SESSION

In a determined effort to further enhance the links between academic researchers and the policy world, this year’s SOAC conference will close with a keynote session involving three prominent ‘policymakers’ from across different policy sectors.

**Mr Jon Sutton**, Managing Director, BankWest - Jon will provide some insights from the banking world about the challenges and prospects for Australian cities. Planning (and local government) reform are now under way in WA and this reform agenda is being overseen by **Mr Gary Prattley**, the newly appointed Chairman of the Western Australian Planning Commission - Gary will offer a ‘local’ perspective on urban sustainability. Urban policy is at long last garnering serious interest at the Federal level, as reflected in the setting up of the Major Cities Unit. We are pleased to announce that **Ms Dorte Ekelund**, Executive Director of the MCU will offer some strategic insights and advice to academic researchers about the future directions and thus research needs of Federal Government Policymakers. A Q&A session will follow these addresses providing delegates the opportunity to initiate and engage in some healthy discussion and debate about the future of urban studies.

**Mr Jon Sutton** is Managing Director of Bankwest and Western Australia’s most senior banker. He has held senior leadership positions with the Commonwealth Bank of Australia and started his career in regional NSW with Rice Growers. Since his appointment in December 2008, Jon has reaffirmed Bankwest’s commitment to the Western Australian economy and community. He is a strong advocate of the “WA economic success story” and believes projects like Gorgon and the booming Chinese economy will position WA to lead Australia out of the downturn.

**Mr Gary Prattley** has 41 years experience in planning, urban management and governance at local, metropolitan, regional, state and national government levels. He has private sector planning experience as a senior planning consultant working across Australia and headed government planning systems in Western Australia, Tasmania and the Australian Capital Territory. He was also responsible for Metropolitan Sydney in The New South Wales Department of Infrastructure and Planning. For four years, from 1997 to 2001, Mr Prattley was the Chief Executive Officer of the Ministry for Planning in WA, predecessor of the Department of Planning. He has a Masters in Town Planning; is a Certified Practicing Planner; Fellow of the Planning Institute of Australia and the Australian Property Institute; and a member of the Urban Development Institute of Australia. He was appointed as Chairman of the Western Australian Planning Commission in April 2009.

**Ms Dorte Ekelund** is the Head of the Federal Government’s new Major Cities Unit, within the Office of Infrastructure Australia. The Major Cities Unit provides coordinated action across all spheres of government, the private sector and the community aimed at improving the prosperity, liveability and the sustainability of our major cities. Ms Ekelund has more than 25 years of urban planning experience, having held senior planning and infrastructure leadership positions within the governments of Western Australia and the ACT, as well as working extensively within the NSW local government sector.
# CONFERENCE PROGRAM

## REGISTRATION DAY: TUESDAY 24 NOVEMBER 2009

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30am - 12:00pm</td>
<td>Postgraduate Workshop Registration</td>
</tr>
<tr>
<td>12:00pm - 4.30pm</td>
<td>POSTGRADUATE WORKSHOP - Seminar Room, Geography Building</td>
</tr>
<tr>
<td>3.30pm - 5.00pm</td>
<td>Conference Registration Opens in the UWA Guild Village</td>
</tr>
<tr>
<td>5.15pm - 7.00pm</td>
<td>WELCOME RECEPTION and NCCARF Briefing Session</td>
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<td></td>
<td>Royal Perth Yacht Club sponsored by NCCARF</td>
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## DAY ONE: WEDNESDAY 25 NOVEMBER 2009

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>8.00am</td>
<td>Conference Registration in the UWA Guild Village</td>
</tr>
<tr>
<td>9.00am</td>
<td>OFFICIAL WELCOME - Social Sciences Lecture Theatre G130</td>
</tr>
<tr>
<td>9.00am</td>
<td>CO-CONVENORS WELCOME Dr Paul Maginn and Prof Roy Jones</td>
</tr>
<tr>
<td>9.10am</td>
<td>WELCOME TO COUNTRY Dr Richard Walley Noongar Elder</td>
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<tr>
<td>9.20am</td>
<td>VICE-CHANCELLORS WELCOME Prof Alan Robson VC, The University of Western Australia</td>
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<td></td>
<td>Prof Jeanette Hacket VC, Curtin University of Technology</td>
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<tr>
<td>9.30am</td>
<td>KEYNOTE ADDRESSES How do we make one of the world’s most ‘liveable’ cities (Perth), liveable for more people?</td>
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<tr>
<td></td>
<td>The Hon John Day Minister for Planning, Culture and the Arts</td>
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<tr>
<td>9.55am</td>
<td>Reshaping our city and opportunities of the 21st Century</td>
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<td>The Hon Alannah Mctiernan Shadow Minister for Regional Development; Strategic Infrastructure; Climate Change</td>
</tr>
<tr>
<td>10.20am</td>
<td>Q &amp; A Session</td>
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<tr>
<td>10.30am</td>
<td>Morning Tea Break in the Guild Village</td>
</tr>
<tr>
<td>11.00am</td>
<td>CONCURRENT SESSION ONE - see page 13 for papers and venues</td>
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</table>
## DAY ONE: WEDNESDAY 25 NOVEMBER 2009

<table>
<thead>
<tr>
<th>Time</th>
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<tr>
<td>11.00am</td>
<td><strong>CONCURRENT SESSION ONE</strong> - see page 13 for papers and venues</td>
</tr>
<tr>
<td></td>
<td><strong>SUBMITTED PAPERS</strong></td>
</tr>
<tr>
<td>12.00pm</td>
<td>Q &amp; A Session</td>
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<tr>
<td>12.15pm</td>
<td>Lunch Break and POSTER DISPLAY in the Guild Village</td>
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<tr>
<td></td>
<td>ASCRN - Australian Sustainable Cities and Regions Network Biennial Meeting</td>
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<tr>
<td></td>
<td>This session to run concurrently with lunch for those interested in attending.</td>
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<tr>
<td></td>
<td>ASCRN Meeting will be held in Social Sciences G28.</td>
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<tr>
<td>1.30pm</td>
<td><strong>KEYNOTE ADDRESSES</strong> - Social Sciences Lecture Theatre G130</td>
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<tr>
<td></td>
<td>Chair: Prof Stephen Dovers</td>
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<tr>
<td>1.30pm</td>
<td>Prof Jorg Imberger&lt;br&gt;<strong>The University of Western Australia</strong></td>
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<tr>
<td></td>
<td>Managing risk in the urban fabric</td>
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<tr>
<td>2.00pm</td>
<td>Prof Jeff Kenworthy&lt;br&gt;<strong>Curtin University of Technology</strong></td>
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<td>Moving to the dark side or will the force be with us? Sustainability trends in transport in Australian and International Cities, 1996-2006</td>
</tr>
<tr>
<td>2.30pm</td>
<td>Q &amp; A Session</td>
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<tr>
<td>2.50pm</td>
<td>Afternoon Tea Break in the Guild Village</td>
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<td></td>
<td>Presentation of POSTER AWARDS</td>
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<tr>
<td>3.30pm</td>
<td><strong>CONCURRENT SESSION TWO</strong> - see page 15 for papers and venues</td>
</tr>
<tr>
<td></td>
<td><strong>SUBMITTED PAPERS</strong></td>
</tr>
<tr>
<td>4.50pm</td>
<td>Q &amp; A Session</td>
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<tr>
<td>5.05pm</td>
<td>Close of Sessions</td>
</tr>
<tr>
<td>6.00pm - 7.30pm</td>
<td><strong>CITY OF PERTH CIVIC RECEPTION</strong> sponsored by the City of Perth</td>
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<td></td>
<td>Council House, 11th Floor Reception, 27-29 St George’s Terrace</td>
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<tr>
<td></td>
<td>Buses depart from THE UWA Bus Zone at 5.45pm</td>
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<td>sponsored by Transperth</td>
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DAY TWO: THURSDAY 26 NOVEMBER 2009

8.30am Registration in the Guild Village

9.00am KEYNOTE ADDRESSES - Social Sciences Lecture Theatre G130

<table>
<thead>
<tr>
<th>Time</th>
<th>Speaker(s)</th>
<th>Title/Abstract</th>
</tr>
</thead>
</table>
| 9.00am | **Prof Phillip O’Neill**  
University of Western Sydney | After the crash: Options for large cities in Australia post-prosperity         |
| 9.30am | **Adjunct Prof Tony Sorensen**  
University of New England | Urban planning and management in a neo-liberal world                            |

10.00am Q & A Session

10:30am Morning Tea Break in the Guild Village

11.00am CONCURRENT SESSION THREE - see page 17 for papers and venues

SUBMITTED PAPERS

12.00pm Q & A Session

12.35pm Lunch Break and POSTER DISPLAY in the Guild Village  
URBAN POLICY AND RESEARCH EDITORIAL BOARD MEETING - Social Sciences G28  
This session to run concurrently with lunch.

2.00pm CONCURRENT SESSION FOUR - see page 19 for papers and venues

SUBMITTED PAPERS

3.20pm Q & A Session

3.35pm Afternoon Tea Break in the Guild Village

4.10pm CONCURRENT SESSION FIVE - see page 21 for papers and venues

SUBMITTED PAPERS

5.20pm Q & A Session

5.30pm Close of Sessions

7.00pm - 11.30pm CONFERENCE DINNER  
Royal Perth Yacht Club
### DAY THREE: FRIDAY 27 NOVEMBER 2009

<table>
<thead>
<tr>
<th>Time</th>
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<tbody>
<tr>
<td>8.30am</td>
<td>Registration in the Guild Village</td>
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<tr>
<td>9.00am</td>
<td><strong>KEYNOTE ADDRESSSES - Social Sciences Lecture Theatre G130</strong></td>
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<td></td>
<td><strong>Chair</strong></td>
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<td></td>
<td>Prof Roy Jones</td>
</tr>
<tr>
<td>9.00am</td>
<td><strong>Assoc Prof Susan Thompson</strong>&lt;br&gt;University of New South Wales</td>
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<td>Connecting with the everyday lives of people in places: Reflecting on contemporary social and community planning</td>
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<tr>
<td>9.30am</td>
<td><strong>Dr Noel Nannup</strong>&lt;br&gt;Curtin University of Technology</td>
</tr>
<tr>
<td></td>
<td>The spiritual link between city and country</td>
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<tr>
<td>10.00am</td>
<td>Q &amp; A Session</td>
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<tr>
<td>10:15am</td>
<td>Morning Tea Break in the Guild Village</td>
</tr>
<tr>
<td>11.00am</td>
<td><strong>CONCURRENT SESSION SIX - see page 22 for papers and venues</strong></td>
</tr>
<tr>
<td></td>
<td><strong>SUBMITTED PAPERS</strong></td>
</tr>
<tr>
<td>12.00pm</td>
<td>Q &amp; A Session</td>
</tr>
<tr>
<td>12.15pm</td>
<td>Lunch Break in the Guild Village</td>
</tr>
<tr>
<td>1.15pm</td>
<td><strong>CLOSING PLENDARY - Social Sciences Lecture Theatre G130</strong></td>
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<tr>
<td></td>
<td><strong>Chair</strong></td>
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<td></td>
<td>Professor Bill Randolph and Dr Paul Maginn</td>
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<td></td>
<td>Sustainability challenges – emergency workers locked out of property</td>
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<td></td>
<td><strong>Mr Jon Sutton</strong> – Managing Director, BankWest</td>
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<tr>
<td></td>
<td>Responding to the next boom: Strategic planning and metropolitan governance in Perth</td>
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<td></td>
<td><strong>Mr Gary Prattley</strong> – Chairman, Western Australian Planning Commission</td>
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<td></td>
<td>Investing in our cities – lifting the standards of evidence based policy</td>
</tr>
<tr>
<td></td>
<td><strong>Ms Dorte Ekelund</strong> – Executive Director, Major Cities Unit, Infrastructure Australia</td>
</tr>
<tr>
<td></td>
<td>Further enhancing the links between academic researchers and the policy world, the SOAC 2009 Conference will close with presentations from the above three prominent ‘policymakers’ from across different policy sectors. A Q &amp; A session following the presentations will provide delegates with the opportunity to initiate and engage in some healthy discussion and debate about the future of urban studies.</td>
</tr>
<tr>
<td>2.15pm</td>
<td>Q &amp; A Session</td>
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<tr>
<td>2.30pm</td>
<td><strong>ANNOUNCEMENT OF HOSTS FOR SOAC 2011</strong></td>
</tr>
<tr>
<td>2.40pm</td>
<td>Conference Close</td>
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<table>
<thead>
<tr>
<th>Stream</th>
<th>Economy</th>
<th>Environmental Planning</th>
<th>Governance</th>
<th>Health</th>
<th>Infrastructure</th>
<th>Social A</th>
<th>Social B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Venue</td>
<td>Social Sciences Room 129</td>
<td>Arts Room G59</td>
<td>Social Sciences Room G130</td>
<td>Social Sciences Room G28</td>
<td>Law Room 106</td>
<td>Arts Room 159</td>
<td>Arts Room 160</td>
</tr>
<tr>
<td>Chair</td>
<td>Fiona Haslam-McKenzie</td>
<td>Tim Perkins</td>
<td>Bryan Boruff</td>
<td>Susan Thompson</td>
<td>Greg Martin</td>
<td>Geoffrey Woolcock</td>
<td>Sally Paulin</td>
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<tr>
<td>11.00</td>
<td>Assessing land use and urban form impacts of changes in relative accessibility</td>
<td>Peri-urban growth, planning and bushfire in the Melbourne city-region</td>
<td>What drives technological innovation in planning systems: Simplified development control or enhanced community engagement?</td>
<td>Vertical living kids: creating supportive environments for children in Melbourne central city high rises</td>
<td>Towards an urban sustainability assessment framework: Supporting public deliberation around sustainability of specific contexts</td>
<td>Creative ex-pats: Globalisation and creative communities</td>
<td>Patterns of social life in Sydney Master-planned Estates</td>
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<td></td>
<td>Praveen Thakur (SGS Economics and Planning Member of Economic Society of Australia)</td>
<td>Andrew Butt (La Trobe University), Michael Buxton, Rachel Haynes, Alex Lechner (RMIT University)</td>
<td>Shahed Khan (Curtin University), Awais Piracha (University of Western Sydney)</td>
<td>Dana Mizrachi, Carolyn Whitzman, (University of Melbourne)</td>
<td>Andre Brits (Logan City Council), Matthew Burke, Hoon Han (Griffith University)</td>
<td>Dawn Bennett (Curtin University)</td>
<td>Robyn Dowling (Macquarie University), Rowland Atkinson (University of Tasmania), Pauline McGuirk (University of Newcastle)</td>
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</table>

<p>| 11.20  | Local economic bodies and the location decisions of firms | Planning for sustainable cities and regions: an audit of local environmental plans in NSW | Trends and spatial patterns of infill development in Melbourne metropolitan local government areas | The health impacts of local traffic pollution on primary school age children | Out of Reach: New approaches to modelling low-SES access to destinations in Australian cities | Designing crime precipitators in Northbridge after dark: Urban governance in slumber | The influence of risk policy on children’s independent mobility |
|        | Anthony Kent (The University of Melbourne) | Nicole Gurran (University of Sydney), Peter Phibbs (University of Western Sydney) | Thu Phan, Jim Peterson, Shobhit Chandra (Monash University) | Peter Rickwood (University of NSW), David Knight (Canberra Hospital) | Rick Evans, Matthew Burke, Jago Dodson, Neil Sipe (Griffith University) | Paul Cozens, Shane Greive (Curtin University) | Julie Rudner (University of Melbourne – GAMUT) |</p>
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<td>11.40</td>
<td>Infrastructure for knowledge productivity: TOD’s in Kansai and Western Australia Kirsten Martinus <em>(Curtin University)</em></td>
<td>Planning for the interface between natural World Heritage Areas and Cities – a look at Sydney and the Greater Blue Mountains Adrienne Keane <em>(University of Sydney)</em></td>
<td>Using geographical information systems to explore the determinants of urban household water consumption Heather Shearer <em>(Griffith University)</em></td>
<td>Removing the effects of socioeconomic status on the geographic distribution of asthma events Gavin Pereira, Annemarie De Vos, Angus Cook <em>(UWA)</em></td>
<td>The Bellwether Zone? Planning infrastructure in South-East Queensland Brendan Gleeson, Wendy Steele <em>(Griffith University)</em></td>
<td>The song remains the same? Northern Irish Catholics and Protestants in Perth/WA Paul J Maginn and Ben Radford <em>(UWA)</em></td>
<td>Community in private residential estates Therese Kenna <em>(The University of Sydney)</em></td>
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<tr>
<td>12.00</td>
<td>Q &amp; A Session</td>
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**POSTERS**

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<tr>
<th>The role and perception of urban green spaces; attitude towards urban wildlife in Kuala Lumpur and Adelaide Zainul Mukrim Baharuddin, Alpana Sivam, Chris Daniels, Sadasivam Karuppannan <em>(University of South Australia)</em></th>
<th>‘Wool Stories’ – Contested visual representations of a Fremantle ‘eye’-con Shaphan Cox <em>(Curtin University of Technology)</em></th>
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<tr>
<td>Suburban gardens: potential for morphological changes for improved sustainability Sumita Ghosh, <em>(University of Western Sydney)</em> and Lesley Head <em>(University of Wollongong)</em></td>
<td>Essential factor analysis to the site selection for the administration center of the minority area Mingshu Li, Mindong Ni <em>(Huazhong University of Science and Technology)</em></td>
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<td>Matthew Tonts</td>
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**3.30**

- **Leviathans of Leisure? – The licensed club sector within the economic and community life of Canberra**
  - Chris Beer (ACT Planning and Land Authority)

- **Sustainability – are we there yet (and would we know it if we got there?)**
  - Peter Maganov (Randwick City Council / University of Sydney)

- **Defining sustainable transport through planning practice: Working towards developing a normative mobility framework to support land-use and transport planning integration**
  - Ian Jones (RMIT University)

- **Objective measures of a walkable neighbourhood: how do they fit with residents' experiences?**
  - Karen Witten, Suzanne Mavoa (Massey University), Robin Kearns (University of Auckland)

- **How dense are we? Another look at urban density and transport patterns in Australia, Canada and the USA**
  - Paul Mees (RMIT University)

- **More than numbers: Socially sustainable urban renewal in Sydney’s west**
  - Bill Randolph, Jack Barton, Ray Bunker, Bruce Judd, Simon Pinnegar, Kristian Ruming and Andy Tice (University of NSW)

- **Institutional strategy-making for sustainability: Performance-based planning under the Queensland Integrated Planning Act 1997**
  - Wendy Steele (Griffith University)

**3.50**

- **Space for creativity – creative industries in outer suburbia**
  - Mark Gibson, Anna Daniel (Monash University)

- **Social capital and sustainability of urban environmental groups in Perth**
  - Subas P Dhakal, Sally Paulin (Murdoch University)

- **The local government infrastructure gap in outer metropolitan Perth – growing councils and growing infrastructure gaps**
  - Chris Berry (WA Department of Local Government)

- **The case for walkability toolkits – building sustainable environments for walking and health**
  - Carmel Boyce (City of Greater Geelong), Jenny Donovan (David Lock Assoc), Vicki Shelton (City of Greater Geelong)

- **Public transport and land use integration in Melbourne and Hamburg: Can comparative network performance provide a sense of future direction?**
  - Jan Scheurer (RMIT University)

- **Towards a philosophy of social planning: Cities and social planning**
  - Jason Prior, Steve Harfield (University of Technology Sydney)

- **Establishing a federal presence in Australian cities: Reflections on the role of the department of urban and regional development in urban regeneration in the 1970s**
  - Kristian Ruming (Macquarie University), Peggy James, Andy Tice, Robert Freestone (University of NSW)
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<td>4.10</td>
<td>Gold Coast development: A special case or same old city factories? Eddo Coiacetto <em>(Griffith University)</em></td>
<td>Peak Oil: Future oil shortages and mitigation/adaptation options for Australian cities Bruce Robinson <em>(Australian Association for the Study of Peak Oil)</em></td>
<td>Watching the Swiss: Lessons for public transport and density in peri-urban Australia Tim Petersen <em>(The University of Melbourne)</em></td>
<td>Designing out fear: Exploring the environmental correlates of residents’ fear of crime in new suburban housing developments Sarah Foster, Billie Giles-Corti, Matthew Knuiman <em>(UWA)</em></td>
<td>Compact city visions for Melbourne Ian Woodcock, Kim Dovey, Simon Wollan, Ammon Beyerle <em>(The University of Melbourne)</em></td>
<td>Measuring Up?: Assessing the liveability of Australian Cities Geoffrey Woolcock <em>(Griffith University)</em></td>
<td>Facilitating faster approval: council reflections on the changing NSW planning and development assessment process Kristian Ruming <em>(Macquarie University)</em></td>
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<td>4.30</td>
<td>The attraction and retention of small and medium enterprises in transit oriented development in Perth Carlindi Holling, Fiona M Haslam McKenzie <em>(Curtin University)</em></td>
<td>Governance and vulnerability: enabling interagency data sharing as a means of enhancing regional governance Pauline McGuiirk <em>(University of Newcastle)</em>, Phillip O’Neill <em>(University of Western Sydney)</em>, Kathleen Mee <em>(University of Newcastle)</em></td>
<td>Suburban renewal – Greenfields of opportunity Carmel Boyce <em>(City of Greater Geelong)</em>, Jenny Donovan <em>(David Lock Associates)</em>, Vicki Shelton <em>(City of Greater Geelong)</em></td>
<td>The art of Government of Melbourne’s city link project Sophie Sturup <em>(The University of Melbourne)</em></td>
<td>Sex in the city: regulations, rights and responsibilities in Sydney Spike Boydell, Penny Crofts, Jason Prior, Andrew Jakubowicz, <em>(University of Technology Sydney)</em>, Glen Searle, <em>(University of Queensland)</em></td>
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## CONCURRENT SESSIONS

### DAY TWO: Thursday 26 November 2009

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<th>Stream</th>
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<td>11.00</td>
<td>Housing transactions and affordability concerns in Adelaide: implications for planning policy Sadasivam Karuppannan <em>(University of South Australia)</em></td>
<td>Green regional design: Philosophies, policies, and products in the evolution of metropolitan open space in Sydney 1948-2008 Catherine Evans, Robert Freestone <em>(University of NSW)</em></td>
<td>Exploring Perth’s liveability and global connectedness – towards a human geography research agenda Steffen Wetzstein <em>(UWA)</em></td>
<td>How the west was lost – the causes and consequences of under-investment in Western Sydney’s infrastructure Alex Gooding <em>(Gooding Davies Consultancy Pty Ltd)</em></td>
<td>Negotiating cultural difference in everyday life: some insights for inclusionary local governance Michele Lobo <em>(Deakin University)</em></td>
<td>Transit oriented development: When is a TOD not a TOD? Susan Irvine <em>(University of South Australia)</em></td>
<td>Using a large scale model to test planning scenarios in the Brisbane South-East Queensland region Robert Stimson, Martin Bell, Jonathan Corcoran, David Pullar <em>(The University of Queensland)</em></td>
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<td>11.20</td>
<td>Does planning make housing unaffordable? Assessing costs of planning requirements for residential development in three Australian cities Nicole Gurran <em>(University of Sydney)</em>, Kristian Ruming <em>(Macquarie University)</em>, Bill Randolph <em>(University of NSW)</em></td>
<td>Examination of the supply of open space at residential level: Adelaide Mark Mobbs <em>(Government of South Australia)</em>, Alpana Sivam <em>(University of South Australia)</em></td>
<td>The fourth tier of governance: managing the future of our cities Hazel Easthope <em>(University of NSW)</em></td>
<td>Parking and access issues in transit oriented developments Shahed Khan <em>(Curtin University)</em>, Bhishna Bajracharya <em>(Bond University)</em></td>
<td>Children’s neighbourhoods Claire Freeman <em>(University of Otago NZ)</em></td>
<td>Market or market place? Raymond Bunker, Andrew Tice, Simon Pinnegar <em>(University of NSW)</em></td>
<td>(Ignoring) Alternative discourses in local climate change policy – a SEQ study Diana MacCallum, Jason Byrne <em>(Griffith University)</em></td>
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<td>Elizabeth Taylor (AHURI-RMIT Research Centre)</td>
<td>Peter Williams (University of NSW)</td>
<td>Roy Jones (Curtin University)</td>
<td>Ken Doust (WS Atkins International), Bruno Parolin (University of NSW)</td>
<td>Kathryn Davidson, Lou Wilson (University of South Australia)</td>
<td>Zeenat Mahjabeen, Krishna K Shrestha (The University of Sydney)</td>
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<td>12.00</td>
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<td>The ebb and flow of house prices</td>
<td>Perth’s regional parks – providing for biodiversity conservation and public recreation through a multi-agency approach</td>
<td>Wheels still in spin?: urban social structure and technological change in Brisbane’s private motor vehicle fleet</td>
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<td>Graffiti and urban character</td>
<td>Kim Dovey, Simon Wollan, Ian Woodcock (The University of Melbourne)</td>
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<td>Tony Sorensen (University of New England)</td>
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<td>Bryan Boruff</td>
<td>Pauline McGuirk</td>
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<td>2.00</td>
<td>The fiscal crisis of the local state, urban consolidation, and local open space provision in Sydney</td>
<td>A study of energy consumption in the design, construction and use of Perth’s houses</td>
<td>Climate change and human settlements: methodology, case studies and issues arising</td>
<td>Paradigm lost or paradigm regained? – Current Australian metropolitan strategies</td>
<td>Privatizing the ‘Public Purpose Rule’ in compulsory acquisition</td>
<td>‘It’s more than just the buildings: it’s what they did inside’: a case for the preservation of industrial worksites</td>
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<td>Glen Searle</td>
<td>Dirima Cuthbert</td>
<td>Geraldine Li, Stephen Dovers (The Australian National University)</td>
<td>Raymond Bunker (University of NSW)</td>
<td>Vince Mangioni (University of Technology, Sydney)</td>
<td>Bobbie Oliver (Curtin University)</td>
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<td>2.20</td>
<td>The heat is on: Challenges for local government adapting to health vulnerability from climate change</td>
<td>Innovation for a carbon constrained city: challenges for the built environment industry</td>
<td>NCCARF Session on climate change adaptation</td>
<td>I’ll have my city medium thanks. What do medium sized cities offer an urban planning and policy agenda</td>
<td>Sustainable power generation in suburban Australia: A case study of an Adelaide household’s experience</td>
<td>Retreat from the city: Representations of sense of place</td>
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<td>Scott Baum, Darryl Low Choy, Brendan Gleeson (Griffith University)</td>
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<td>Trevor Budge and Andrew Butt (La Trobe University)</td>
<td>Andrew Allan (University of South Australia)</td>
<td>Nancy Marshall (University of NSW)</td>
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<td>2.40</td>
<td>‘Hot Spots’ Project: Spatial vulnerability to heat events in Melbourne Australia</td>
<td>Decarbonising the local economy: Planning for renewable energy in urban areas</td>
<td>Zero emission neighbourhoods – Encouraging sustainable communities</td>
<td>Retail form in Melbourne and Brisbane: a preliminary investigation into the differences between the two cities</td>
<td>Linking residential densities, dwelling typologies and possible provisions for localised energy infrastructure in retrofitting urban forms</td>
<td>Practitioners’ views on the past, present and future of social planning in Australia</td>
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<td>Margaret Loughnan, Neville Nicholls, Nigel Tapper (Monash University)</td>
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<td>Win Laing and Joanna Hansen (Sustainability Victoria)</td>
<td>Robin Goodman (RMIT University), Eddo Coiacetto (Griffith University)</td>
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<td>3.00</td>
<td>Does size matter? Under-occupancy and older Australian home owners Bruce Judd, Joanne Quinn, Diana Olsberg, Oya Demirbilek (University of NSW)</td>
<td>Sustainable transport: bridging the gap between policy rhetoric and action Awais Piracha (University of Western Sydney)</td>
<td>Adaptive responses to climate change in regional cities Laura Stocker, David Wood (Curtin University)</td>
<td>Cooperative metropolitan governance in Melbourne? Annette Kroen (RMIT University)</td>
<td>Recovering suburbia: An analysis of suburban form following post fire redevelopment Andrew MacKenzie (University of Canberra)</td>
<td>Community Cultural Development (CCD) and urban renewal: Practices and potentialities in Australia Kathleen Mee, Louise Askew (University of Newcastle)</td>
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<td>3.20</td>
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## Concurrent Sessions

### Day Two: Thursday 26 November 2009

#### Concurrent Session Five: 4.10pm – 5.30pm

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<td>Chris Paris</td>
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<td>4.10</td>
<td>4.10 Special session on housing I</td>
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<td>The commonwealth housing commission and national housing policy</td>
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<td>Patrick Troy (Australian National University)</td>
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<td>4.10</td>
<td>4.30 Housing barriers for African migrants in Australia</td>
<td>Paul Atem (University of South Australia)</td>
<td>Sustainable or status-quo: investigating sustainability assessment of residential estate development</td>
<td>Employment distribution and sustainable urban structure</td>
<td>Growing pains: adolescent urbanism on the Gold Coast</td>
<td>Community formation and attitudes to sustainability: comparative case studies from Canberra</td>
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<td>Joe Hurley (RMIT University)</td>
<td>Nikolaos Vogiatzis, Sadasivam Karuppannan, Alpana Sivam (University of South Australia)</td>
<td>Paul Burton (Griffith University)</td>
<td>Sandra Lauer, Robert Dyball, Alastair Greig, Vanessa McDermott (Australian National University)</td>
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<td>4.50</td>
<td>The great Australian dream in urban indigenous Western Australia</td>
<td>Christina Birdsall-Jones (Curtin University)</td>
<td>Local-area sustainability assessment system: a theoretical and operational overview</td>
<td>Commercial development on Australian airports: planning issues and debates through the lens of the National Aviation Policy Review</td>
<td>The naming game: The politics of place names as tools for urban regenerative practice</td>
<td>Perth’s waterfront and urban planning 1954-93: The Narrows Scheme and the Perth City Foreshore Project</td>
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<td>Arvind Varshney, Tom Goode, Brett Pollard, Mike Mouritz (Hassell Australia)</td>
<td>Robert Freestone (University of NSW)</td>
<td>Gertrude Szili, Matthew Rofe (University of South Australia)</td>
<td>Jenny Gregory (UWA)</td>
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## CONCURRENT SESSIONS

### DAY THREE: Friday 27 November 2009

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<td><strong>Chair</strong></td>
<td>Susan Thompson</td>
<td>Diana MacCallum</td>
<td>Fiona Haslam-Mackenzie</td>
<td>Jago Dodson</td>
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| **11.00** | Does quality public space enhance mental health in residents of new housing developments?  
Jacinta Francis, Billie Giles-Corti, Lisa Jane Wood (University of Western Australia) | The republic and its impact on property rights in Sydney  
Spike Boydell, Nicole Watson, Vince Mangioni, Mark McMillan Shankar Sankaran (University of Technology Sydney) | When does a deliberative framework work in metropolitan strategic spatial planning? A case study of Perth’s ‘Network City’ and Greater Vancouver’s ‘Livable regional strategic plan’  
Crystal Legacy (University of Melbourne) | Waning or just gone underground? Union power in public transport in Melbourne  
John Stone (University of Melbourne) | “Art will save the city”: The arts and city vitality, growth, and sustainability  
Julia Anwar McHenry (University of Western Australia) | Building a sustainable university campus: A case study of Bond University  
Bhishna Bajracharya, Linda Too, (Bond University) |
| **11.20** | The decline and rise of urban agriculture: Can urban agriculture deliver on multiple urban planning and policy fronts?  
Trevor Budge (La Trobe University) | What do publics want from the planning system?  
Kevin Dunn, (University of Western Sydney), Pauline McGuirk (University of Newcastle), Awais Piracha, Danielle Pelleri (University of Sydney), Paul Maginn (University of Western Australia), Michael Buxton, (RMIT University), Peter Phibbs, (University of Western Sydney) | Knowing the social in planning law decision making  
Rebecca Leshinsky (The University of Melbourne) | Moving towards a knowledge city: Brisbane’s knowledge-based urban development experience  
Tan Yigitcanlar, Shinyi Lee, (Queensland University of Technology) | The death and life of Great Australian Music: planning for live music venues in Australian Cities  
Matthew Burke (Griffith University), Amy Schmidt (Craven Ovenden Town Planning) | Sustainable energy solutions – the social aspects of planning with the community  
Diane Costello, Daniela Stehlik (Curtin University of Technology) |
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<td>11.40</td>
<td>Experiencing the toxic city: Effects of contamination and its remediation on individuals and communities in urban Australia Jason Prior, Emma Partridge (UTS)</td>
<td>Not in my republic: Resident opposition to intensification in inner-city Melbourne Ian Woodcock, Kim Dovey, Simon Wollan (The University of Melbourne)</td>
<td>Governing urban change in a global financial crisis: a comparative analysis of waterfront renewal in Adelaide, Darwin and Melbourne Susan Oakley (The University of Adelaide)</td>
<td>Decarbonising Planning System for WA Martin Anda (Murdoch University)</td>
<td>“Eliza”: guerrilla art supports heritage value Jennifer Harris (Curtin University of Technology)</td>
<td>Education for sustainable cities: The great Australian dilemma Sandra Wooltorton (Edith Cowan University)</td>
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<td>12.00</td>
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city growth, sustainability, vitality and vulnerability
SOCIAL PROGRAM

Tuesday 24 November 2009
WELCOME RECEPTION
Royal Perth Yacht Club
5.15pm

Sponsored by NCCARF
The Settlements and Infrastructure node of the National Climate Change Adaptation Research Facility (NCCARF) will present an update report of its activities at the reception.
Included for full and student registration.
Additional tickets $44 (inc $4 GST)

Wednesday 25 November 2009
CITY OF PERTH CIVIC RECEPTION
Council House, 11th Floor Reception
6.00pm

Sponsored by the City of Perth
Delegates will be welcomed to the City of Perth by the Lord Mayor Ms Lisa Scaffidi.
Included for full and student registration.
Buses to the reception depart from the UWA Bus Zone at 5.45pm.

Sponsored by PTA and Transperth

Thursday 26 November 2009
CONFERENCE DINNER
Royal Perth Yacht Club, 7.00pm
The dinner is a highlight of every conference and this one will be no exception. Experience the fine dining and entertainment.
Included for full registration only
Additional tickets $99 (inc $9 GST)

Function Sponsors
GENERAL INFORMATION

Location of Sessions
The conference sessions will be held in various rooms located in the Arts, Law and Social Sciences Buildings of the University of Western Australia. Venue locations are shown on the enclosed map.

All rooms are within close proximity and sign-posted for easy reference.
The exhibition and internet cafe are located in the Guild Cafe where all catering will be served.

Dress Code
Perth weather in November is mostly warm, with the maximum averaging 28 degrees celsius. Evenings can occasionally be cool and a light jacket is recommended. Comfortable casual is suggested for the conference sessions.

Registration Desk
The registration desk, located in the Guild Cafe will be serviced each day of the conference at the times shown in the program. Major credit cards will be accepted at the registration desk for any payments.

Messages
A notice board will be in the registration area for messages to delegates. Urgent messages may be telephoned to the registration desk on 0418 945 205.

Speaker Preparation
Please check with the registration desk for assistance or the location of your room.

Mobile Telephones
As a courtesy to speakers, mobile telephones are to be turned off within the lecture rooms during all sessions.

Smoking Policy
For the comfort and health of attendees, all venues within the university are non-smoking venues.

Name Badges
Each attendee of the conference will be issued a name badge at registration. The badge is the official pass and must be worn at all times.

Shopping Hours
There are many speciality shops in Perth and Fremantle. Shops are open from 8.30am to 5.30pm, Monday to Friday, (with late night shopping until 9.00pm on Thursday, and in Perth on Friday), 8.30am to 5.00pm on Saturday and from 12.00 noon to 5.00pm on Sunday. These hours may differ slightly from shop to shop.
NOTES
city growth, sustainability, vitality and vulnerability
SECTION TWO – BOOK OF ABSTRACTS

Abstracts of the presentations are included in each section in alphabetical order of the first listed author.

An Author Index is included from page 101

REFEREED ABSTRACTS

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ENVIRONMENT STREAM – from page 17
GOVERNANCE STREAM – from page 27
HEALTH STREAM – from page 43
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(The refereed full papers are included on the conference CD.)

NON-REFEREED ABSTRACTS

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POSTER ABSTRACTS

from page 95
Managing risk in the urban fabric

Professor Jörg Imberger
The University of Western Australia

Currently risk is still being estimated by using the past to estimate the probability and utility of events and then using these to estimate the risk associated with this event in the future. This principle is applied in urban design when planning water supply, energy needs, natural disasters, sustainability of developments, transportation: indeed every facet of the urban planning process. The problem with this methodology is that it assumes that processes are stationary, that the history of experience is long enough to have sampled the population adequately and that events have no feedback to the statistical population.

As human reach has grown these assumptions are no longer valid; human actions are changing the climate, the economy, the human as a species and technology is even changing itself through gains in productivity and artificial intelligence. So what is the way forward? I will describe a new adaptive, real time risk management system and illustrate this with a proposal for the Swan Canning River Basin.
“Moving to the dark side or will the force be with us?”: Sustainability trends in transport in Australian and International Cities, 1996-2006

Professor Jeff Kenworthy, Curtin University

The decade between 1996 and 2006 saw significant changes in the transport-related pressures facing cities all around the world. In addition to the local and regional scale impacts of transport from land consumption, emissions, noise, neighbourhood severance, visual intrusion and social isolation in car-dependent suburbs, the scepter of obesity from sedentary lifestyles became more prominent in wealthier regions. In developing cities, motorisation continued apace, especially in Chinese cities, with a growing list of problems arising from that, not the least of which was reduced food security due to urban sprawl consuming fertile food producing land.

The realities of climate change became more dramatic with Al Gore’s film “An Inconvenient Truth” having a significant impact on the general community and the widely broadcast troubling pictures of rapidly melting polar ice caps. The problem of peak oil in transport came more and more into popular thought with major articles in wide circulation magazines such as National Geographic, as well as talks and newspaper articles around Australia by prominent oil experts warning of the need to reduce oil dependence, especially in transport. This was then punctuated a short time after by the record prices for oil in mid-2008 and the growing use of public transport in response to that. The current global recession is closely linked to the domino effect that occurred after the sub-prime mortgage meltdown in the US centred on highly car-dependent US outer and fringe suburbs with few amenities, when people could no longer afford to run three cars and still pay their mortgages.

This paper explores the differences in some key transport and land use factors in twenty-five metropolitan areas in the USA, Australia, Canada and Europe as well as Singapore in the year 2005-6. It also examines the trends in these factors to provide a sustainability report card on passenger transport in cities worldwide, with a special focus on the Australian cities and whether they are improving or regressing in transport sustainability. Some key policy conclusions are drawn.
The spiritual link between city and country

Dr Noel Nannup, Curtin University of Technology
After the crash: Options for large cities in Australia, post-prosperity

Phillip O’Neill, University of Western Sydney
p.oneill@uws.edu.au

The paper presents findings of two research tasks: an audit of infrastructure provision in Australian cities during the long period of prosperity, and an assessment of the locational consequences of the major employment shifts that occurred in Australia in roughly the same time period. The paper uses these findings to explore the state of economy in Australian cities at the end of Australia’s long period of Howard-led prosperity. We might also call this the period of clumsy privatisation.

The end of prosperity has come with a number of crises. The financial crash of 2008 and its recessionary aftermath coincide with the crisis of climate change and of mounting crisis in resources provision, especially in energy and food supply. Each of these crises has major urban economic dimensions and will require specifically-urban responses. The paper argues that the two most critical responses to the crises – and thereby to the creation of sustainable cities characterised by quality living for all – require close attention to the skills bases of our cities and the quality of our urban infrastructure. Yet, and despite prosperity, we have neglected the way the geography of work has evolved in our cities; and we have allowed our capacity to plan, finance and operate urban infrastructure to erode alarmingly. In short, we now lack the wherewithal to build sustainable cities.

Restoring the ability to enact effective change involves an upheaval in the ways we plan, finance and manage cities. New approaches to the operation of the urban economy are needed requiring new priorities that stretch beyond traditional land use planning and management activity. A new enthusiasm for the design and management of employment lands, for instance, is long overdue. So too we need new approaches to the design and provision of large urban infrastructure items. Among other challenges – including the abandonment of some time-honoured political shibboleths – these will require new approaches to risk sharing across public and private sectors and the need for urban managers to implant risk amelioration strategies into the ways cities operate.
Urban planning and management in a Neo-Liberal World

Adjunct Professor Tony Sorensen
University of New England

It is a little over 25 years since the global wave of neo-liberal reform broke upon Australian shores and dramatically remodelled much of Australia’s economy, society, and governance. Initiated by the Hawke Labor government, the process was, to a significant degree, politically bipartisan and permeated all tiers and facets of government in deep seated ways. And, despite the current recession with its Keynesian overtones, the reform processes unleashed have a considerable distance to run as we progressively refine our ideas about the boundaries between private and public action, improvements to collaboration between the two, and appropriate levels and kinds of regulation.

Various aspects of the planning and management of Australia’s cities have been part of this reform process. Examples include infrastructure planning, financing, and pricing; public participation; public housing; development control; urban consolidation; and environmental conservation. Infrastructure, in particular, has witnessed considerable privatisation of what were formerly public assets and a greater role for the private sector in the construction and operation of new facilities. For the mostpart, however, we have witnessed more subtle changes in regulation or the style of city development. These typically focus on increasing the adaptability or flexibility of cities as they struggle to accommodate larger populations, changed demographics, new technologies and lifestyle preferences, rising environmental concerns, economic restructuring, and the increasing pace of change.

In fact, the roles and complexity of urban planning have both increased substantially over the 25 years as I think the high priest of Libertarian thought, Friedrich Hayek, might have foreseen. Although he advocated reduced roles for governments and greater reliance on market forces in the organisation of human affairs, he noted that endemic market failure in cities justified public intervention. The refinement of that intervention is now under way.
Connecting with the everyday lives of people in places: Reflecting on contemporary social and community planning

Associate Professor Susan Thompson, University of New South Wales

“... the challenges of the twenty-first century may be global in the sense that their causes and consequences are widely distributed, but their impacts will be felt most acutely in specific villages, towns and parts of cities – in the places where people live and work” (Edward Relph, “Senses of Place and Emerging Social and Environmental Challenges”, in John Eyles and Allison Williams (eds) Sense of Place, Health and Quality of Life, Ashgate, Aldershot, p. 34; emphasis in original).

As we face environmental challenges of enormous scale and consequence, against a confronting backdrop of economic difficulties, it is all too easy to dismiss as unimportant the social and cultural aspects of our lives. And yet it is the ordinary and familiar routine of everyday life, played out in the places and spaces we inhabit and know well, that can sustain us in turbulent times. The importance of place and place-making has long been advocated by urban planners, geographers and philosophers. Marc Fried, Jane Jacobs, Edward Relph, Yi Fi Tuan and Edward Casey are all classics in this field – their message as relevant today as it was when it first appeared. In reflecting on contemporary social and community planning, I will look to these luminaries for inspiration for how we as researchers, practitioners, educators and students might work alongside communities seeking ways to create and sustain contented, healthy and resilient lives. I will suggest how we can respond to diverse opportunities (at times making trouble in both academe and practice) that will allow connections, initiation of new and different ideas and ways of doing things, inspiring and potentially transforming the places and spaces that will sustain everyday life.
Investing in our cities – lifting the standards of evidence based policy

Dorte Ekelund
Executive Director Major Cities Unit, Infrastructure Australia

In the development of a National Urban Policy, the Major Cities Unit team has sought to better understand the issues facing Australian cities, but has encountered many questions for which information has not been sufficient to inform an appropriate policy response with any sense of certainty. However, the Australian Government continues to place an increased expectation on evidence-based policy. The recent Infrastructure Australia project prioritisation process reinforced this position, through the application of an Audit Framework to help guide the development of submissions for infrastructure priorities. The Framework requires for each submission a clear statement of the overarching policy goals, problems and challenges facing Australia before the assessment of various options or solutions to these problems. However, a series of weaknesses were apparent in the submissions received, notably a poor evidence base supporting project proposals. Clearly, good outcomes of planning and investment processes in our cities, on which Infrastructure Australia is focussed on improving in partnership with State Governments, rely on a solid information base. Through lifting the minimum standards of information required to underpin planning and major public investment processes, the Australian Government is committed to improving the evidence-base on which decisions are made.

Responding to the next boom: Strategic planning and metropolitan governance in Perth

Gary Prattley
Chairman, Western Australian Planning Commission

WA has been described as a ‘boom state’ as a result of the economic and demographic growth associated with mining and mineral exploration and extraction. After a short lull as a result of the ‘global financial crisis’ WA is set to enjoy another period of economic and demographic growth when projects such as the Gorgon gas pipeline come online in the next few years. It is in light of this looming economic and demographic expansion that the WA planning system is undergoing a process of major reform designed to ensure sustainable economic growth and a reformed metropolitan and planning governance framework to deal with the demands of future population growth in a more efficient and effective manner.

Sustainability challenges - Emergency workers locked out of property

Jon Sutton
Managing Director, BankWest

Jon Sutton will discuss recent Bankwest research (based on Government data) showing that many "Key Workers" (ambulance drivers, nurses, teachers, police, firemen etc) are effectively locked out of the property market in the cities they serve due to escalating property prices. The research highlights an often overlooked feature of rising property prices - how many of the essential and key workers our community relies on the most are forced into renting or have to commute. Housing market affordability is a key challenge facing policy makers and the problems facing key workers underlines the increasing divide in Australian society.
Leviathans of Leisure? - The licensed club sector within the economic and community life of Canberra

Chris Beer, ACT Planning and Land Authority

Licensed clubs (or registered clubs as they are formally known in some states) are a poorly understood organisational phenomenon within the leisure, community, and economic geographies of Australia’s cities. This paper accordingly seeks to better conceptualise these clubs as a diverse category of organisation, emerging and changing with the unfolding of Australian urban life. Following some preliminary description, licensed clubs are generally theorised as hybrids, located between the spheres of ‘the economy’ and ‘community’. The paper then specifically observes public attitudes towards clubs, and develops a typology of the organisational behaviours of local clubs in the context of a particular Australian city – Canberra. In analysing this material, it is noted that the sometimes ambiguous organisational behaviours of clubs, given competing commercial and community demands, can pose challenges for urban governance practice. However, in doing so it is emphasised that this very ambiguity may imply that clubs deserve to be seen within contemporary public debates neither simplistically as ‘mini-casinos’, nor as bastions of ‘a community way of life’, as their detractors and defenders respectively suggest, but in their own distinct terms.

Gold Coast development: A special case or same old city factories?

Dr Eddo Coiacetto, Griffith University
e.coiacetto@griffith.edu.au

Despite its size and rapid growth, the Gold Coast has not received as much attention from urban analysts as have other Australian cities. This situation is being rectified to a degree with growing interest in the area. One emerging question which interests researchers is whether the Gold Coast is different to other Australian cities. Given the association that the city has had with the property development industry, it is pertinent to ask a question that is relevant to urban governance, managing urban growth and urban morphology: “Is the Gold Coast development industry different?” This paper begins to answer this question setting out the broad dimensions of the issue in an investigative framework, and offering a preliminary response using secondary sources.

Keywords: Gold Coast, Real estate development, Urbanisation, Urban development
Does planning make housing unaffordable? Assessing costs of planning requirements for residential development in three Australian cities

Nicole Gurran, University of Sydney
ngurran@arch.usyd.edu.au

Kristian Ruming, Macquarie University,
Bill Randolph, University of NSW

Land use planning often bears the brunt of industry complaints about rising costs of residential development and perceived consequences for housing unaffordability. The residential development industry, both in Australia and in the United States, has made strident protests about the direct and indirect costs associated with the planning process – from complying with building and design controls to the time taken to secure approval and contributions towards local infrastructure. Although there has been academic interest in the relationships between land use planning and the housing market, little attempt has been made to examine these industry claims by quantifying costs to housing development arising from planning regulations and related charges. This paper focuses on these issues, drawing on a study undertaken for the Australian Housing and Urban Research Institute (AHURI). The first part of the paper outlines the international literature on theoretical relationships between planning regulation, residential development costs and house prices. Secondly, Australian industry position papers on housing affordability and the planning system (2003-2008) are reviewed. Thirdly, the paper establishes the key categories of planning related costs to residential development in Australia, and compares the development contribution frameworks applying to three Australian cities (Sydney, Brisbane and Melbourne). These cities were chosen as they have been the focus of industry concern regarding the scale of charges in new release areas. Lastly, we identify preliminary implications for planners and policy makers in designing regulatory requirements that balance affordability concerns with other essential planning criteria.

Keywords: housing affordability, planning costs, residential development
Housing transactions and affordability concerns in Adelaide: Implications for planning policy

Sadasivam Karuppannan, University of South Australia
Sadasivam.Karuppannan@unisa.edu.au

Housing affordability has continued as a topical issue among many disciplines, including planning. House prices have risen dramatically over the past several years with no real comparable rise in income. Given the steep rise in house prices housing affordability has become a significant issue for policy makers. Current financial meltdown experienced in many countries including Australia affect housing affordability in many ways including rising unemployment, declining housing construction. Housing policy calls for broad approach that takes adequate account of the distinct interdependences involved. This paper examines the interdependences between (1) house price and housing construction, (2) house price and intra-urban variations in housing demand, and (3) housing and urban planning policies. These interconnections are explored using longitudinal house sales price and census 2006 based neighbourhood typologies. Using Adelaide an example this paper will present the extent to which the overall house price profile has overall changed; how that change maps onto neighbourhood types; and the extent to which neighbourhoods can be differentiated according to their trajectories, in terms of both price movements and housing affordability. The analysis is set in the context of debates about the impact of changing housing consumption patterns and its relevance on housing and planning policies.

Keywords: housing, housing affordability, housing market, house prices, urban policy

Local economic bodies and the location decisions of firms

Anthony Kent, The University of Melbourne, ake@unimelb.edu.au

The idea that ‘institutional thickness’ is a prerequisite for sustainable local economies has attracted attention in recent years. In the City of Whittlesea, in Melbourne’s northern suburbs, the food and beverage manufacturing sector has recently seen considerable job growth and the arrival of a number of small and medium sized firms. Coinciding with this trend is the emergence of two regionally based and one local economic development body, the later managed by the City of Whittlesea. This body, in particular, has as its objective the development of local collaboration between firms. The question is whether these bodies have influenced the location decisions of firms and the jobs they have brought with them. Results from interviews with firm managers show that such bodies have a negligible influence. Rather, it is more ‘conventional’ factors that predominate, such as transport infrastructure and proximity of a manager’s residence. This ‘business as usual’ scenario suggests the explanation for the location of firms in this particular industrial cluster lies elsewhere and that the influence of local economic development strategies such as these have their limitations.

Keywords: institutional thickness, locational decisions, Whittlesea, food and beverage manufacturing
Infrastructure for knowledge productivity: TOD’s in Kansai and Western Australia

Kirsten Martinus, Curtin University of Technology

The efficient mobilisation and productivity of local knowledge resources is becoming increasingly important for national productivity and industrial competitive advantage. Spatial and place qualities of urban design provide a logical platform to do this by strengthening local social capital and offering access to quality services, people and knowledge flows. The provision of quality infrastructure and amenities has become a means for cities to attract high-value human capital to enhance the knowledge development capacity of social networks. Research is only beginning to understand the relationship between urban density, local capital development and economic wealth, and how quality elements of hard and soft urban infrastructure translate into productivity advantages for a city. Based on empirical research, this paper argues that urban planning and design can positively contribute to sustainable national economic health and work productivity by strengthening local knowledge resources and networks. It identifies five key hard and soft infrastructure types impacting a region’s capacity to facilitate knowledge development and innovation. The hard infrastructure components of Kansai, Japan and Perth, Western Australia transit-oriented developments are examined for their capacity as spaces to facilitate human flows for vibrancy and knowledge transfer. This paper finds that the human movement, interaction and vibrancy generated by the planning in Kansai are more likely to deliver New Economy policy objectives of high knowledge productivity and innovation. It concludes that more research is needed to understand the economic benefits of investing in such urban infrastructure and amenities and how it can facilitate Australian national innovation and productivity agendas.

Keywords: economic development, infrastructure, knowledge economy, innovation, productivity, urban planning

The attraction and retention of small and medium enterprises in transit oriented development in Perth

Carlindi Holling & Fiona M Haslam McKenzie*, Curtin University of Technology
f.mckenzie@curtin.edu.au

Transit orient development (TOD) aims to strengthen the integration between public transport systems and urban development by creating places in which public transport is readily accessible for many activities. Mixed use TODs are intended to function as origin and destination centres with a blend of employment, education, recreation, entertainment, shopping and other leisure activities in close proximity to a range of residential opportunities. For many businesses the potential agglomeration economies at TODs could offer a range of advantages from proximity to support services such as banks and IT services to comparison shopping opportunities for customers. Combining these economic clusters with enhanced regional and local accessibility from transit presents a potentially advantageous commercial location. In addition, TOD provides a more environmentally sustainable form of urban development by reducing the need to travel, and facilitates a modal shift away from car travel and greater use of public transport. The aims of TOD in the WA context (as indicated in Network City) include enhancement of economic development and employment in activity centres. In Western Australia policies to facilitate transit-oriented TOD have been central to Perth’s urban planning for the past two decades, yet there have been few examples of implementation until recently. This paper will describe a research project that examined the potential of small and medium size enterprises (SMEs) to locate in ‘transit oriented development’ TOD precincts adjacent to public transport nodes, especially rail stations in the Perth inner metropolitan area. The research identified the factors in self-selection by relevant SMEs, the drivers of SMEs’ success in TOD precincts, and the nature and quantity of self-selecting SMEs. The project concluded that while many businesses are interested in having a train or bus station in walking distance, it is not a driver in business location selection.
Housing affordability crises in Australia: How and why did planning get on the housing affordability agenda?

Elizabeth Taylor, AHURI-RMIT Research Centre, elizabeth.taylor@rmit.edu.au

The literature looking at potential relationships between planning and housing affordability has speculated that planning mechanisms may undermine housing affordability - essentially by introducing an inflexibility into housing supply (e.g. Evans 2004). This view of planning appeared to gain greater prominence during the recent period of housing affordability crisis, characterised by a sustained surge in property prices. Several high-profile critics in Australia blamed planning intervention in land and housing markets for the crisis itself (for example Moran 2005, Cox 2005). A critical view of planning is also implicit in policy initiatives such as the Housing Affordability Fund (2008). With Australia’s housing market now impacted by recession, the degree of public concern around planning and house prices may have waned. But has this pattern been seen before? Focusing on Melbourne, this paper documents the coverage of housing affordability issues in a sample of print media, academic journal articles, and planning policy over the period 1989 to 2009, to explore the circumstances under which land use planning became part of housing affordability debate in Australia. The study finds that the perceived role of urban consolidation in housing affordability problems has shifted, from solution to cause. It is also found that interest in housing affordability clusters at the tail end of housing boom periods. These periods turn a critical spotlight on planning, and seem to instigate policy reforms. During slump periods, however, interest in housing affordability is eclipsed by growth promotion. It is argued that these cycles have potential implications for planning implementation.

Keywords: housing affordability, planning, supply, debate, urban consolidation

Assessing land use and urban form impacts of changes in relative accessibility

Praveen Thakur, SGS Economics & Planning Pty Ltd, Pthakur@sgsep.com.au

It is a long held tenet of economic geography that land use, including population and jobs, will adjust over time in response to changes in relative accessibility. Moving operations to areas of superior accessibility reduces transaction costs in dealing with suppliers and distributors, as well as improving access to much needed workforce skills. These same dynamics apply to households. They adjust location to maximise opportunities for employment, education, recreation and other services. This paper statistically assesses and quantifies the relationship between accessibility and locational decisions of firms (jobs) and households (population) in Melbourne. The regression analysis confirmed that relative accessibility is a significant factor in a suburb’s ability to attract and retain jobs and households. The three final transport options proposed by the East West Link Needs Assessment study in Melbourne are then used as case studies to demonstrate the varying land use impacts of apparently similar transport projects. The paper concludes that such analysis should be routine in accessing the efficacy of the proposed transport options in contributing towards broader societal goals and objectives.

Keywords: Accessibility changes, Land use impacts, Urban form, Panel data regression
Peri-urban growth, planning and bushfire in the Melbourne City-Region

Andrew Butt*, La Trobe University, a.butt@latrobe.edu.au
Michael Buxton Rachel Haynes, Alex Lechner, RMIT University

Population growth in the peri-urban areas to the north of Melbourne has been significant over the past two decades. This has occurred in existing urban centres and across the rural landscape. Recent bushfires (February 2009) in this region have resulted in the highest casualties recorded in Australian bushfires and have caused considerable community trauma, dislocation and anxiety. This paper uses research establishing the patterns and level of new housing development in these areas to explore processes of planning, housing development and increased community risk in these regions. The paper explores the role of planning in the expansion of these vulnerable peri-urban communities and analyses responses to bushfire management within the planning process, identifying implicit understandings of risk and responsibility and inadequacies in policy formulation and decision making.

Keywords: Bushfire, Peri-urban housing, Risk, Urban growth

Social capital and sustainability of urban environmental groups in Perth

Subas P. Dhakal* and Sally Paulin, Murdoch University
s.dhakal@murdoch.edu.au

Community based environmental groups have become an integral component of urban environmental stewardship initiatives in Perth metropolitan area. While the utility of Urban Environmental Groups (UEGs) has been recognized by several environmental policies and programs, the challenges of sustaining UEGs remain under-explored, especially, in Western Australia. This paper responds to this gap and explores the prospect of UEGs’ sustainability through the lens of social capital. The findings of a quantitative survey of 81 groups as well as qualitative observations suggest UEGs that are better at building and maintaining social capital are more likely to overcome resource-scarcities and sustain over time. Based on the findings, the paper views social capital as a necessary ingredient of sustainable community groups and discusses the strategic needs to support UEGs.

Keywords: environmental groups, organizational sustainability, social capital
Perth’s regional parks – providing for biodiversity conservation and public recreation through a multi-agency approach

Brendan Dooley, Department of Environment and Conservation, Western Australia
Alan Pilgrim*, Curtin University of Technology / Department of Environment and Conservation’s
A.Pilgrim@curtin.edu.au

This paper represents the first stage of a research project examining regional parks in Western Australia. The paper examines the evolution of the eleven regional parks in metropolitan Perth from concept to reality and explores some of the difficulties and benefits of managing parks in an environment where multiple tenure (including private landowners), community engagement and multiple agency involvement across different levels of government is the norm, rather than the exception. The Department of Environment and Conservation (DEC) has responsibility for the overall management of regional parks. A number of planning and management issues are discussed in the paper, including the challenges associated with managing multiple tenured and physically fragmented large urban parks. Although not universal across local government, there are some exemplars of a co-operative approach between the DEC and individual local governments. There is also evidence of a high level of community engagement through both on-ground rehabilitation work and the regional park community advisory committees.

Keywords: regional parks, multi – agency approach, community engagement

Green regional design: Philosophies, policies and products in the evolution of metropolitan open space in Sydney 1948-2008

Catherine Evans and Robert Freestone, University of New South Wales
cb.evans@unsw.edu.au

The aim of this paper is to investigate how and to what extent the provision of major open spaces has been integrated (or not) into the metropolitan planning process in Sydney over the last 60 years. There is a focus on three specific dimensions of this history: roles and influence of various agencies responsible for the implementation of open space; shifting values and concepts which influenced delivery of open space; and comparison of proposals for significant regional greenspaces against the parks and open spaces that eventuated. The analysis is based primarily on a review of statutory metropolitan planning strategies and annual reports of state planning departments and authorities. It is framed across three distinct periods of urban planning in Sydney: 1940s—1960s (a period framed by two robust strategic plans when the foundation of a metropolitan green web was activated); 1960s—1980s (implementation of 1968 strategic corridor thinking through to emergence of sustainability concerns in policy-making), and 1990s to the present (from early concerns for climate change through to the multivalent notion of green infrastructure).

Keywords: open space planning; metropolitan planning; urban form
Planning for sustainable cities and regions: An audit of local environmental plans in NSW

Nicole Gurran, University of Sydney, ngurran@arch.usyd.edu.au

Peter Phibbs, University of Western Sydney

To what extent do local planning frameworks promote sustainable growth and change in Australian cities and regions? This paper begins to address this question with reference to the results of an online survey of more than 100 NSW local environmental plans, undertaken between August 2007-2008. The data was collected as part of a broader, ongoing survey of Australian planning instruments (maintained by the Australian Urban Planning Policy Monitor; http://ppm.arch.usyd.edu.au ). Focusing on the single state jurisdiction of NSW to minimise differences arising from higher level state planning policies and legislation, the paper discusses the ways in which local environmental plans address objectives relating to sustainable urban form and resource use, biodiversity conservation and enhancement, and climate change mitigation and adaptation. The first part of the paper summarises the range of planning approaches for achieving sustainable urban form, resource use, biodiversity conservation, as well as climate change adaptation and mitigation, drawing on the extensive research and literature on sustainable planning practice. The second part of the paper reviews the extent to which such approaches are applied in NSW plans, and highlights differences between their urban and regional application in the context of higher level state, metropolitan or regional planning policy and local planning provisions. Broader implications for sustainable planning practice are identified in conclusion.

Keywords: sustainable planning, local plans, climate change

Sustainable or status-quo: Investigating sustainability assessment of residential estate development

Joe Hurley, RMIT University
joe.hurley@rmit.edu.au

Urban fringe residential estates continue to dominate the residential development sector in Australia. Several practice based sustainability assessment tools have recently been developed which acknowledge the impacts of such developments and attempt to improve outcomes. This paper examines how sustainability principles and concepts are presented and applied in such assessment tools, focusing on two Australian based examples, the Sustainable Community Rating Tool and EnviroDevelopment. The paper argues that the increasing use of sustainability rhetoric in the assessment of residential estate development is often tenuously connected to sustainability principles, and that more rigour is required in the adoption and application of sustainability principles in such assessment.

Keywords: sustainability; assessment; residential estate
Planning for the interface between natural World Heritage Areas and Cities – a look at Sydney and the Greater Blue Mountains

Adrienne Keane, University of Sydney
akea7733@uni.sydney.edu.au

Not all natural world heritage areas are isolated wilderness. Many are located adjacent to substantial urban settlements. There are inevitable interface issues that arise from the proximity between these significant natural areas and cities. The Convention Concerning the Protection of the World Cultural and Natural Heritage, and its corresponding operational guidelines, provide minimal advice to the policy makers and planners of cities to ensure the conservation of the natural values of these significant protected areas. This paper summarises the literature on planning approaches to protected areas generally, concentrating upon the interface between urban areas and protected areas while looking to apply this literature to natural world heritage areas. Secondly, drawing on current doctoral research, the paper uses the city of Sydney and its interface with the Greater Blue Mountains World Heritage Area to explore the ways in which local planning schemes recognise and address issues associated with the protection of natural world heritage areas. As a result, the paper outlines implications for the planning policies and plans of urban settlements that adjoin world heritage areas, identifying planning approaches which specifically address the urban - natural heritage interface.

Keywords: Urban planning; natural world heritage; interface.

Decarbonising the local economy: Planning for renewable energy in urban areas

Associate Professor Jon Kellett, University of South Australia, jon.kellett@unisa.edu.au

Cathryn Hamilton, University of South Australia

Mechanisms for transitioning towards a low carbon economy include technological shifts, policy development and programs that require changes in behaviour. Arguably, local councils are well positioned to drive some or all of these. There is a range of mechanisms that councils have used and are proposing which could stimulate decarbonisation. Initial action is likely to involve means which are familiar and more or less accepted as being within councils' jurisdiction and established ways of working. Planning is one such established area of activity. Here we report on the potential for the incorporation of information and analysis of renewable energy resources into local planning policy. Using evidence gathered in three case study areas, one in the UK, two in Australia, the paper argues for better public information on the availability of renewable energy resources and presents the case either for a new type of resource plan or alternatively a modification to existing development plans to promote the harvesting of renewable energy in urban areas. The stages of analysis required are outlined and the potential benefits explained.

Keywords: Greenhouse gases, carbon, renewable energy, policy
An indexing model for assessing stormwater quality in the Gold Coast

Shinyi Lee, Fatih Dur and Tan Yigitcanlar, Queensland University of Technology
shinyi.lee@qut.edu.au; f.dur@qut.edu.au; tan.yigitcanlar@qut.edu.au

In the era of climate change sustainable urban development and in particular provision of sustainable urban infrastructure has become a key concept in dealing with environmental challenges. This paper discusses issues affecting stormwater quality and introduces a new indexing model that is to be used in evaluation of the stormwater quality in urban areas. The model has recently been developed and will be tested in a number of pilot projects in the Gold Coast, one of the fastest growing and environmentally challenged cities of Australia.

Keywords: Sustainable urban development, stormwater infrastructure, stormwater quality, indexing model, climate change

Climate change and urban settlements: Methodology, case studies and issues arising

Dr Geraldine Li and Professor Stephen Dovers, The Australian National University
stephen.dovers@anu.edu.au

At SoAC 2007, we described the intent and proposed methodology of the research project “Integrated Assessment of Climate Change on Urban Settlements” (IACCIUS) (Li 2007). The research was part of a larger program of Commonwealth-funded research, and unlike much other work focused on small-medium settlements. This paper presents selected findings of the completed project (see Li et al 2009). The project utilised five settlements as case studies to (i) inform development of generically applicable approaches to assessing urban climate change impacts, and (ii) generate practical, specific insights into aspects of each case settlement. This paper presents:

- An overview of the developed and tested methodology, specifically the Integrated Systems Risk and Vulnerability Assessment (ISRaVA) process, which combines multiple disciplinary traditions and methods;
- Selected findings regarding impacts and adaptation options in the five case study settlements (Bendigo, Canberra, Cooma, Darwin, Queanbeyan);
- Emerging issues for research and policy that will arise as further assessment of the implications of climate change for urban settlements are undertaken.
- Comments on the challenge of “mainstreaming” climate change considerations in public policy and administration.

Keywords: climate change, integrated assessment, adaptation, vulnerability, urban, Australia.
Environmental policy making and its implementation has in the main suffered from a lack of credible review and evaluation. This has resulted in a generally poor understanding of policy effectiveness, or success, especially in terms of outcomes achieved and their linkages to the policies that underpin them. This can be attributed in part to the lack of informed policy ‘learning’ from one corresponding policy to the next. This lack of ‘closing the policy’ loop has a raft of implications for environmental policy-making and its effectiveness. Future policy and decision-makers have little understanding whether previous decisions their on-ground implementation or outcomes which may have occurred have been achieved by sound policy or a far more ad hoc policy approach. Similarly, stakeholders cannot be assured either that resource allocations are linked to sound policy deliberation and or that specific monitoring or data collection programs are as deficient in scientific ‘continuity’ as they are in usefully informing or guiding policy-related outcomes. Without such a review and evaluation process to close the policy ‘loop’ it could be argued that a significant disconnect exists between the success of environmental policy formulation and its effective implementation. This paper provides the preliminary exploration of this theory utilising the capacity of state of the environment reporting practice as a policy review and evaluation tool. The take-up of state of the environment reporting findings into subsequent policy-making is examined and discussed within theoretical frameworks including organisational learning theory as a means of explaining the apparent disconnect between state of the environment reporting and improving future environmental policy outcomes. This paper forms the basis of the author’s preliminary PhD research entitled, Finding the ‘elegant connect’ between environmental policy and state of the environment reporting. Further data and research will be obtained from state of the environment practitioners, their respective SoE reports and a sample of policy-makers intended to utilise the findings of these reports. Further findings of this will be published as this PhD progresses.

Keywords: Environmental policy, state of the environment reporting.
Examination of the supply of open space at the residential level: Adelaide

Mark Mobbs, Government of South Australia
mobbs.mark@sa.gov.au
Dr Alpana Sivam, University of South Australia
Alpana.Sivam@unisa.edu.au

A city is a place where buildings and open space fit together as a harmonious whole, each distinct to itself but both forming part of a family unit. Urban public open spaces are highly valued for their contribution to the quality of life in cities (Tenkel 1963, Burgess, Harrison, and Limb 1988, Madanipour 1999). Historically, public open spaces have been classified into 3 types, each of which address community needs in different ways; active open space, such as playgrounds and sporting fields; passive open space, such as parks and green areas; and urban buffers such as conservation areas. The aim of this paper is to examine if the percentage of open space in older suburbs has changed over time due to residential infill development, how the supply of open space in older suburbs compares with new suburbs. The method adopted for this research was a comparative analysis of old and new suburbs selected to undertake the research. The study found that incremental redevelopment of old suburbs through both re-subdivision and intensification of development on existing allotments has resulted in a progressive loss of open space. However the study also confirmed that the current supplies of open space across all the study areas (old and new suburbs) are relatively similar. The main difference between the open space supply in older and newer suburbs is the ownership of the land (i.e. proportion of public versus private open space). The study demonstrated that older suburbs with large allotments have experienced a significant loss of private open space – down from around 50% originally to current levels of 23-30%. The paper concludes that there is a need for a holistic approach to the provision of public and private open spaces to improve the quality of life at a residential level.

Keywords: open space, residential area, infill development, quality of life
Sustainable transport: Bridging the gap between policy rhetoric and action

Awais Piracha, University of Western Sydney
a.piracha@uws.edu.au

Ecologically sustainable development (ESD) is the stated planning policy in many countries including Australia. The increasing concern for the climate change by the Commonwealth, numerous awareness campaigns on sustainability, and environmental impact assessment requirements point to the policy direction in Australia. Concern for sustainability is also widely shown to exist in many organisations in Australia. This is presented on their websites, disseminated through pamphlets, mail, and in the form of recycled products, joining environmentally friendly organisations, companies’ statements available over the internet, planting trees or cleaning up the coast lines and many more initiatives. Use of private car has been identified as a major contributor to air pollution, sprawl, traffic congestion, and greenhouse gas emissions. As such it is not surprising to find a plethora of schemes and initiatives that promote public transportation and discourage over-reliance on the private car. Despite the high level of environmental awareness and knowledge of the harm cars cause, the number of cars on Australian roads keeps on rapidly increasing. The per capita mileage also keeps on growing every year. This suggests that even when the problem and required measures to address it are clearly identified, there can remain significant gaps between the policy rhetoric and action. Australia (along with a few other countries) has a peculiar set of taxation mechanism in place which through direct subsidies encourage rapid rise in car use. Even environmentally conscious organizations such as universities and the local governments are actively facilitating use of these subsidies by their employees. This paper analyzes the mechanisms that encourage car use in Australia. With the help of a survey, it also looks closer into the gap between the intension and the real actions of the environmentally conscious public organizations and individuals when it comes to car use. It focuses on gaps between rhetoric and action and seeks to identify the reasons.

Keywords: Car Use, Sustainability, Policy Rhetoric
Local-area sustainability assessment system: A theoretical and operational overview

Arvind Varshney, Tom Goode, Brett Pollard, Mike Mouritz, HASSELL, Australia
avarshney@hassell.com.au

This paper provides a theoretical and operational overview of a new integrated urban sustainability assessment framework named as Local area Envisioning and Sustainability Scoring system (LESS). LESS allows the monitoring, mapping and measurement of indicators from four fields of relevance to local government areas: environment, socio-economic, infrastructure and governance. The assessment of chosen indicators is conducted by taking into account the priorities and aspirations of a local government. The framework is used to create a unified-weighted index (on a scale of 0 to 10) to indicate the state of “health” of each field, in addition to a combined ranking taking into account all four fields. The framework is based on Drivers-Pressure-State-Impact-Response (DPSIR) concept. The basic premise behind this concept is that environmental changes are brought about by drivers, and caused by pressures. These changes impact communities as they interact with the demographic, social and economic factors that influence human well-being. In turn, communities respond with measures for mitigating and adapting to environmental changes. LESS is aimed to be a simple, flexible and customisable assessment framework.

Keywords: sustainability assessment, local governance, DPSIR, integrated assessment, indicators, multidisciplinary assessment

Integrating biodiversity in Australian cities – managing urban growth and biodiversity in Sydney

Peter Williams, University of New South Wales
p.williams@unsw.edu.au

This paper examines the approaches taken to incorporate biodiversity conservation in the management of urban growth in Sydney. Problems associated with managing Sydney’s growth – particularly from the intersection of dealing with perceived property rights and the protection of natural resources such as biodiversity – are identified. The issues are illustrated through significant State Government development decisions relating to the retention of biodiversity in the new growth areas of Sydney. The singular reliance on traditional ‘command and control’ regulatory approaches as both a cause and ineffectual solution to the problems faced in biodiversity conservation is highlighted. Newer ‘market based’ mechanisms which are being introduced (e.g. biobanking) or should be adopted (e.g. transferable development rights), as well as management at the strategic level (e.g. biodiversity certification), are considered. This paper argues that to better integrate biodiversity conservation in Australian cities a mixed approach should be adopted in which a number of tools are utilised – and that this needs to occur in the context of a sound overarching strategic planning framework. This constitutes a hybrid approach involving a ‘fixed’ strategic spatial plan informing statutory-based regulation primarily through zoning and other development controls, augmented by a range of market based tools implemented through statute and common law measures such as conservation covenants.

Keywords: Biodiversity; urban growth management; planning tools; property rights; Sydney Growth Centre.
The Republic and its impact on property rights in Sydney

Spike Boydell*, Nicole Watson, Vince Mangioni, Mark McMillan and Shankar Sankaran, University of Technology, Sydney
spike.boydell@uts.edu.au

In 1973, the Federal Commission of Inquiry into Land Tenures identified that ‘in our modern complex society, an individualistic approach to property rights and land ownership is incompatible with public interest, unless individual rights are restricted to the use and enjoyment of the land’ (Else-Mitchell et al., 1973, p.17). We offer a theoretical inquiry into the institutional arrangements to enable an innovative land restitution model for Sydney within a new Republic, by vesting the superior interest in land (and buildings thereon) in the stewardship of the customary indigenous guardians (rather than the State or Crown). The model analyses leasehold solutions and land tax implications to ensure the continued economic growth of the City of Sydney under such a restitution arrangement. We have arranged this paper in three discrete yet complementary sections. We start with a review of the Republic debate, and then lead into a discussion on superior Aboriginal title. This sets the scene for looking at two solutions – a leasehold model and a land-tax model. We then offer some analysis and conclude with suggestions as to how this debate may move forward.

Keywords: Republic, Aboriginal Rights, Property Rights, Leasehold Model, Restoration Tax

Sex in the City: Regulations, rights and responsibilities in Sydney

Spike Boydell*, Penny Crofts, Jason Prior, Andrew Jakubowicz, University of Technology, Sydney & Glen Searle, University of Queensland
spike.boydell@uts.edu.au

The state regulates sex industry types in accordance with a range of complex, overlapping and often conflicting legal, policing, planning and administrative mechanisms. The sex industry in Sydney is currently regulated through all levels of Australian government. New South Wales (NSW) is seen as leading the charge within Australia for its neoliberal market model of occupational and premises regulation. Taking a transdisciplinary research design, this paper identifies positive steps towards citizenship and the sex industry in inner Sydney. We consider how local authorities have attempted to engage with these issues in our analysis. First, we outline the law reforms that have occurred. Second, we explore how local authorities in Sydney have sought to place sex industry-based participatory processes. Third, we discuss how engagement of the sex industry within the citizenry extends to a provision of safe and violence-free working environment. This research is part of a two-year transdisciplinary project, ‘People, Place, Property, and Planning – Sex Industry Dynamics in New South Wales’, funded by the University of Technology, Sydney.

Keywords: Governance, Sex Industry, Property Rights, Regulation, City, Sydney
I’ll have my city medium thanks: What do medium sized cities offer an urban planning and policy agenda?

Trevor Budge, Andrew Butt, La Trobe University
t.budge@latrobe.edu.au

Research relating to Australia’s urban planning and policy agenda is dominated by what happens in Australia’s five metropolitan cities. However, the total population of the next twelve largest urban areas (medium sized cities) exceeds the population of all but Sydney and Melbourne, displays population growth rates in many cases greater than those of the five major centres and is a preferred home location for more than one in ten Australians. There is little research about these places and contemporary urban policy discussion looks to major metropolitan areas here and overseas for content and relevance. The growth of Australia’s medium cities and the sources of this population growth, suggests an increasing importance for many medium-sized cities. Specific differences in the drivers of growth, approaches to planning and sources of economic change are evident in these cities when compared to metropolitan regions yet, to date, only fragmented examples of an emergent and differentiated approach to planning policy and practice has been evident.

Keywords: Medium sized cities, population change, planning policy agendas

Paradigm lost or paradigm regained? – Current Australian metropolitan strategies

Raymond Bunker, University of New South Wales
r.bunker@unsw.edu.au

The paper investigates the hypothesis that there is a distinctive Australian approach to metropolitan planning. It does this by examining the major strategies formulated for the mainland state capital cities since the Second World War. It finds that an Australian paradigm of metropolitan planning evolved over the years of the ‘long boom’ from the end of the Second World War until the 1980s. The recent metropolitan strategies formulated for Sydney, Melbourne, Brisbane and region, Perth and Adelaide by state Labor governments are then reviewed to see how far they reflect this paradigm. These recent strategies appear to reflect the Australian paradigm in more sophisticated and intricate forms. However, they do need frequent revision and benefit from association with other plans for economic development, sustainability, infrastructure provision and transport planning.

Keywords: metropolitan planning, evolution, paradigm, state Labor governments
Growing pains: Adolescent urbanism on the Gold Coast

Paul Burton, Griffith University
p.burton@griffith.edu.au

This paper sets out to better understand the particular nature of urbanisation on the Gold Coast in South East Queensland and of urbanism in general. In developing this understanding it draws on the conception of adolescence as a stage in the physiological and psychosocial development of children into adults. The characteristics of adolescence including rapid growth; identity confusion; developing sexuality; growing analytical capacity and egocentrism are used in the analysis of Gold Coast urbanisation. As a young Australian city the Gold Coast displays many of these adolescent characteristics in the way it has grown and is now managed and led. The paper concludes by proposing a more ambitious and comparative research agenda for analysing similar cities in Europe, North and Central America and extending our understanding of more general processes of urbanisation.

Keywords: urbanism, adolescence, Gold Coast

Urban land supply, governance and the pricing of land

Michael Buxton, RMIT University, michael.buxton@rmit.edu.au
Elizabeth Taylor, RMIT University, elizabeth.taylor@rmit.edu.au

Recent metropolitan strategies for Australian capital cities propose to curtail outward urban expansion and increase the density of existing urban areas while generally retaining low densities on new outer urban greenfield developments. The use of urban growth boundaries (UGBs) has probably been the most controversial element of these strategic plans. Central to this controversy have been competing positions of the impact of UGBs on land price and housing affordability, in particular the claim that UGB’s increase the cost of housing by limiting the supply of new land for housing or by imposing costs through bureaucratic planning procedures. The claim that UGBs raise land price has been a critical factor in influencing government decisions to increase the supply of land on the fringes of Australian cities. All Australian state governments have demonstrated sensitivity to this claim and receptivity to developer advocacy. Yet the expansion of outer urban land supply contradicts a fundamental intent of metropolitan strategies, that of growth limitation. In this paper we review the purposes of UGBs and their potential impacts on land price, drawing from an international literature. We examine evidence of land price trends and their relation to UGBs drawing from a sample of detailed land price data, using Melbourne as a case study. Within this analysis of the potential for and evidence of price impacts of the UGB, we review Melbourne’s policy framework, including the ongoing revisions to the city’s UGB. We argue that an understanding of the impacts of UGBs by Australian governments is essential when considering policy responses and that a better understanding of the potential uses of UGBs would lead to policies more consistent with the stated intent of metropolitan strategies.

Keywords: urban growth boundary, land supply, land price, metropolitan policy, governance.
Graffiti and urban character

Kim Dovey*, Simon Wollan and Ian Woodcock, University of Melbourne

Public debate periodically erupts over definitions of urban graffiti as either ‘street art’ or ‘vandalism’. Our focus in this paper is on the ways graffiti is seen by residents to contribute to or damage urban character or place identity. Through interviews and mapping in two case studies of inner-city Melbourne we examine the ways graffiti infiltrates particular urban contexts. The paper maps the ways the potential for different types of graffiti – tags, throwups, stencils, pasteups and pieces – is mediated by the micro-morphology of the city and its public/private interfaces. We explore the ways graffiti negotiates ambiguous territories combining public/private, visible/invisible, street/laneway and art/advertising. The paper also explores the intersecting and often conflicting desires to establish territory, to avoid arrest, to create art, to purify the neighbourhood, to create and protect urban character. The paper concludes that the contribution of graffiti to urban character and place intensity in some locations is seen by residents as profoundly, but not exclusively, positive. The desire to erase graffiti is productive of new work; the desire to promote or protect it is more problematic.

Keywords: Urban Character, Graffiti, Place

What do publics want from the planning system?

Professor Kevin M. Dunn     Dr Paul J. Maginn
University of Western Sydney    University Western Australia
k.dunn@uws.edu.au    maginnpj@cyllene.uwa.edu.au

Professor Pauline M. McGuirk    Associate Professor Michael W. Buxton
University of Newcastle    RMIT University
pauline.mcguirk@newcastle.edu.au    michael.buxton@rmit.edu.au

Dr Awais Piracha    Professor Peter J. Phibbs
University of Western Sydney    University of Western Sydney
a.piracha@uws.edu.au    p.phibbs@uws.edu.au

Danielle A. Pelleri
University of Western Sydney
d.pelleri@uws.edu.au

Reforms to planning processes in Australia have been prefaced by assertions about what ‘the public’ wants from a planning system. The reforms involve a familiar mix of stream-lining, privatism, centralisation, and curtailed public consultation. Despite a demonstrable lack of local government or public consultation on the reforms in New South Wales, they were justified by the then Planning Minister, Frank Sartor, as enacting the broader community’s desires about how the planning system should be reformed. In this paper, claims about public opinion, collected from media releases, forums, discussion papers, ministerial documents and legislation, are analysed. Seven sets of planning principles provided the thematic framework for the analysis in this. The advocates of planning reforms in NSW, and the reform proposal documents, offer a good deal of rhetoric about strategic planning, political integrity, transparency and fast tracked development. However, little evidence has been offered to demonstrate public desires for these. Scant attention has been paid to planning expertise and community consultation. There is some rhetoric about environmental sustainability and community development, but nothing by way of new processes and principles that would substantively advance those virtues. Voices of dissent assert that the community would prefer social sustainability, environmental equity and community consultation over and above
development facilitation; but these counter assertions about public desires are similarly without empirical substance.

Keywords: Development assessment; community opinion; planning; neo-liberal

The fourth tier of governance: Managing the future of our cities

Hazel Easthope, University of New South Wales
hazel.easthope@unsw.edu.au

Urban consolidation policies and higher density housing development have become major drivers of urban change in Australia. The realisation of these policies relies almost entirely on the provision of strata titled dwellings. There is thus a need to explore the role of governance arrangements in providing the framework of complex rights and responsibilities for the multiple stakeholders involved. It is these stakeholders who are expected to deliver a functioning and sustainable urban environment for many years to come. This is especially true in the case of the management of repairs and maintenance of the common areas within strata schemes. Owners corporations are currently making vital decisions regarding the management of at least a quarter of all residential properties in NSW. They are also making decisions about the maintenance of billions of dollars worth of property and infrastructure. This paper draws upon 450 e-mails from strata owners, as well as a survey of 244 strata owners to outline some of the unresolved issues currently facing the strata sector in NSW in regards to the management of repairs and maintenance, through the lens of governance theory. It is imperative that dialogue around these issues is maintained between academics, policy makers, strata professionals, owners and residents if we are to continue to develop the mechanisms needed for the effective governance of the future of Australia’s cities.

Keywords: governance, strata title, repairs, maintenance
Commercial development on Australian airports: Planning issues and debates through the lens of the National Aviation Policy Review

Robert Freestone, University of NSW Sydney
r.freestone@unsw.edu.au

In line with overseas trends toward ‘airport cities’, all major federally leased Australian airports now derive a significant proportion of their revenue from non-aeronautical sources. New land uses such as direct factory outlets, big-box retailing and even brickworks have proven most controversial. State governments, local councils, community groups, industry and professional associations have expressed concerns about these commercial developments. Vesting of statutory responsibility for airport development approvals under the Airports Act 1996 in the Commonwealth Government has underscored the tension. Debate about development of non-aeronautical activities on federally leased airport land is one of a suite of public policy issues addressed in 2008-09 by the National Aviation Policy Review. The review is being conducted by the Department of Infrastructure, Transport, Regional Development and Local Government. A ‘Green Paper’ (December 2008) outlined projected policy settings across a range of concerns. The present paper analyses nearly 200 submissions which addressed ‘aviation infrastructure’ issues and focuses specifically on the problematic issue of commercial airport enterprises. It looks for broad patterns of convergence and divergence amongst stakeholders in the discourses of debate. The results reveal a striking contrast between the views of the various major stakeholders capturing the desirability of reforms which have already commenced before the Review has been completed.

Keywords: airports, non-aeronautical activities, National Aviation Policy Review

Retail form in Melbourne and Brisbane: A preliminary investigation into the differences between the two cities

Dr Robin Goodman, RMIT University, Robin.goodman@rmit.edu.au
Dr Eddo Coiacetto, Griffith University, e.coiacetto@griffith.edu.au

Retail facilities are a critical element of urban form often given insufficient consideration by the planning profession. While retail form has implications for matters such as consumer accessibility, quality of service and transport patterns and has been the subject of investigations overseas, there have been comparatively few investigations into the nature of retail form in Australia and the factors that shape that form. Elements to be considered include the spatial distribution, location and ownership of retailing as well as the diversity and number of shops. Using a variety of secondary documentary and other sources this paper seeks to examine retail form in Brisbane and Melbourne. Initial impressions suggest that Melbourne may have retained a greater number of traditional strip shopping centres, while Brisbane appears to have a greater number of corporately owned shopping malls. The research will aim to build a profile of each city’s retail form, within the limitations of available data, before attempting to suggest reasons for variation found in the development of retail in both cities. Later research will investigate the extent to which planning strategies, heritage protection or other forms of planning regulation may have shaped the retail landscape.

Keywords: Retail form, shopping malls, Brisbane, Melbourne.
A local housing strategy in inner city Perth

Shane Greive & Fiona M Haslam McKenzie, Curtin University of Technology
f.mckenzie@curtin.edu.au

This research describes a Perth inner city local government authority’s attempts to instigate a housing strategy with particular focus on the provision of affordable housing. Although the study centred on the current and future needs of the Town’s residents the research team also considered the broader context in terms of housing market dynamics, the impact of government policy and the operations of allied housing support agencies and community organisations. We report on the experience of working directly with a local government authority to develop an affordable housing strategy. This experience highlights a range of practical responses. It also serves to detail the layers of inhibitors that were revealed during the process. These include the lack of housing knowledge and experience within the planning profession; the need to modify established work practices and policies; and council’s reluctance to further overburden its budgets and staffing levels. These inhibitors all conspire to undermine the potential effectiveness of local housing strategies to deliver necessary housing reforms. The overall findings suggest that although local housing strategies can be effective vehicles for fostering housing reforms it is going to require a lot more concerted attention and cooperation between higher levels of government to enable and resource the process.
Defining sustainable transport through planning practice: Working towards developing a normative mobility framework to support land-use and transport planning integration

Ian Jones, RMIT University
ian.jones@rmit.edu.au

This paper situates itself within the current transport planning debate by enquiring into the underlining values and beliefs internalised by professional transport planners, and how such values and beliefs play out against institutional and practical constraints planners face daily during their attempts to develop transport systems in a more sustainable manner. This paper presents a starting point of research derived from a literature review as part of an on-going PhD Higher Degree by Research project that the author is currently undertaking. Findings from the literature review revealed two findings: 1) an over-emphasising of the built form’s ability to alter travel behaviour which under-emphasises the role of transport planner, which feeds into 2) an under-appreciating the crucial role that integrating various transport modes together might play towards achieving more sustainable transport outcomes. These findings have lead to the belief that attention should be placed towards developing a normative mobility framework. Building on current new theories of mobility (Urry, 2007) and more recent work related to “path-dependent and institutional inertia” (Low & Astle, 2009), a normative mobility framework as discussed seeks to understand the values, beliefs and practices of professional transport planners and how institutional arrangements are perceived by the actors. Conceptual development of such a framework borrows from practice and normative theories which are therefore briefly explained.

Keywords: Normative Planning, Practice Theory, Transport Planning, Governance

Local government in Perth: Nineteenth century administration for a twenty first century city?

Roy Jones, Curtin University of Technology
r.jones@curtin.edu.au

The local government map of metropolitan Perth has remained largely unchanged since the time of Western Australian gold rush at the end of the nineteenth century. It exhibits a highly fragmentary pattern, with thirty local authorities which are, on average, significantly smaller than those in other Australian capital cities. Over the last half century there have been repeated governmental proposals to reform and rationalise this system, but no significant change has been achieved. This paper will consider why so many local authorities were established at the end of the nineteenth century and why there has been so little change since then, even though the city has grown much more than tenfold since that time and radical local government reform has occurred in several other Australian capital cities. It will then discuss some of the social, economic and planning-related implications of this long period of local government boundary inertia during a time of rapid urban growth and change.

Keywords: Metropolitan Perth; local administration; local government boundaries; local government reform
What drives technological innovation in planning systems: Simplified development control or enhanced community engagement?

Shahed Khan, Curtin University of Technology, s.khan@curtin.edu.au
Awais Piracha*, University of Western Sydney, a.piracha@uws.edu.au

In recent years, a growing use of computer applications has significantly changed how planning tasks are approached. Technologies are now available that can enhance the capacity of routine planning tasks, and plan-making, and that can be used for connecting together various players/ stakeholders via convenient access and communication. To ensure that the ends set up by the planning profession remain independent of the available technological means of delivery, however, we must understand the purpose of adopting technology. Is it to facilitate the implementation of planning regulation and controls or, is it to facilitate planners’ engagement with the community? This paper will assess the situation in Australia with regard to the adoption of computer / ICT in public planning. It will explore the way technology, such as ‘ePlanning’, is being incorporated by looking at the nature of the techniques promoted/adopted. Focusing on the situation prevalent in NSW and WA, the paper argues that the type of technologies that are promoted over and above others reflect the aim of the proponents. NSW is selected because of its on-going reforms of past several years, against widespread criticism that planning in that state is being reduced to a development-facilitating activity. WA is selected for this study as a state where a fresh planning approach was heralded in with a large-scale ‘Dialogue with the City’ exercise that relied on state-of-the-art ICT a few years ago. The two cases should, in theory, provide a contrast in approaches towards the adoption of technology in planning. The paper carries out a brief review of recent planning system reforms in NSW and WA by scrutinizing some key planning policy documents, It then focuses on the types of computer/ ICT technology promoted in each state against the approach towards planning in each of the two states as reflected in their recent reforms. The paper concludes with recommendations for a balanced adoption of technology, reflecting both development facilitation and participatory strategic Planning.

Keywords: ePlanning, Strategic Planning, Community Engagement, Development Assessment, Fast Tracking
Cooperative metropolitan governance in Melbourne?

Annette Kroen, RMIT University, annette.kroen@rmit.edu.au

Australia’s large (capital) cities are metropolitan areas in which diverse needs, players and topics have to be coordinated. Mostly, this is done by the state government or by (groups of) local councils. However, there are no regional authorities dealing with metropolitan issues such as pressures of growth or sustainable development. As many actions to deal with metropolitan problems go uncoordinated or are ineffective, the question is whether there are better ways to deal with metropolitan governance and what could be elements of an improved governance structure. This paper analyses the Melbourne metropolitan area from the viewpoint of ‘cooperative regionalism’. Cooperative regionalists argue that effective metropolitan governance is a result of cooperative arrangements based on negotiation processes between a variety of policy-relevant actors. Drawing on an analysis of policy documents and on interviews with stakeholders the Melbourne metropolitan area is examined with regard to the factor of a shared regional vision and strategy which is considered to be crucial for better metropolitan governance. The attitudes around the metropolitan growth strategy, the absence of ownership of and resistance to it, and the problems of its implementation indicate that metropolitan governance in Melbourne needs to be improved. The paper will highlight what steps could lead to better metropolitan governance in Melbourne and what it might look like.

Keywords: governance, metropolitan governance, cooperative regionalism, Melbourne

Knowing the social in Planning Law Decision Making

Rebecca Leshinsky, The University of Melbourne
j.leshinsky@pgrad.unimelb.edu.au

The proposed paper reflects an interest in how policy and law are used to develop models for more just and equitable city planning. The paper draws on socio-legal scholarship and urban studies to consider knowledge formats for planning law decision makers (PLDM) in relation to social impacts for proposals for significant land use and development. Of interest is how planning law decision makers in the State of Victoria, Australia, know about social impacts and what role their own social capital plays in regard to this knowledge. The place for urban social tools such as social impact assessment, surveys, witness statements, plans and maps as a legal actors and knowledge instruments in the planning decision making process in Courts and Planning tribunals is considered.

Keywords: Planning Law. Decision Making. Social Impacts.
Governing urban change in a global financial crisis: a comparative analysis of waterfront renewal in Adelaide, Darwin and Melbourne

Dr Susan Oakley, The University of Adelaide
susan.oakley@adelaide.edu.au

Urban waterfront regeneration is one of the largest changes to the structure of Australian and many world cities over the last two decades. Yet there is no comparative research which evaluates their governing with particular attention to the relationship and responsibility of state and local government agencies. Further, little attention has been paid to assessing the social, political or economic sustainability of these urban projects. Similar to dockland and waterfront areas around the globe waterfront sites located in Adelaide, Darwin and Melbourne have suffered from declining economic activity as a result of deindustrialisation and new transport technologies. Through interview, policy and document analysis the paper offers preliminary insights on current and emergent government arrangements involved in the planning, delivery and reimagining of these waterfront sites. Despite these three Australian cities being differently located in the urban hierarchy each waterfront project will accommodate residential development, economic and consumption-oriented themes spaces in the re-imagining of these landscapes. These waterfront are currently in progress of being redeveloped which makes this comparative study timely as it engages with a new context of re-regulation, the global financial crisis and declining property prices.

Watching the Swiss: Lessons for public transport and density in Peri-Urban Australia

Tim Petersen, The University of Melbourne
tpet@unimelb.edu.au

According to conventional wisdom, small towns and settlements on the fringes of Australian cities are impossible to serve by public transport. Low population densities mean that public transport cannot attract enough passengers to be viable, let alone have any significant impact on levels of car use.

The case of semi-rural Switzerland challenges this consensus. Villages around Zurich-Winterthur have population densities comparable to semi-rural Australia, but journey-to-work figures show their public transport mode share exceeding those of most Australian capital cities. While there are obvious differences in urban form, the greatest contrast may be in public transport planning methods and supply policies. This paper compares the settlements in Zurich's Weinland region with those on Victoria's Bellarine Peninsula, focussing in particular on population density and journey-to-work mode shares. In analysing the similarities and differences, it also introduces the Weinland’s transport planning methods (explored in greater detail in Petersen 2009) which appear to be critical to its success. It therefore challenges Australian transport policy makers to reconsider the traditional approach to public transport planning in the commuter belts of Australian cities.

Keywords: urban density; public transport; peri-urban; Australia; Switzerland
**Trends and spatial patterns of infill development in Melbourne Metropolitan local government areas**

Thu Phan, Jim Peterson and Shobhit Chandra, Monash University
Thu.Phan@arts.monash.edu.au

Urban consolidation has been featured in Australia for over twenty years as a growth management tool to accommodate an increasing population while reducing urban sprawl and preserving open space on the fringes. Although infill development (also known as dual occupancy) has long been possible, and over the present decade, encouraged under new urban consolidation policy, monitoring of the inevitable changes in residential urban form has not occurred. Thus decision support teams in strategic planning cannot offer detailed advice on the implications of the changed patterns of either changed population densities or changes to access to existing infrastructure and services. We report here the results of applying a data integration framework and tool for systematically detecting infill pattern changes, land parcel by land parcel, first devised and applied to data from the City of Monash. The synthesis presented here refers to infill mapping in different local government areas in the Middle and Outer regions of the Melbourne Metropolitan Area (MMA), including Monash, Knox, Casey, and Whittlesea local government areas. Thus the utility of infill mapping for urban development monitoring and urban planning can be discussed in reference to the MMA as a whole.

Keywords: urban consolidation, infill development and GIS

**Facilitating faster approval: Council reflections on the changing NSW planning and development assessment process**

Dr Kristian Ruming, Macquarie University
kruming@science.mq.edu.au

The time taken to approve residential development by local councils has long been identified as a central factor in debates centred on housing affordability. Many argue that delays in approval limit housing supply and thereby place upward pressure on prices. This paper explores two significant changes to the policy framework directing development assessment in NSW over the past 5 years: the implementation of Part 3A within the NSW Environmental Planning and Assessment Act, 1979; and, a series of reforms implemented under the Improving the NSW Planning System agenda. According to the Minister for Planning these reforms will significantly decrease the average time taken for assessment. Unsurprisingly, local government claims that these reforms will: reduce the amount of funds made available for services/infrastructure; reduce local autonomy; and, change the local character of neighbourhoods. However, from a planning/development assessment perspective, these opinions are far from universal. In the context of this changing policy environment, this paper explores the experiences and opinions of councils from across NSW. The paper presents the results of interviews conducted with senior officials responsible for development assessment. Each of these policy changes is discussed in the context of the diverse populations and development pressures facing councils across NSW.

Keywords: Development Assessment, New South Wales, Planning System/Reform, NSW Planning Legislation, Local Councils
Establishing a federal presence in Australian cities: Reflections on the role of the Department of Urban and Regional Development in urban regeneration in the 1970s

Kristian Ruming*, Macquarie University, kruming@science.mq.edu.au
Peggy James, Andy Tice, Robert Freestone, UNSW

Urban rehabilitation, regeneration and renewal have intermittently been identified within federal (as well as state) policy circles as central to the functioning of Australian cities since at least the 1940s. This paper adds to existing knowledge by exploring the role of the Federal Department of Urban and Regional Development (DURD) in the 1970s in facilitating a series of urban renewal and regeneration projects in Australia’s largest cities. The paper utilises previously unavailable data sources. Drawing upon ministerial correspondence and minutes recently out of confidential embargo, the genesis of an holistic urban regeneration agenda is explored. The paper traces the ideological foundations of and approaches to federal intervention at a time marked by disillusionment with the comprehensive redevelopment paradigm. It explores the relationships and tensions apparent between and within different levels of government in establishing a federal presence. The focus is on the relationships and processes which surround the rejuvenation of three inner city neighbourhoods in Sydney: Waterloo, Glebe and Woolloomooloo. The significance of the interventions is considered to lie primarily in the pioneering of an all-of-government approach that repays study at the present time when a renewed federal interest in Australian cities is evident.

Keywords: Urban Renewal, DURD, Sydney, Federal Urban Policy

Using Geographical Information Systems to explore the determinants of urban household water consumption

Heather Shearer, Griffith University, Heather.Shearer@student.griffith.edu.au

This paper reports on research using geodemographic approaches to examine the dimensions of household water use in South East Queensland. In 2005, a lengthy drought and high population growth was placing increasing pressure on urban water supplies. In response, the Queensland State Government implemented a suite of remarkably effective demand-side policy measures: from 2005 to 2008, average household water use dropped from 300 to 130 Litres Capita Day. The paper reports on Phase One of a research program, which used Geographic Information Systems, Principal Components Analysis, and other statistical methods to explore the spatial, socio-demographic and structural determinants of household water use. The most significant variables found to predict high water use at the Census Collection District scale were lot size, children at school and mortgages. This spatial analysis will inform Phase Two, which uses a behavioural science framework, based on an extended Theory of Planned Behaviour, to investigate individual householder attitudes and behavioural change in response to policy measures. Understanding how this behavioural change occurred on such a mass scale, and over such a short period, is potentially of great significance; the results of this research could enable finer targeting of demand-side policy, and help maintain lower levels of water use.

Keywords: household water consumption, geodemographics, spatial, South-East Queensland.
Institutional strategy-making for sustainability: Performance-based planning under the Queensland *Integrated Planning Act 1997*

Wendy Steele, Griffith University, w.steele@griffith.edu.au

Since the mid 1980s performance-based planning has been actively promoted as a way of achieving more sustainable land-use planning outcomes in Australian cities and regions. This paper outlines an institutional framework for better understanding and learning from the mobilisation and practice of performance-based planning in Queensland under the *Integrated Planning Act 1997* (IPA). Within Australia this case is significant as the first institutional attempt to embed both ecological sustainability and performance-based planning at the heart of state-wide statutory land-use planning amidst a pervasive political agenda of micro-economic reform. The proposed framework offers an empirical lens through which to examine and learn from the way ideas are imported, adjusted and brought to bear through urban strategies that seek to support and promote ecologically sustainable development. The paper concludes by re-emphasising that performance-based planning is a shifting institutional construct able to be appropriated by both regressive and progressive agendas.

Keywords: Institutionalism, sustainability, strategy-making, performance-based planning

The naming game: The politics of place names as tools for urban regenerative practice?

Ms Gertrude Szili* and Dr Matthew Rofe. University of South Australia Gertrude.szili@unisa.edu.au

Entrepreneurial initiatives to regenerate disused urban industrial landscapes are now typical of urban renewal programs in Australia. These initiatives involve highly flexible collaborations between public and private sectors that aim to replace the derelict meanings of the industrial past in favour of positive visions of a postindustrial future. To achieve these transformations, highly strategic image reorientation campaigns have become critical to the success of such redevelopments. Involving both physical and discursive reorientations, these campaigns reflect current theorisations on the complexities of landscape. Specifically, the act of creating a new postindustrial place regularly necessitates the destruction of the industrial space. However, the process of sanitising the identities of former industrial landscapes through marketing materials and physical reconstruction is often inadequate. In some instances, a place may be so infused with a subtext of negativity that attempts to renegotiate its meaning are unviable. Considering this, developers often seek new methods to create new discursive landscapes within existing places. This paper investigates one such method employed by the Newport Quays development consortium in the revitalisation of the Port Adelaide waterfront. Stigmatised as Port Misery for over 150 years, the name of Port Adelaide and its adjacent suburbs are still infused with the meanings of their derelict past. Due to this entrenched discourse of negativity, the development consortium sought to short-circuit the need to aggressively reimagine the existing name of Port Adelaide by imposing a new suburb name, New Port. While the consortium was successful, the political battle for renaming revealed fierce contestation over identity and conflict over space. This paper seeks to problematise the political process involved in renaming landscapes and seeks to contribute to more critical understandings of the policies involved in urban regenerative practice.

Keywords: place names; urban politics; urban regeneration; Port Adelaide
Employment distribution and sustainable urban structure

Nikolaos Vogiatzis, Sadasivam Karuppannan and Alpana Sivam
University of South Australia
nikolaos.vogiatzis@unisa.edu.au; sadasivam.karuppannan@unisa.edu.au;
alpana.sivam@unisa.edu.au

Decentralised urban growth has been pursued as a policy aim for sometime as a means to reduce travel demand and improve sustainability. A great deal of emphasis has been on developing work places in outer and middle suburbs in Australian cities aimed at reducing the mono-centric nature of cities. Given the concerns over sustainability, adaptation to climate change, urban development and transport systems are crucial issues in modern Australian metropolitan planning. Most current planning strategies argue for mixed land uses promoting housing and employment in cities at higher densities. Empirical evidence of employment distributions in Australian cities suggests that the inner city, in particular the central business district, continued to grow in size and diversity of employment. Middle and outer regions of cities mainly consist of residential developments with negligible employment thus accentuating the need for commuting to the inner city. This trend has to be halted if not reversed if our cities are to become more sustainable with decreasing reliance on private transport. This paper will present the empirical evidence of employment distribution in the Adelaide metropolitan region based on analysis of the ‘Working Population Profile’ published for the first time by the Australian Bureau of Statistics as part of Census 2006. This paper will present the existing pattern of employment distribution and outline possible opportunities for achieving decentralised urban development and sustainability.

Keywords: employment distribution, urban structure, sustainability, land use planning

NOT IN MY REPUBLIC: Resident opposition to intensification in inner-city Melbourne

Ian Woodcock*, Kim Dovey and Simon Wollan, University of Melbourne
iswo@unimelb.edu.au

Brunswick is an inner-northern suburb of Melbourne, long a centre of leftist politics that is colloquially known by insiders as the ‘People’s Republic of Brunswick’. There is currently a high level of contestation over the approval of new multi-unit housing development. Based on interviews with residents who have been involved in resistance to such development, this paper explores the ways Brunswick is experienced and the characteristics of developments that are opposed. The defence of Brunswick is not primarily a NIMBY syndrome; residents are generally defending a broad sense of place and community rather than the amenity of their private property or immediate neighbourhood. This place has few boundaries or centres and is interpreted as a series of overlapping ‘fields care’. Large-scale development is seen to threaten the sense of community as sustained by certain building types and public/private interfaces. The urban character of Brunswick is widely described as a mix of different people (ages and ethnicities) linked to a mix of building types (houses, factories, flats) and functions (industry, commerce, retail, residential). While the planning scheme requires that neighbourhood character be protected, the somewhat inconsistent and chaotic mix that residents are trying to defend is paradoxically seen from the outside as a lack of urban character. Thus the mixed character that is so valued within Brunswick becomes an excuse for the Planning Tribunal to approve its transformation.

Keywords: intensification, resident resistance, urban character, community, sense of place, Brunswick
SPECULATION OR RESISTANCE? The limits to compact city policy

Ian Woodcock, Kim Dovey*, Simon Wollan, University of Melbourne
and Ian Robertson City of Moreland
iswo@unimelb.edu.au

Compact city policies such as Melbourne 2030 have been established in Australia for a range of reasons including climate change. It is now clear that the Melbourne 2030 policy has not been effective – with new development mostly on the urban fringe. This policy failure has often been sheeted home to resident and local government resistance to densification. This paper suggests this narrative is insufficient to explain this failure at a metropolitan-wide scale and is clearly mistaken in one suburb where compact city policy appears to thwart its own aims by encouraging speculation and producing vacant sites. Brunswick is an inner-city suburb with good opportunities for intensification on transit lines and former industrial sites. Applications for new housing between 2002-7 would have increased housing stock by 16%. Resident resistance was high but about 80% of the potential increase in dwellings was approved. However, by 2009 just under half of all approved dwellings had commenced construction. The taller and denser projects remained stalled, sites on-sold and permits extended. We suggest developers speculate that the Planning Tribunal will approve significant increases in height and density, using Melbourne 2030 to over-ride local policy. Such permits produce significant capital gains that can be cashed without construction. The current planning system encourages ambit claims, contestation, cynicism and speculation as it thwarts resident negotiations towards a more compact city. The idea that resident resistance is the problem obscures the role the planning system itself plays in thwarting the goals of Melbourne 2030.

Keywords: compact cities, resident opposition, urban intensification, planning, speculation
The decline and rise of urban agriculture: Can urban agriculture deliver on multiple urban planning and policy fronts?

Trevor Budge, La Trobe University
t.budge@latrobe.edu.au

The traditional Australian family home in the suburbs boasted a vegetable garden and some productive fruit trees. Market gardens were once interspersed amongst some suburban areas and were located on the edges of the cities. The recent scale and form of metropolitan development has placed both forms of urban agriculture under growing pressure. Suburban lots became smaller and houses increased in size while the market gardener sold up and moved on. Urban agriculture is a major element of food production across much of the developing world however it is now on the rise in the western world both as a concept and in practice. Assisted by concerns and movements associated with concepts such as; ‘food miles’, grow local, ‘slow food’, farmers markets, food security, the social and community benefits of growing your own food, community gardens and the realization of the links between food and the local economy, urban agriculture is experiencing a strong revival. Should our metropolitan strategies and urban design practices be incorporating food as a core element? This paper recounts this apparent turn around and addresses whether this is a substantive change in urban planning and policy or just another trendy fad.

Keywords: Urban agriculture, urban planning and policy

Does size matter? Under-occupancy and older Australian home owners

Bruce Judd*, Joanne Quinn, Diana Olsberg, Oya Demirbilek
University of New South Wales
b.judd@unsw.edu.au

The ageing of the Australian population has become a major focus for policy makers, and ‘ageing-in-place’ and ‘positive and healthy ageing’ have become central tenets in emerging policy. Ageing-in-place is seen as a ‘win-win’ policy, being overwhelmingly preferred by older people themselves as well as reducing the burden on society for provision of institutional aged care. However it also raises questions about the suitability of the current housing stock to accommodate the increasing percentage of older residents and their greater need for assistance with core activities. Two key issues are the efficiency with which older people utilise the housing stock, given their smaller households, and the suitability of housing design to accommodate their increased need for assistance. This paper reports on research undertaken for the Australian Housing and Urban Research Institute and the Department of Health and Ageing using a national survey of 1782 older homeowners and 70 in-depth interviews. It concludes that current methods of calculating under-occupancy do not accurately portray the need for and use of space within the dwelling and argues for a more nuanced understanding that includes temporary residents, alternative space uses, time spent in the dwelling and psycho-social aspects important to active and healthy ageing.

Keywords: Ageing, Housing, Seniors, Homeowners, Utilisation, Under-occupancy
‘Hot Spots’ Project: Spatial vulnerability to heat events in Melbourne Australia

Dr Margaret Loughnan *, Monash University Melbourne
Margaret.loughnan@arts.monash.edu.au

Professor Neville Nicholls, Professor Nigel Tapper, Monash University Melbourne

In Australia heat waves claim more lives than any other natural hazard. To direct population adaptation strategies for a changing climate, it is necessary to be able to identify the location of groups within our population who are most vulnerable to adverse health outcomes associated with extremely hot weather, and to understand factors that influence this vulnerability. This project used multiple social, health and environmental sources of information to create an index of vulnerability. This index has been mapped to create a spatial representation of vulnerability in the city Melbourne. The tool itself is not Melbourne specific and can be transferred to other Australian cities provided threshold temperatures for these regions can be determined. By providing information about the population most vulnerable to heat exposure, this study created the ability to target behavioral adaptation, implement heat wave response plans within the communities with the highest risk. In addition, the spatial distribution of population vulnerability to heat events provided specific information for urban planners about health risks in relation to Urban Heat Islands.

Keywords: Heat waves, vulnerability, urban heat island, health, built environment

Vertical living kids: Creating supportive environments for children in Melbourne Central City High Rises

Ms. Dana Mizrachi, University of Melbourne, mizrachi@unimelb.edu.au
Dr. Carolyn Whitzman, University of Melbourne

High rise housing has become an increasingly popular form of urban development in Australian capital cities. Yet the effects of high rise residences on children’s well-being remain largely neglected by researchers and policy-makers. This paper reports the preliminary findings of research in central Melbourne with 39 children in public housing and newer middle-class high rises. Of particular interest in this research is the impact of living in high rise housing on children’s independent mobility, which has declined radically in the last 30 years (Whitzman and Pike 2007). What kinds of social and physical elements do children aged 8-12 value in their neighbourhoods? What do they see as barriers and enablers to their independent exploration? The territorial ranges of children in private housing are greater than those living in public housing. The children in public housing do not use many public spaces outside their estates, and complain about the poor quality of infrastructure within the estates. While children in private housing use more nearby facilities, they too complain about inadequate social space within and near their residences. Both groups of children paid great attention to ‘child density’: they like spaces where they can find other children. The findings suggest that planners and developers need to provide more local destinations such as milk bars, courtyard green spaces, and interesting play equipment. More fundamentally, a new planning approach is required that extends beyond purpose built ‘cages’– school yards, playgrounds, and skate parks- to encompass children’s right to explore freely within the entire urban realm.

Keywords: High Rise Buildings, Children, Independent Mobility, Melbourne, Australia
Removing the effects of socioeconomic status on the geographic distribution of asthma events

Gavin Pereira123, Annemarie De Vos23, Angus Cook23
1 Telethon Institute for Child Health Research, Centre for Child Health Research, University of Western Australia, pereirag@gmail.com
2 School of Population Health, The University of Western Australia
3 Cooperative Research Centre for Asthma, Sydney, Australia

BACKGROUND: Recent research in Perth, Western Australia has found that the risk of emergency department presentation for asthma is higher among children who live closer to major urban centres such as Perth and Fremantle. However, an increase in socio-economic status is also strongly associated with proximity to these areas. The influence of socio-economic status is yet to be comprehensively assessed as a spatial confounder.

METHOD: The study population consisted of 1809 children aged between 0 and 19, resident in a south-west metropolitan area of Perth, Western Australia, who had presented at an emergency department between 2002 and 2006. A matched case-control study was used to select 603 asthma cases and 1206 gastroenteritis and upper limb injury controls. Specially designed maps were created to assess the influence of socio-economic status as a confounder. A map displaying changes in the risk of emergency department presentation for asthma (i.e. a risk field) was compared to a map showing changes in socio-economic status in the study area (i.e. a vector field for socio-economic status).

RESULTS: The geographic variability in risk of asthma presentation is not fully explained by socio-economic disadvantage. Higher socio-economic status subjects were more likely to have resided in the northern and eastern parts of the study area. For a 1km increment in residential address in the easterly and northerly directions the socio-economic status index increased by 3.38 (95%CI 2.59 - 4.16 ) and 3.12 (95%CI 1.87 -4.38). These changes represent 2.5% and 2.3% of the interquartile range of the socio-economic status index respectively. However, the vector field for socio-economic status was not consistent with the risk field across the entire study area.

CONCLUSION: The inconsistency between the two maps indicated that the observation of increased risk with residential proximity to the major urban centres can not be fully explained by spatial gradients in socio-economic status. The geographic variation in the risk is consistent with the direction of predominant traffic flow and warrants further research and formal testing of this new hypothesis. Finally, the risk field approach was effective in demonstrating these results.

Keywords: Socio-economic status, traffic, asthma, geographical information systems, risk field, sustainability
Experiencing the toxic city: Effects of contamination and its remediation on individuals and communities in urban Australia

Dr Jason Prior* University of Technology Sydney, Jason.prior@uts.edu.au
Emma Partridge, University of Technology Sydney

There is little research available on individual and community experiences of environmental contamination in Australian urban areas. However, international research suggests that the health impacts for individuals and communities living near contaminated sites are significant and complex and extend beyond the risk of immediate physical harm to impact on the psychological health of both individuals and communities. This paper presents the findings of one component – a resident survey – of a mixed method social research project that seeks to address this research gap. A random telephone survey was conducted in early 2009 with 400 residents living in proximity to the Botany Industrial Park (BIP) and Southlands contaminated sites in the southern suburbs of Sydney. The paper presents the findings from two of the themes that the survey investigates, namely the impact of the contamination on the ‘lifescape’ of residents living near the site, and the sense of stigma associated with contamination and whether this might be transformed by the remediation process. We suggest that a better understanding of community experiences and responses can inform the future management and remediation of contaminated lands. We hope that improvements in these processes can contribute to the alleviation of potentially negative impacts on people’s health and wellbeing.

Keywords: Contamination, remediation, community experiences, urban context, psychological impacts, health impacts

The health impacts of local traffic pollution on primary school age children

Peter Rickwood, University of New South Wales
peter.rickwood@unsw.edu.au
Dr David Knight, The Canberra Hospital

There is a large body of medical research on the health impacts of local traffic air pollution. Vehicle emissions, road dust and tyre fragmentation together cause an increase in atmospheric levels of carbon monoxide, sulphur dioxide, nitrates and particulate matter in both solid and liquid forms. For those exposed to such pollution, there is a documented increase in mortality and morbidity from both respiratory and cardiac diseases. There is also evidence that the effects are greater on children. Despite these findings, there has been comparatively little work done in estimating the effect on student health of school location, with most studies focusing instead on residential location. By combining a random sample of primary schools in Sydney with detailed traffic volume data, we estimate the impact of traffic pollution on the health of primary school children in Sydney.

Keywords: traffic pollution, health impact, child health
The fiscal crisis of the local state, urban consolidation, and local open space provision in Sydney

Glen Searle, University of Queensland, g.searle@uq.edu.au

This paper analyses the recent provision of local open space in urban consolidation developments in Sydney, using data from a survey of local councils. In particular, it looks at the extent to which local open space areas required to meet new residents' needs under the NSW Environmental Planning and Assessment Act are not being provided in such developments, and the reasons for this. Under-provision is shown to be greatest in existing higher density areas where the state government has targeted significantly increased urban consolidation. Reasons for under-provision include reluctance to pass on the cost to developers of funding the required open space given existing housing market prices, local council standards set at less than the EPA Act standard in denser areas, and the lack of local government revenue to maintain new open space. The latter reflects a fiscal crisis in local government that has arisen because of declining state government financial support, a state cap on the allowable increase in local rates, cost shifting by the state, state government pressure to reduce developer charges, and increased expenditure arising from greater community expectations and willingness to contest development proposals. The result is intensified pressure on existing open space.

Keywords: Urban consolidation, open space, local fiscal crisis
Sustainable power generation in suburban Australia: A case study of an Adelaide household’s experience

Dr Andrew Allan, University of South Australia
Andrew.Allan@unisa.edu.au

The "Solar Cities" initiative was introduced on a relatively limited basis in 2007, to trial the efficacy of solar power in reducing the consumption of mains electricity and carbon emissions. The purpose of the Solar Cities trial had been to assess both the technical merits and household behavioural aspects of solar power in predominantly residential applications. This paper analyses an Adelaide case study of a household that participated in this trial. Net consumption of mains electricity by the case study household was reduced to 12% from 2800kWhr annually as a result of a combination of the electricity generated by a 1 kW system (a 60% reduction) and household behavioural modifications (a 28% reduction). The case study findings and case study research methodology were used to suggest how a major research project could be structured to provide a large body of empirical evidence that would underpin future planning policy designed to maximize the uptake of functionally effective and aesthetically attractive local solar electricity systems in Australia’s urban areas. The policy implications of this tentative and exploratory research are discussed and the conclusion that emerges is that evidence based urban planning policies are required that mesh effectively with the new environmental policy imperatives being driven at the national level.

Keywords: urban solar power generation

Towards an Urban Sustainability Assessment Framework: Supporting Public Deliberation around Sustainability of Specific Contexts

Andre Brits, Logan City Council, Matthew Burke, Hoon Han, Griffith University
andrebrits@logan.qld.gov.au

Few cities in the world have the appropriate models, tools and skills required to translate broad commitments to urban ecological sustainability into practical policies, programs and projects. Many cities are compelled to act in the absence of rigorous analysis and modelling to provide a better evidence base of how their environments behave at present, let alone following planned interventions. A number of computer-based urban simulation models are being employed to forecast and evaluate land use change (Landis & Zhang, 1998a, 1998b; Batty, et al., 1999; Batty, 2003; Wegener et al., 2002; Benenson & Torrens, 2004, 2005; Waddell, 2000, 2002, 2004 & 2006). These models represent a spatial and dynamic approach that enables planners to view and analyse the future outcomes of current decisions and policies before they are put in action.

However, there remain several challenges. Modelling efforts have proceeded separately and disciplinary approaches have not adequately addressed the processes and variables that couple human and ecological systems and there exists a gap between most stakeholders and urban planners and the modellers who develop, operate and interpret these models. In response, this empirical research aims to develop an urban sustainability assessment framework which integrates (1) a process approach in the form of a multidisciplinary participatory process (involving local and expert knowledge) and (2) an analytical approach in the form of a computer-based urban simulation system.

To develop this approach to sustainability assessment, we are proposing to adopt a methodology of collaborative design, adaptation and evaluation (an adapted form of action research). To date, the study involved the search for an operational computer based urban simulation system and an appropriate participatory integrated assessment methodology. Hence the Open Platform for Urban Simulation (OPUS) and UrbanSim of Paul Waddell and the
Integrated Sustainability Assessment (ISA) process of Rotmans & Weaver (2006) were selected. The following stage of the study will involve the design and development of an urban simulation system prototype. Once a prototype has been developed, the final stage will involve the implementation and evaluation of the urban simulation system in combination with the participatory sustainability assessment process of Rotmans & Weaver (2006), as part of a case study.

Keywords: sustainability assessment, urban simulation, land use and infrastructure planning

Wheels still in spin?: Urban social structure and technological change in Brisbane’s private motor vehicle fleet

Jago Dodson, Griffith University, j.dodson@griffith.edu.au
Terry Li, and Neil Sipe, Griffith University

This paper examines the capacity of suburban households to respond to a changing global energy context by changing their motor vehicle technology. Transforming transport systems will comprise a crucial element in policy and planning responses to energy and climate challenges. Government policy appears focused on a transition to more efficient vehicle types or alternative fuel and engine types. Yet such policies have failed to account for the considerable social differences in household exposure to the costs of transport energy constrain and the adaptability of households in altering their use of modes and vehicle types. Nor do such policies recognise how urban social structure, household social status and automobile types intersect spatially within Australian cities. This paper examines the links between urban social structure and the composition of the motor vehicle fleet to test whether the households that are most reliant on motor vehicles for transport have the financial capacity to rapidly alter their vehicle technology in response to changing energy price and supply conditions. The paper uses ABS Census data and motor vehicle registration data at the postcode level to compare socio-economic status with the age, fuel consumption and value of the suburban vehicle fleet for Brisbane and the Gold Coast. This spatial deployment of Census and vehicle registration data is novel in the Australian context. The paper argues that policies that focus on vehicle technology alone face a number of social equity hurdles as measures to overcome urban transport fuel security problems.

Keywords: Urban transport, vehicle fleet, socio-spatial patterns, technology, equity
Enabling city sustainability through transport systems: Moving from vision to reality

Dr Ken Doust, WS Atkins International, ken.doust@atkinsglobal.com
Dr Bruno Parolin, University of NSW, b.parolin@unsw.edu.au

This paper discusses sustainability in relation to transport within cities and outlines some practical methods for enabling this to happen. Greater transparency and integration of process from the community and government vision of a city through to the development and operation of the infrastructure that supports it is the key. The enabling of sustainability performance through transport requires two challenges to be met. The first of these is the meaningful engagement of the community in the selection of urban form and transport system options. A sustainability framework has been developed providing the context needed for the supporting methodologies. The second of these challenges is the enabling of the sustainability performance choice at the macro scale phase to flow through to the physical reality of the system. Systems engineering is cast as a practical methodology for enabling the sustainability performance expectations to traverse the complexities through to the physical performance.

Keywords: sustainability, metrics, systems engineering, enabling, transport

Out of reach: New approaches to modelling low-SES access to destinations in Australian cities

Rick Evans, Matthew Burke, Jago Dodson. Neil Sipe, Griffith University
rick.evans@griffith.edu.au; m.burke@griffith.edu.au; j.dodson@griffith.edu.au; n.sipe@griffith.edu.au

Access to essential goods and services is increasingly recognised as a key factor influencing household socio-economic vulnerability and disadvantage within cities. Socio-economic status and spatial location partly determine differential accessibility. Previously, the access made available to low socio-economic status (SES) groups via the transport system has been conceived subjectively, based on a collective perception of factors that contribute to a disadvantaged household. Further, spatial variation of these low-SES groups across cities, and their travel patterns, are mostly ignored by strategic transport models, which are concerned more with traffic volumes on the road network and peak hour travel. This paper summarises a promising method using cluster analysis techniques to identify low-SES groups on the Gold Coast directly from a large regional household travel survey. This allows for the identification of actual travel behaviour by key low-SES groups. Using this information, the paper then advances a new origin-destination-based land use and transport accessibility model. The model uses outputs from the cluster analysis, in conjunction with 2006 census data, to highlight differential accessibility to goods and service needs for a set of low-SES groups on the Gold Coast. The method being developed provides unique and significant opportunities for research into spatial disadvantage and accessibility in Australian cities. The use of freely available inputs, shrewd conceptualisation of the transport network, and outputs provided at the census collection district level, ensures the model may run concurrently with conventional strategic transport modelling. The method used and the results obtained have clear implications for transport infrastructure and service delivery planning.

Keywords: accessibility, transport, socio-economic disadvantage
Linking residential densities, dwelling typologies and possible provisions for localised energy infrastructure in retrofitting urban forms

Dr Sumita Ghosh *, University of Western Sydney, Australia, s.ghosh@uws.edu.au
Prof Robert Vale, Victoria University of Wellington, NZ, Robert.Vale@vuw.ac.nz

In a resource constrained future, localised energy generation is likely to be a critical pathway to fulfill future energy demand. This paper presents how existing low, medium and high density residential developments with respective dwelling typologies could be retrofitted effectively with renewable energy infrastructure provisions. Localised energy infrastructure in this paper includes provision of photovoltaic modules (PV), solar hot water panels (SHW) and small wind turbines (SWT). This research initially reviews international and national pioneering residential projects applying renewable energy generation techniques. Key approaches and mechanisms are identified considering: residential densities; dwelling typologies; levels of distributed infrastructure provisions; energy outputs and funding, management and implementation methods. Using aerial photographs, GIS and census data, potential for localised energy infrastructure in three low, medium and high density case studies are determined. The factors considered are: dwelling orientation; available solar efficient building roof areas; dwelling typologies; occupancy pattern, demand and available land areas for localised infrastructure provisions. An energy infrastructure-residential urban form matrix developed is able to inform potential linkages of localised infrastructure provisions with dwelling typologies in different density residential urban forms. Research outcomes indicate that the dwellings' typologies, site orientation, available roof and vertical surface areas and open spaces govern the possible provisions of on site energy infrastructure in different residential developments.

Keywords: local infrastructure; renewable energy; residential density; urban form; sustainability

The Bellwether Zone? Planning infrastructure in South-East Queensland

Brendan Gleeson, Griffith University, brendan.gleeson@griffith.edu.au
Wendy Steele, Griffith University, w.steele@griffith.edu.au

The paper addresses the growing public, scholarly and policy concern over the impact and implications of urban growth in the ‘population powerhouse’ of South East Queensland (SEQ), the fastest growing urban region in Australia. Drawing on the work of Graham and Marvin (2001) around ‘splintering urbanism’, the new tendency of infrastructure development, with its contemporary economic and policy authority, to shape the conditions for planning are explored. We essay a striking example of splintered infrastructure development in the SEQ region and assess the implications for planning and for growth management generally. We choose the term ‘infrastructure development’ rather than ‘infrastructure planning’ because the genesis, financing and construction of contemporary infrastructure reflects both 1) the splintered qualities outlined by Graham and Marvin (2001), and 2) deep, occasionally catastrophic, anomalies sourced in contemporary financing models. This cannot be described as ‘planning’. In this sense, contemporary infrastructure development is simply a new form of urban development that is eclipsing planning. We do not think this phenomenon is confined to SEQ, and we consider parallels in other Australian jurisdictions.

Keywords: Infrastructure, splintering urbanism, planning, privatization
Parking and access issues in transit oriented developments

Dr Shahed Khan*, Curtin University of Technology, s.khan@curtin.edu.au
Dr Bhishna Bajracharya, Bond University, bbajrach@bond.edu.au

The objective of this paper is to examine the planning issues relating to parking and access around transit nodes. It reviews Perth’s current strategy of providing park-and-ride-facilities and promoting transit oriented developments. The paper is based on review of planning documents, site visits and interviews with planners from the local council and Public Transit Authority in Perth. Using a case study of suburban railway station in Murdoch, the paper identifies a number of planning challenges such as congestion in park-and-ride facilities, spill-over parking in surrounding neighbourhoods, poor access by walking and cycling, and public safety concerns. The paper discusses ways to improve the situation by prioritising access to transit nodes through various means of transport (walking, cycling, buses) rather than just focussing on provision of more car parking spaces. Other measures include discouraging free park-and-ride facilities, provision of reliable, frequent feeder bus services and preparation of an integrated local transport plan for the area around transit nodes.

Keywords: Transit oriented development, parking, access, public transit, train station, Perth

Recovering suburbia: An analysis of suburban form –post fire redevelopment

Andrew MacKenzie, University of Canberra, andrew.mackenzie@canberra.edu.au

The Australian garden suburb occupies a significant cultural, symbolic, and physical place in Australian society. From the mid 20th century, suburban identity was strongly linked to the concept of living in the landscape be it a backyard, a bush setting, or simply an abundance of open space. These values were expressed in the Australian garden suburb, and this was exemplified by Canberra’s urban development from the 1950s to the 1980s. More recently city planners have had to come to terms with the competing forces of urban migration, competition for development control, and rapid spread of city boundaries and these changing forces have been played out in the suburbs. As a result, today’s suburban development is substantially different to that of the post war garden suburb. This paper reports on a study of 250 homes rebuilt after the 2003 Canberra bushfires. It argues the planning regulations that govern building envelopes do not take into consideration the landscape impact of redevelopment in garden suburbs, and that planning controls should consider sanctioning landscape spaces on residential blocks subject to redevelopment. It argues a whole of landscape emphasis is needed as planning authorities manage change in suburban structure and form resulting from redevelopment.

Keywords: Redevelopment, Suburban, Planning, Bushfire
Privatizing the ‘Public Purpose Rule’ in compulsory acquisition

Vince Mangioni
University of Technology, Sydney & PhD Student University of New South Wales
Vincent.mangioni@uts.edu.au

This paper is a critique of the privatization of the ‘Public Purpose Rule’ in the compulsory acquisition of land in Australia and United States. Traditionally the domain of government for the provision of public infrastructure in serving the needs of the community, ‘public purpose’ provisions in compulsory acquisition legislation remain elusive and non-descript. In the absence of explicit definitions, this determination has been left to the courts. In demonstrating moves by Local Government to privatize and commercialize the ‘Public Purpose Rule’, two landmark cases have been used to juxtapose the privatization of this rule through the use of compulsory acquisition for ‘economic development’ purposes in the United States and Australia. The aim of this paper through the study of these cases is to match the privatization of compulsory acquisition with requisite compensation for dispossessed parties, in concert with funding local government, in achieving acquisition by negotiation over compulsory acquisition.

Keywords: Public Purpose, Compulsory Acquisition, Economic Development, Value, Taxation

How dense are we? Another look at urban density and transport patterns in Australia, Canada and the USA

Paul Mees, RMIT
paul.mees@rmit.edu.au

For at least two decades, urban policy in Australia has been based on the belief that high levels of car use and poor public transport are mainly the result of low urban densities. There has been considerable debate about the evidence on which these policies are based, but until recently there has been no common data-set that allows densities and transport patterns to be compared on a consistent and rigorous basis. As a result of recent changes to data collection and publication systems by the Australian, Canadian and United States national census agencies, it is now possible to compare urban densities and transport mode shares (for the journey to work) across the three countries’ urban areas on a consistent basis. This paper presents the results of this comparison. Australian cities have similar densities to those of Canadian cities and the more densely-populated US cities. There are variations in density among cities, but these show little or no relationship to transport modes share, which seems more closely related to different transport policies. These findings are very different from those on which current urban policies are based, and suggest the need for a radical rethinking of those policies.

Keywords: Density, urban form, transport, public transport, sustainability, climate change.
Public transport and land use integration in Melbourne and Hamburg: Can comparative network performance provide a sense of future direction?

Dr Jan Scheurer, RMIT University, Melbourne, jan.scheurer@rmit.edu.au

In 2001, Victoria’s State Government passed a target to more than double the market share of public transport in Melbourne, to a level equivalent to that found in similar-sized Hamburg (Germany) and a number of other European cities (DOI, 2002). Since then (policy-driven or not), Melbourne has experienced strong growth in usage of the system. This paper presents the application of a detailed GIS-based spatial analysis tool to determine how the public transport networks in both cities are configured, how responsive they are to the geographical distribution and concentration of residents and jobs across the urban structure, and how capable to provide accessibility and convenience of travel across the metropolitan area. A review of network performance indicators will explore in quantifiable measures why Hamburg’s public transport, notwithstanding specific setbacks and weaknesses over the past few decades, has traditionally been more significant and successful in the urban transport market than Melbourne’s. The spatial analysis tool will help clarify whether the recent upward trend in Melbourne’s passenger numbers represents a sustained change in the way the city is used, and whether the interplay of land use and transport has departed from previous patterns. Is there a qualitative shift under way that will allow Melbourne to close the gap to Hamburg, or are further transformative steps required to create a more public transport-oriented city where local and metropolitan accessibility between the city’s opportunities can keep up with Melbourne’s European counterparts?

Keywords: Land Use-Transport Integration, Accessibility, Public Transport, Spatial Network Analysis

Waning or just gone underground? Union power in public transport in Melbourne

Dr John Stone, University of Melbourne, stoneja@unimelb.edu.au

Public transport unions are key actors in transport policy in Australian cities. Historically, dramatic industrial disputes made this role highly visible. This paper uses a case study of union power in public transport in Melbourne since the mid-1990s to show that union power remains a significant, though now largely hidden, obstacle to modernisation of the design and delivery of public transport in Australian cities. In Melbourne, public transport unions have a history of considerable power and influence. Since 1992, union power in public transport operations and policy might appear to have declined under the influence of neo-liberal reforms. However, union activity was responsible for a significant proportion of the train cancellations that brought the rail system to near-collapse in January 2009. Through reporting of interviews with key protagonists and analysis of available public documents, this paper provides evidence that union power remains a strong influence on the operations of Melbourne’s public transport system and, in light of current power dynamics, provides an additional impediment to necessary reform of public transport service design and delivery.

Keywords: public transport; trade unions; politics; privatisation
The Art of Government of Melbourne’s City Link Project

Sophie Sturup, University of Melbourne
asturup@pgrad.unimelb.edu.au

This paper provides the first findings from a study of the art of government (AoG) of Mega Urban Transport Projects (MUTPs), being undertaken on three Australian MUTPs. Using Foucault’s conceptualisation of AoG within the broader theory of governmentality, the paper attempts to identify the amalgam of knowledge, technology and rationality within which Melbourne’s City Link freeway project came about and was implemented. The paper leverages data collected from twenty interviews and a profile of the project developed for OMEGA Project 2, an international study on MUTPs. Following an adapted version of the method proposed by Mitchell Dean the paper traces the construction of the problem and solution which City link represents, and one of the technologies used in the project, to determine the specific AoG of Melbourne’s City Link project. What becomes apparent is that the AoG of MUTP is strongly characterised by the general AoG of project, albeit with particularisations generated by the size and unique characteristics of the project, and it's utilisation for transport.

Keywords: Transport, Governmentality, Foucault

Compact city visions for Melbourne

Ian Woodcock*, Kim Dovey, Simon Wollan, Ammon Beyerle
The University of Melbourne
iswo@unimelb.edu.au

The metropolitan planning strategy ‘Melbourne 2030’ was released in 2002 as a major step towards a low-carbon city and a counter to urban sprawl; it provides for intensification of land-use within an urban growth boundary focused on activity centres and transit-oriented development. It is now widely acknowledged that this policy has not been implemented and the growth boundary has been expanded substantially. A primary reason for this failure is the government’s fear of electoral backlash if Melbourne’s much-loved urban ‘character’ is transformed. There has been a lack of both capacity modeling to show how the existing fabric can be densified, and of realistic urban design visions that might stimulate the electorate’s imagination. This paper seeks to quantify the capacities for compact growth and to use these measures as frameworks for understanding the urban design opportunities embodied in such responses to climate change. Using a combination of GIS mapping and digital modeling tools, scenarios based on transit-related planning principles and urban design criteria are explored as a basis for understanding resident responses. The key finding of this study is that Melbourne does not need a particularly radical change to its built form in order to achieve substantial increases in density. Modest height limits of 4-5 storeys along transit lines are easily enough to accommodate the projected growth. If height controls can be properly enforced then this can be done democratically and without an electoral backlash. The political paranoia that paralyzes implementation of Melbourne 2030 is unnecessary.

Keywords: urban design, visions, capacity, sustainability, intensification
Moving towards a knowledge city: Brisbane’s knowledge-based urban development experience

Tan Yigitcanlar and Shinyi Lee, Queensland University of Technology
tan.yigitcanlar@qut.edu.au; shinyi.lee@qut.edu.au

In the global knowledge economy, knowledge-intensive industries and knowledge workers are extensively seen as the primary factors to improve the welfare and competitiveness of cities. To attract and retain such industries and workers, cities produce knowledge-based urban development strategies, where such strategising is also an important development mechanism for cities and their economies. This paper investigates Brisbane’s knowledge-based urban development strategies that support generation, attraction, and retention of investment and talent. The paper provides a clear understanding on the policy frameworks, and relevant applications of Brisbane’s knowledge-based urban development experience in becoming a prosperous knowledge city.

Keywords: Knowledge city, knowledge-based urban development, knowledge precinct, knowledge-intensive industry, knowledge worker, Brisbane, Queensland
Housing barriers for African Migrants in Australia

Paul Atem, University of South Australia
paul.atem@postgrads.unisa.edu.au

Finding suitable and affordable housing is one of the major concerns facing African migrants in Australia. This paper reports on work in progress at the University of South Australia on housing affordability and community integration for African refugees and migrants. This research seeks to address the relationship between housing and integration and the implications for African community settlement in Australia. The paper addresses the housing barriers experienced by African migrants in Australia and how these barriers affect their ability to obtain housing. It explores specific barriers to obtaining accessible and affordable housing such as racism, social isolation and lack of social and financial capital, the absence of relevant work experience, language difficulties, lack of a driver’s license and access to personal transport. These barriers pose significant implications for African migrants’ attempts to establish their legitimate place in the wider Australian community. The researcher explores the housing issue and offers a broader understanding of the contemporary Australian housing situation in relation to African migrants’ housing conditions.

Keywords: African migrants, housing affordability crisis, Australian housing
Building a sustainable University Campus: A case study of Bond University

Dr Bhishna Bajracharya, Bond University
bbajrach@bond.edu.au

Dr Linda Too*, Bond University
ltoo@bond.edu.au

Given the increasing evidence of an ailing earth, many would today agree and accept that there is a need to move towards a more sustainable form of development. While change has been inclined towards a top-down approach, it is equally important to work bottom-up, i.e., through communities, whose support underpins sustainability policies. The focus of this paper is on sustainability within universities. Through a review of current sustainability practices of universities in the US, UK and Australia, this paper has identified ten principles for developing a sustainable campus. These principles are then used as a framework for analysing the sustainable initiatives being implemented at Bond University. Additionally, the paper outlines opportunities for encouraging enviro-centric behaviours within the campus community.

Keywords: Sustainable development, university, sustainable campus, sustainable behaviour

Creative ex-pats: Globalisation and creative communities

Dr Dawn Bennett, Curtin University of Technology
d.bennett@curtin.edu.au

It is well known within the creative industries that a pilgrimage overseas can be an important part of career development. All too often, however, the pilgrimage is a one-way journey and crucial talent is lost. Just as creative capital is lost overseas, the dominance of cities as the centres of Australia’s knowledge- or experience-based economy leads to migration of the creative workforce from regional centres and smaller cities such as Perth, lessening the potential for those areas to sustain economic growth. Given the globalised nature of creative industries and the emergence of new technologies, this study asks whether migration loss could be turned into cultural gain. The study involves Western Australians living and working overseas or ‘over East’ in a wide variety of artistic fields. Participants answered questions relating to personal and professional connectedness, the career impact of their migration, future plans, and their perceptions of the Western Australian cultural environment. Initial results revealed that most creative migration is due to a lack of opportunities and the appeal of larger markets. Despite retaining strong personal connections with their place of origin, participants’ artistic connections were tenuous and artistic involvement was negligible. Implications from the study, which is ongoing, include the need to actively value and engage with creative migrants and to foster their continued involvement in the cultural life of our cities and regions. In doing so, there is the potential for creative migration to become a positive element of our cultural identities.

Keywords: creative workforce, creative cities, creative capital
The Great Australian Dream in Urban Indigenous Western Australia

Christina Birdsall-Jones, Curtin University of Technology
c.birdsall-jones@curtin.edu.au

‘The Great Australian Dream’ is a metaphor which refers to the expectation of home ownership which is general to mainstream Australian society. Indigenous Australians often hold no such expectation and are unfamiliar with the idea that it is every Australian’s ‘right’ to own a home. Indigenous Australians’ long experience of poverty and unemployment has served to prevent such expectations from arising. This paper points out the contrasts between the housing careers of Indigenous versus non-Indigenous Australians. It seeks to explain these contrasts by examining housing ideologies among Indigenous and Non-Indigenous Australians. Indigenous housing ideologies concern rental housing, whereas non-Indigenous housing ideologies concern private home ownership. The housing ideal among Indigenous Australians is a public housing rental home because of the stability it offers through the longevity of the lease. Non-Indigenous housing ideologies devalue renting, regarding rental as appropriate for a particular time of life when people are ‘just starting out’, that is, during young adulthood. In the regard of non-Indigenous Australians the least reputable form of rental housing is public housing. The paper concludes by examining the particular welfare economics practiced among Indigenous household groups, in relation to Indigenous housing careers in the towns and cities of Western Australia.

Keywords; Indigenous housing, Indigenous home ownership, housing ideology, Western Australia

Market or market place?

Dr. Raymond Bunker, Mr Andrew Tice* Dr Simon Pinnegar, UNSW
a.tice@unsw.edu.au

The Australian urban form is increasingly becoming an inherently complex place in which to plan for. In part these complexities stem from the growing need to focus on existing locations that play their own distinct role within the urban milieu. In part this milieu is wrapped up in the world(s) of existing housing markets and sub-markets. To illustrate these complexities this paper draws upon three projects exploring the social implications of compact cities espoused in the current metropolitan strategies, we explore the approaches employed and assess their success and limitations. This research has collected and analysed data and information at two levels. One has been through the analysis of Census data of the populations living in higher-density housing. The other source has been through rigorously structured surveys and interviews with such residents. The paper attempts to practically engage with ongoing debates on the nature of urban analysis by examining the relationship between broad (sometimes aspatial) analysis and the complexities of the real world. In providing a critical assessment of our success (or otherwise) in reconciling the two, questions are raised regarding the potential dangers of conflation between identifying the segmentation of markets drivers over space and the spatiality of markets. In so doing issues of scale and geography come into play. Building upon this, the paper advances a more hybrid approach, one that melds housing submarket understanding with ongoing debates in spatial planning paradigms, to develop metropolitan planning functions.

Keywords: Housing sub-markets, Spatial Planning, High-density housing, Geography
The death and life of great Australian music: Planning for live music venues in Australian Cities

Dr Matthew Burke, Griffith University, m.burke@griffith.edu.au  
Amy Schmidt, Craven Ovenden Town Planning, amys@cravenden.com.au

In recent decades outdated noise, planning and liquor laws, encroaching residential development, and the rise of more lucrative forms of entertainment for venue operators, such as poker machines, have acted singly or in combination to close many live music venues in Australia. A set of diverse and quite unique policy and planning initiatives have emerged across Australia’s cities responding to these threats. This paper provides the results of a systematic research effort conducted in 2008 into the success or otherwise of these approaches in Brisbane, Sydney and Melbourne. Archival and legislative reviews and field visits were supplemented by interviews with key authorities, venue operators, live music campaigners and others in each city. The research sought to categorise and evaluate the diverse approaches being used and to attempt to understand best ways forward to maintain opportunities for live music performance. In Brisbane a place-based approach designating ‘Entertainment Precincts’ has been used, re-writing separate pieces of legislation (across planning, noise and liquor law). Resulting in monopolies for the few venue operators within the precincts, outside the threats remain and venues continue to be lost. Melbourne instead liberalised liquor licensing, resulting in a profusion of small bars, many of which have provided for live music performance. And Sydney, where perhaps the situation was most acute, undertook a review of NSW liquor laws in late 2008, seeking to find solutions. The paper explores these efforts, and points to ways forward for improved urban management.

Keywords: live music, noise, urban planning, entertainment precincts

Sustainable Energy Solutions – the social aspects of planning with the community

Dr Diane Costello, Professor Daniela Stehlik, Curtin University of Technology, D.Costello@curtin.edu.au

Given the dire consequences of climate change impacts, global attention is directly focussed on policies to reduce greenhouse gas (GHG) emissions, particularly through energy efficient technological innovation. In Australia policy incentives include increasing the contribution of renewable energy sources along with energy efficiency practices to reduce consumer energy demands. To plan the future energy security of Western Australia, the energy utility Western Power embraced the principle of community engagement to inform corporate strategies toward green energy visions. This paper explores the quality of citizen involvement including the governance process implicated with acceptance and uptake of renewable energy technologies within a specific geographically based community context. This qualitative case study is guided by Abelson et al’s (2003) deliberative evaluative framework for assessing the process and outcome of public participation. This community planning project can be judged as a work in progress as this Utility initiated “power working-group” struggles to gain community consensus over the site selected for a small community-owned wind farm. This stalemate can be attributed to the lack of representation, consultation and feedback from diverse groups including the limitations of the deliberative framework. A more effective public participation framework would incorporate space for social learning and dissent through diverse representation to ensure that its sustainable energy plans integrate the social, economic and environmental concerns of the larger community.

Keywords: community engagement; deliberative democracy, sustainable energy, renewable energy, sustainability
Designing crime precipitators in Northbridge after dark: Urban governance in slumber

Dr Paul Cozens, Dr Shane Grieve, Curtin University of Technology
p.cozens@curtin.edu.au

Entertainment districts play a significant role in the post-industrial place-making for the night-time economies of many Western cities, and they are significant contributors to these economies. However, many cities are experiencing increased levels of crime in their alcohol-oriented entertainment districts. This paper explores crime in Northbridge entertainment district in Perth, Western Australia and highlights how the legacy of governance can operate counter-intuitively, to foster crime precipitators (Wortley, 2008), which can increase opportunities for crime. Crime Prevention Through Environmental Design (CPTED) and Situational Crime Prevention (SCP) are briefly discussed and the authors argued that SCP is a more appropriate strategy to use in the dynamic and complex environmental setting of Northbridge. Based on several years of scientific observation, land-use surveys and pedestrian surveys, the authors provide a critical narrative of Northbridge and crime precipitators after dark. This narrative is expressed from the perspective of environmental criminology and SCP. This exploratory study concludes that Northbridge is in part, a legacy of previous single-issue governance, which has inadvertently created crime precipitators, which exacerbate the problems of crime in the entertainment district after dark. The need for further research is identified and the adoption of a more strategic, multi-issue and multi-agency approach is recommended. (202 words)

Keywords: Governance, the night-time economy, Northbridge, crime, environmental criminology, situational crime precipitators.

A critical assessment of urban social sustainability

Dr Kathryn Davidson, The University of South Australia
kathryn.davidson@unisa.edu.au
Dr Lou Wilson, The University of South Australia
lou.wilson@unisa.edu.au

Despite the onset of an economic recession Australia’s cities continue to grow, presenting challenges to urban and regional planners who must consider how best to redevelop outdated urban infrastructure and establish new infrastructure to meet the needs of increasing urban populations. The degree to which policy makers and planners can steer new and existing developments towards sustainability is affected by how decision makers understand sustainability. This paper discusses the social dimensions of urban sustainability and measurement issues. It draws on work in progress on a broader project to develop a model to assess triple bottom line sustainability in urban infrastructure development. It is argued that the concept of social sustainability has categories that are synergetic but there also inherent tensions. The form of the built environment affects the opportunities available for social relationships to form but this perspective seems to not fully address how humans might interact in complex ways with social structures with implications for understanding social sustainability.

Keywords: sustainability; urban social sustainability; physical structure; social structure.
Perth’s Waterfront and Urban Planning 1954–93: The Narrows Scheme and the Perth City Foreshore Project

Jenny Gregory, University of Western Australia
jenny.gregory@uwa.edu.au

In recent years, despite boom times, the people of Perth have been noted for their apparent unwillingness to accept change. Large projects designed to invigorate the city of Perth have been rejected and a number of proposals to develop the city’s Swan River waterfront have failed to materialise, adding ammunition to popular media criticism that Perth is a city that always says ‘no’. In this paper historical evidence is used to examine two of the waterfront schemes and their results. The first, the Narrows Scheme, was part of the Stephenson-Hepburn Plan of 1955 and was implemented during the years 1954 to 1973. The second, the Perth City Foreshore Project, was initiated by a major study in 1983 and resulted in the Carr, Lynch, Hack and Sandell design concept of 1991. The former was implemented, but had unanticipated consequences. The latter foundered, like subsequent plans for the waterfront. Why was one implemented while the other failed to materialise? The paper analyses aspects of the two schemes and their reception and then speculates on the impact of the re-emergence of the notion of civil society and its corollary, pluralism in public administration, on urban planning.

Keywords: history, urban planning, Perth, waterfront, modernism, civil society

Mapping spatial and temporal patterns of location distributions of old people in SEQ, Australia

Jung Hoon Han*, Griffith University, Jonathan Corcoran The University of Queensland, Scott Baum, Griffith University
h.han@griffith.edu.au

The aim of this paper is to examine the spatial patterning and possible contributors to the geographic distribution of older people for the past decade (1996-2006). Local Indicators of Spatial Association (LISA) and mapping of Statistical Local Areas (SLAs) in South East Queensland (SEQ) region were used to investigate changes in spatial patterns of older people over time using ABS Census 1996 and 2006 with geo-coded 230 SLAs of SEQ. The study found three main patterns emerged in SEQ. First LISA method captured one third of the SLAs in SEQ are statistically significance when we account the changes in the spatial patterns of older people over time. Second, in all of the ten most rapidly growing clusters of the statistically significant SLAs studied, spatial pattern showed a “ageing-island” which areas with growth rates highest surrounded by areas with growth rate dropping. Third, the pattern of ageing spill-over to the neighboring areas was found in some coastal areas, particularly those in North-costal regions of SEQ.

Keywords: spatial, temporal, location distribution, older people, ageing island
Eliza: Guerrilla Art supports heritage value

Jennifer Harris, Curtin University of Technology
jennifer.harris@curtin.edu.au

There is extensive commentary on the role of public, unauthorised art in western cities, but little on the coincidence of heritage value and guerrilla art. This paper analyses the relationship of the two in a statue of a 1940s swimmer entitled Eliza which was unveiled in the Swan River in Crawley, Perth in 2007. It commemorates the Crawley Baths which from 1914 to their demolition in 1964 were one of Perth’s premier meeting places. Eliza was commissioned by the Perth City Council as a monument to a lost place. Since its appearance, however, the statue has functioned not just as a place of memory, but dominantly of guerrilla art and public comment. These activities foreground the transgressive potential of the coincidence of a heritage marker and guerrilla art. Reading the Australia ICOMOS Burra Charter 1999, however, alongside Eliza shows that interpretation which foregrounds transgression is incomplete. The steadily strengthening professional heritage emphasis on social value over the previous dominance of original fabric, suggests that the delight and frivolity - but crucially not vandalism - with which the statue has been greeted, supports evolving heritage practice.

Keywords: heritage, guerrilla art, monuments, community, everyday

Transit oriented development: When is a TOD not a TOD?

Sue Irvine, University of South Australia
Susan.Irvine@postgrads.unisa.edu.au

Transit-oriented development (TOD) is becoming increasingly popular with governments, planners and developers, particularly in cities designed for and highly dependent on private vehicle travel and suffering the disadvantages of the resulting urban sprawl. In a world faced with energy, water and climate challenges, successful TODs have the potential to address pressing environmental and social issues such as environmental sustainability, housing affordability and the need for healthy, resilient and adaptable communities. This paper draws on studies of international practice, particularly in US cities comparable in density and level of car dependence to Australian cities. Major obstacles to TOD and factors which lead to optimal developments are examined, as well as the potential benefits of TOD. While TOD has drawn criticism from various quarters, this paper argues that much that has been labelled TOD is lacking in the transit focussed planning, quality and range of amenities, diversity of site use and housing as well as the ‘walkability’ needed for vibrant, sustainable communities to emerge, and hence should not be classified as TOD.

Keywords: Transit Oriented Development, TOD, TAD, Transit, Affordable housing
Community in private residential estates

Therese Kenna, The University of Sydney, therese.kenna@usyd.edu.au

The notion of community has had enduring appeal while undoubtedly being one of the more perplexed notions in the social sciences. Community has often been considered a ‘myth’ in many urban areas, with urban areas being hostile environments for community formation. Particularly in relation to the development of private residential estates (often termed ‘gated communities’) in metropolitan regions across Australia, community is seen to be a commodity (purely a marketing device) and anything but real. In this paper, I (re)connect with community in the form of neighbourhood based interactions and associations through an engagement with the residents of a private residential estate (Macquarie Links) in Sydney, Australia, during detailed qualitative fieldwork in 2007. I provide a conceptualisation of the concept of community that takes into account commonalities and differences, consent and disagreement, private and community. Privatism and community are often considered the anti-thesis of each other or an impossible combination, yet both are marketed and sold to the residents of private residential estates. This research uncovered the meanings and lived experiences of privatism and community in the context of Macquarie Links. The research found that community and privatism were interrelated and relied on each other to be successful. Common bonds and disagreements have continually sustained the community of Macquarie Links, such as that between owners and renters, adults and young people, the community and the individual. These disagreements, differences and ‘dramas’ within the estate can be managed by the community association (through the private structure), thus sustaining community. Privatism and community do not run parallel within Macquarie Links, rather they are complexly intertwined. A new version of urban community pervades private residential estates.

Keywords: Community; Privatism; Protection; Private Residential Estates

Community formation and attitudes to sustainability: Comparative case studies from Canberra

Ms Sandra Lauer, Australian National University, sandra.lauer@anu.edu.au

Dr Robert Dyball, Dr Alastair Greig, Ms Vanessa McDermott
Australian National University

This paper reports on a case study on community formation and attitudes to sustainability in three Canberra suburbs, building on literature that see a strong sense of community as a necessarily element of making cities more sustainable. The paper compares attitudes in Greenfield sites to those in urban infill developments, Brownfield sites. The Greenfield study site is further sub-divided into low and higher-density developments. Through a range of interviewees and focus groups across a diversity of socio-economic backgrounds, actual attitudes to community and to sustainability are elicited. The study uses a twin comparative method, first comparing and contrasting the low- and medium-density Greenfield sites, and then comparing and contrasting the Greenfield sites with the Brownfield site, with a particular focus on how urban infill developments are perceived as affecting pre-existing community networks. Implications are drawn for urban planners and policy makers, especially in relation to how they might design to both create, or strengthen, community and how this might in turn foster positive community attitudes to sustainability.

Keywords: community, sustainability, Greenfield, Brownfield, Canberra
Negotiating cultural difference in everyday life: some insights for inclusionary local governance

Michele Lobo, Deakin University, Michele.Lobo@deakin.edu.au

With the waning of state-sponsored multiculturalism, local governments in Australia have assumed leadership and responsibility for establishing and maintaining collaborative relationships with stakeholders to promote diverse and inclusive cities. Engaging with residents often through consultation processes and interacting with key institutions, local governments aim to value local knowledge and mobilise citizen participation. This social interactive approach to building local knowledge in places officially and popularly identified as socially disadvantaged and culturally diverse, however, is fraught with interethnic tensions if cultural practices unintentionally privilege whiteness. In this paper I argue that such tensions can also give rise to moments of affective ambivalence that are productive if it leads to the acknowledgement and questioning of white privilege within the formal agencies of government. Such questioning provides the possibility to value the voices of local residents and engage in meaningful intercultural dialogue. This paper draws on in-depth interviews with planners, elected local councillors and residents in the City of Greater Dandenong, Melbourne, to illustrate the potential that the affective dimension of living with cultural diversity has in building governance capacity and inclusive understandings of citizenship.

Keywords: affective ambivalence, cultural diversity, white privilege, citizenship

Social justice and city: Community participation in Sydney’s metropolitan planning

Zeenat Mahjabeen, University of Sydney, zmah3323@uni.sydney.edu.au
Krishna K. Shrestha, University of Sydney, k.shrestha@arch.usyd.edu.au

Social justice is widely accepted as a normative goal in contemporary urban planning. Achieving this goal, however, is one of the major challenges for present cities and city planners. Planning authorities have attempted to address this challenge by creating opportunities for various stakeholders to participate in the planning process. There is, however, a limited understanding as to whether these stakeholders are able to effectively utilise this opportunity. The principal aim of this paper is to investigate whether creating opportunities for participation in plan making is likely to enhance socially just outcomes by increasing the voice of various community groups including society’s disadvantaged groups. This study analyses community participation in the making of Sydney Metropolitan Strategy 2005 with Fairfield City Council taken as a unit of analysis. Primary data were collected through several field visits and informal discussions, while semi-structured interviews were conducted with 10 randomly selected individuals having significant stake in the metropolitan planning. Secondary data were collected from relevant government agencies and library databases. It was found that there was no genuine opportunity for diverse social groups to effectively represent in the process of decision making. Attempts to increase community participation in plan making at Sydney’s regional, sub-regional and local levels have largely maintained status quo with government officials and powerful businesses controlling major decisions. The opportunities to participate in the plan making process are therefore seriously flawed. It is concluded that if the goal of community participation in urban planning is to enhance creating a socially just city, there is need for urgent change in the way plans are made and implemented.

Keywords: Community participation, Social justice, Urban planning, Sydney Metropolitan Strategy
Retreat from the city: Representations of sense of place

Dr. Nancy Marshall, University of New South Wales
nancym@fbe.unsw.edu.au

People create and construct place intellectually, intuitively and based on experience. One’s sense of place is manifested in thoughts, feelings, actions and at times visual representations of places. Whilst some disciplines analyse paintings and photographs and how they represent different landscapes, very little has been written on how planners have used or could use a range of creative media to represent sense of place. Using a rural case study near Cowra NSW, a property historically known as Riverslea, framed within a larger research project entitled Layers, Lenses and Landscapes, artists and planners were asked to respond to the same site and their own sense of that place using a creative medium of their choice. This paper briefly describes the overall research project and documents the process and the actual representations created to capture the artists’ sense of place using different media (painting, photography, creative installations (sculptures and objects), story-telling (multimedia video and interviews), and soundscapes. Discourse analysis provides a way of understanding relationships between seemingly disparate ways of knowing a place and allows an exploration of understanding place which traditionally may have dismissed as too vernacular or whimsical for serious consideration. This research challenges the traditional ways by which planners attempt to document place and peoples’ sense of place.

Keywords: Place, rural, sense of place, representation, place attachment, planning

'It’s more than just the buildings; it’s what they did inside': A case for the preservation of industrial worksites

Dr Bobbie Oliver, Curtin University of Technology
Bobbie.Oliver@curtin.edu.au

Industrial worksites are not usually beautiful landscapes. Once closed, many are quickly demolished and the land reclaimed for more aesthetic purposes. Yet to those who worked there, that place is vested with a particular significance. In recent decades, societies around the world have come to recognize the significance of ‘place’ to individuals and to groups. Using the example of the Western Australian Government Railway [WAGR] Workshops at Midland, now a State heritage icon, this paper argues that there is significant social and historical value in retaining and re-using industrial sites, appropriately and sensitively interpreting their past. As demonstrated by this paper’s title, workshop sites signify thousands of working people, shaping their lives and defining their identity. Taking Aplin’s (2002) observation that European Gothic cathedrals are part the collective heritage of western civilization, this paper argues that ‘cathedrals of industry’ should be similarly treasured. The Midland Workshops, therefore, is part of Perth’s, Western Australia’s, and Australia’s collective heritage.

Keywords: Industrial, History, Heritage, Workshops, Preservation
Practitioners’ views on the past, present and future of social planning in Australia

Dr Jason Prior*, University of Technology Sydney, Jason.prior@uts.edu.au
Emma Partridge, University of Technology Sydney

This paper explores shifts and internal perceptions of social planning practice in Australia against the background of the profession’s past, present and future. With the majority of people in Australia living in urban areas, most social planning occurs and is implemented in Australia’s cities. For this reason – and also because it has a great deal of interdependence with the field of urban planning – the present and future of social planning practice has a critical role to play in the future of Australian cities. Drawing on research findings from empirical survey research with sixty social planning practitioners in Australia, the paper briefly explores the diversity and shifting landscape of social planning practice over the past century before drawing on the survey findings to develop a picture of current social planning practice within Australia and the challenges and opportunities that its practitioners face. It explores social planners’ views about the scope, core principles, values and practices of social planning in Australia and suggests some challenges for the future of social planning, a profession with an important role to play in creating sustainable futures for Australian cities.

Keywords: social planning, practitioners’ views, Australia

Towards a philosophy of social planning: Cities and social planning

Dr Jason Prior*, A/Professor Steve Harfield, University of Technology Sydney
Jason.prior@uts.edu.au,

Given the conspicuous and wide-ranging effects emanating from planning, this paper takes as its starting point the proposition that all planning, not least that directed at Australian cities, must address and resolve the issue of legitimacy in terms of what justifies its decision-making and intervention(s). Specifically focusing on the discipline of social planning, with its complex relationships with that segment of the real world that we call ‘social reality’ or ‘social practice’, the paper argues that such planning must justify its legitimacy not only in terms of its actions and consequences, but, more significantly, on the basis of a substantive and critical examination of the values, knowledge, politics and ideologies that have underpinned its emergence throughout the 20th century and that currently inform and drive it. Drawing on a much more substantive study currently being undertaken by the authors which examines the ways in which shifts in political ideology, changes in the acceptance and validation of different knowledge sources, and the growing awareness of the city as a living system of diverse forces which have been used to justify the presence of social planning throughout the 20th and early 21st centuries, the current paper briefly examines the history of the developing relations between urban planning and social expectations, and analyses the increasing acknowledgement of the importance of the social dimensions of cities within planning strategies.

Keywords: Social planning, philosophy, ideologies, values, legitimacy
The influence of risk policy on children’s independent mobility

Julie Rudner, The University of Melbourne
ejrudner@unimelb.edu.au

Having the freedom to explore and experiment is an integral part of growing up. This entails both deliberate and unconscious risk-taking by children. While government agencies have a role to play in helping parents, carers and children manage risk, this role is often enacted through risk avoidance strategies aimed at the worst-case scenario. This research presents one part of a PhD dissertation that examined conceptions of risk in relation to children’s independent mobility (CIM). CIM is defined as the use of public space by individuals who are under 18 years and unaccompanied by adults. The paper finds that policy transforms children into a homogenous ‘at-risk’ population. This at-risk identity can be used to justify policy interventions that help keep children from unsurveilled public space and promote specific development pathways that aim to ensure children become productive adults. A side effect may be that government policy contributes to parents’ and carers’ concerns about letting children go places on their own. Results were obtained from a multi-level government document review. Understanding how risk is produced in policy is vital because the loss of children from public space may have consequences for achieving urban sustainability. Specifically, children who are not socialised into modes of public conduct may continue the individualised, home and car-based lifestyles that have been criticised.

Keywords: Risk, children, mobility, policy

The commonwealth housing commission and national housing policy

Patrick Troy, The Australian National University
patrick.troy@anu.edu.au

Although the 1944 report of the Commonwealth Housing Commission (CHC) earned the admiration of historians and political philosophers, of practical housing administrators and of urban academics and planners it cannot be described as a ‘seminal document’. Most of its 95 recommendations were either rejected or never implemented. The report, nonetheless, was important because it was the foundation of the Commonwealth’s 1945 initiative in framing the Commonwealth-State Housing Agreement (CSHA), the first of nine Agreements with the States under which public housing was initially built, largely for rental accommodation for low income households. The CHC was also important because it was indirectly influential in the creation of State planning authorities. This paper revisits the work of the CHC and the connection between the provision of housing and good urban planning that it identified. Such a visit is relevant in current discussions of housing and planning issues.

Keywords: housing policy, home ownership, planning, Commonwealth
Measuring up?: Assessing the liveability of Australian Cities

Assoc. Prof. Geoffrey Woolcock, Griffith University
g.woolcock@griffith.edu.au

In recent years, a number of liveability and benchmarking indices and studies have been published to assess the relative position of various ‘global cities’ against each other in various categories. These liveability measures are typically used as a tool to make comparisons between cities with various outcome ‘scores’ receiving widespread media attention. Results are increasingly publicised by cities that score highly, particularly to secure business and human capital, and by companies to determine remuneration and conditions for expatriates. In Australia, there has been considerable attention devoted to focusing more on the general quality-of-life of a city from the perspective of existing citizens under the guise of ‘liveability’. There is growing evidence that such measures are being taken up increasingly by larger urban local governments to track progress in improving elements of liveability in the community. However, to date, there is no established theoretical framework or uniform definition of liveability. This paper seeks to ‘unpack’ both a) the liveability literature as it applies to Australia’s cities and b) the range of measurement and indicator frameworks that currently purport to assess urban liveability. In doing so, the paper will draw attention to the significant gaps that exist in both these literatures, particularly with respect to comprehensively understanding urban quality of life. An alternative paradigm that draws on the more considered and burgeoning international community wellbeing indicators movement will be proposed as a more helpful means of sustaining progressive urban social and public policy.

Keywords: Urban indicators; liveability; community wellbeing; social planning

Education for sustainable cities: The great Australian dilemma

Sandra Wooltorton, Edith Cowan University

This paper comprises an analysis of sustainability education policies and approaches. The aim is to identify a pathway through the education milieu to social capital acquisition for transition towards sustainability in the suburbs. There are three main points. Firstly, schools need a cultural base of transformative learning and to model sustainability practice in order to support sustainability transition in cities. Secondly, education systems need to reflect the sustainability imperative, even though this has recently become intensely problematic in Australia. Thirdly, as a result of the analysis the paper concludes with a call for a reorientation of the National Curriculum to sustainability.
NON-REFEREED ABSTRACTS
Space for creativity – creative industries in outer suburbia

Mark Gibson, Anna Daniel, Monash University, Mark.Gibson@arts.monash.edu.au

Creative industries are generally associated with the inner city, but they are not restricted to this zone. In Australia particularly, it is worth considering the forms they can take further out. Despite some increase in urban densities, the dominant form of settlement in Australia remains overwhelmingly suburban. There is also increasing evidence of employment in a range of creative professions in the suburbs – from music to graphic design, architecture to the visual arts. Rising inner-urban property prices have contributed to this, forcing many creatives to look for opportunities further from the city centre. Governments have also sought to foster suburban creativity under policies of decentralisation, looking to creative industries to produce the ‘buzz’ that can encourage the formation of business and lifestyle centres outside the established centres. The paper reports on research conducted within an ARC Discovery project ‘Creative Suburbia’, examining the scope for creative cultural development in Australia’s suburban and peri-urban communities. It focuses particularly on an emerging theme from interviews with creative workers in the outer suburbs of Melbourne and Brisbane: the importance of ‘space’ as a condition for creativity. This can mean space in a literal sense. The suburbs open the possibilities of a home-based business/studio, a bigger home and backyard for family, a garden or proximity to the bush or bay and distance from the urban physical crush and noise. But space is often also more intangible. Space here means distance from the distractions and busy-ness of the inner city lifestyle, its velocity of ideas and tribal group-think. Such space frees creative practitioners for original thought and creativity, as opposed to life in the urban fast lane.

Keywords: Suburbs; Creative Industries; Space; Urban Density; Speed

The ebb and flow of house prices

Professor Tony Sorensen, University of New England, Tony.Sorensen@une.edu.au

Australia’s housing markets are strongly segmented, both within cities and between state jurisdictions, and also across time. They respond to a range of intricately interrelated variables including economic cycles, governments' macro-economic strategies, household perceptions and behaviours, social status, domestic and international migration, urban regulation, and infrastructure investment. And, in turn, these processes lead to distinct patterns of ebb and flow in property prices across time and space. This paper conceptualises the processes at work Australia-wide and also assesses how they combine differently across a selection of market segments, to create distinctly wave-like patterns of house prices that ebb and flow according to changing socio-economic conditions. It also demonstrates, in a theoretical sense, how wave amplitude is exacerbated - like waves on the shore - by a variety of submerged shoals and objects. Among these are huge lags in the housing system, which slow its response to changing demand, the roller-coaster dynamics of housing finance, and collateral damage inflicted by well-intentioned but sometimes disastrous public policy settings. It illustrates the processes and patterns at work for a sample of urban locations using house price data for the last 5-6 years, a time of a particularly strong boom-bust economic cycle. Such analysis has important implications both for public regulation and the timing of property investment.

Keywords: house prices: spatio-temporal processes / patterns
A study of energy consumption in the design, construction and use of Perth’s houses

Dirima Cuthbert, University of Western Australia

Climate change has potential to devastate environments, economies and lives. Yet one of the major causes, energy consumption, is increasing. As the domain in which people are supposed to have the most freedom of choice, houses may provide insight into why we are not ‘doing the right thing’. I analyse the energy consumption in and by houses in Perth, Australia, with implications for broader theories on consumption. Consumption is variously conceived as the product of a single factor; status, or the product of multiple, interlinked economic, political and socio-cultural factors. I test these theories by measuring the energy consumption of Perth’s houses in historical context. I use the computer software program, BASIX, unpublished municipal council archives and published historical and contemporary data to show that with a few exceptions, energy consumption has increased steadily over the past 120 years. I then review published and unpublished texts and undertake interviews to understand this pattern of energy consumption within broader contexts. I suggest that economic, political and socio-cultural factors (including status) have had an impact on the amount of energy consumed in and by Perth’s houses, providing new insights into relationships between human behaviour, climate change and the environment in general.

Innovation for a carbon constrained city: Challenges for the built environment industry

Simon Pinnegar*, Jane Marceau* and Bill Randolph*
University of New South Wales
b.randolph@unsw.edu.au.

The built environment, especially that of our largest cities, faces substantial change in the next twenty years if it is to meet the increasing demands for carbon neutrality, reduced water consumption and more efficient resource consumption. The industries that design, build, retrofit, manage and maintain the built environment face equally significant changes in organisation, working practices and skills development, approaches to design and construction and materials development if they are to meet these challenges. Equally, the institutional and governance structures within which they operate will need to undergo fundamental changes, not least in terms of changed regulatory and incentive structures to stimulate innovation and adaptation of new sustainability goals and outcomes. This paper reviews the key drivers of change facing the built environment and analyses the major challenges facing the built environment industry, broadly constituted, in adapting to these drivers.

Keywords: Built environment, industry, sustainability, innovation, climate change
Peak Oil: Future oil shortages and mitigation/adaptation options for Australian cities

Bruce Robinson, Australian Association for the Study of Peak Oil
www.ASPO-Australia.org.au

Future oil shortages are probably the biggest risk facing Australian cities in the medium term. There are many things that should be done now to minimise their impacts. "Peak Oil" is when global oil production, which has risen relatively steadily for more than a century, will start its final decline. This is a geological inevitability, but many urban planners still consider it a distant problem. However, there is a high probability that Peak Oil will occur very soon, within years, rather than decades. There is growing evidence, from the International Energy Agency, from corporations like Macquarie and from many petroleum engineers and geologists, that the world's oil-fields can no longer sustain ever-increasing production. Indeed many giant oil provinces, like the North Sea, Prudhoe Bay in Alaska, and Mexico's Cantarell are following Bass Strait down the slope of depletion and decreasing production. The IEA estimates that the decline rate of the world's oil fields to be 6.7% pa, once they have reached their maximum production. Even undeveloped fields, and those yet to be discovered are very unlikely to compensate for the decline of the old stalwart fields. IEA says we will need extra production equal to four additional Saudi Arabias just to keep production constant to 2030. Future social scientists will speculate on why the serious risks of oil depletion have been so low on the agenda of urban and transport planners in Australia. Clearly, there is a bias towards "business-as-usual" planning, without serious oil vulnerability assessment and risk management planning. The first steps are to increase awareness and engagement amongst planners, local governments and communities. This is essential before the essential significant policy and funding changes can be made to reduce the automobile dependence of our cities.

Adaptive responses to climate change in regional cities

Laura Stocker and David Wood, Curtin University of Technology
L.Stocker@curtin.edu.au

Climate change is likely to impact heavily on urban coastal zones in Australia, many of which are sensitive and vulnerable to rising sea levels. CSIRO have generated a substantial body of scientific data and models from which urban decision-makers and stakeholders should be able to act to improve governance and planning on the coast. However, while some progress has been made in planning for these changes, our decision-makers and stakeholders have generally been slow to develop and implement effective strategies. New methods are needed to engage the attention of decision-makers and stakeholders in scientific data and models that relate to the impacts of future change on the coast. A new research project funded by the CSIRO and led by Curtin University investigates the social and institutional dimensions of impacts such as climate change on the sustainability of the coastal zone. The project involves nine universities and multiple study sites across Australia. One study site is in the southwest of Western Australia where we focus on the regional city of Bunbury and its surrounds. We investigate how governance and planning systems can better learn from, and respond to, existing scientific, traditional and lay knowledge about coastal vulnerability. Through better engagement processes, a collaborative approach to governance and planning structures and processes can be developed which can meet the challenges ahead. The aim of the project is to collaboratively visualise transition pathways, and to build more reflexive and adaptive transition processes so that regional cities and their surrounding communities can be as resilient and sustainable as possible in a climate-challenged world.

Keywords: reflexive governance, adaptive planning, climate change
Zero emission neighbourhoods – Encouraging sustainable communities

Laing, Win, Sustainability Victoria
win.laing@sustainability.vic.com.au
Hansen, Joanna, Sustainability Victoria
joanna.hansen@sustainability.vic.com.au

The Zero Emissions Neighbourhood (ZEN) program is a Victorian Government initiative to demonstrate sustainable urban residential neighbourhoods. The program works collaboratively with developers, local government, utilities, industry bodies and the community to develop neighbourhoods with zero net operating greenhouse emissions from the use and management of water, energy, waste and transport. The ZENs will be achieved using current technologies in the current regulatory framework across a range of contexts, including regional and metropolitan greenfield and brownfield developments, urban infill and the retrofitting of existing neighbourhoods.

Keywords: Sustainable precincts, local energy supply, renewable energy, integrated infrastructure, whole of water cycle management, sustainable transport, greenfield, brownfield, retrofitting, urban infill
The State of Australia’s Cities: Vitality, decline and social change in metropolitan and regional centres

Rowland Atkinson UTAS, Gavin Wood, Elizabeth Taylor and Val Colic-Peisker RMIT
elizabeth.taylor@rmit.edu.au

Policymaking in Australia has tended to decouple understandings of economic performance and sustainability from the role and state of its urban centres. A federal political system has also led to divided and non-strategic debates around water consumption, energy and transport infrastructure among several other contemporary concerns. Within the cities themselves a long boom has not resulted in the capture of fiscal resources or infrastructure investments that might have been allocated to defend against current and future concerns of resilience, social inequality and innovation or their spatial formation. This paper tackles those concerns by drawing together a substantial range of indicators of change, stress and well-being across all of Australia’s state capitals as well as many of its regional centres; where possible this is presented over the past decade in order to highlight change. Using measures including housing affordability, income-based segregation, violent crime, population growth and contraction, per capita spending on key items like public housing, schooling and recreation we profile a range of shifts that will be notable to strategists working across all tiers of government, in communities and in the private sector more generally. We conclude by discussing a number of areas where policy and social action could be focused to better generate more equitable, sustainable and vital cities. Fractious and factionalised debates pitched around particular constituencies and political geographies run the risk of exposing Australia to an uncertain and impaired urban future.

Keywords: Urban policy, economic and social change, urban social structure

The local government infrastructure gap in outer metropolitan Perth – growing councils and growing infrastructure gaps

Dr Chris Berry, Department of Local Government, chris.berry@dlg.wa.gov.au

There is a crisis in the funding of infrastructure backlogs across urban Australia, and nowhere is this more marked than perhaps in the outer metropolitan growth councils of our large cities. This paper looks at the infrastructure challenges facing Perth’s outer metropolitan growth councils, which includes the high growth cities of Mandurah, Rockingham, Swan and Wanneroo. Land development and the growth in population on the urban fringe is a double-edged sword, for while it brings increases in rate revenue it also generates significant growth in the demands for services. As new communities develop and population grows, the growth in rate bases generally enables councils to maintain operations and extend services to the newer areas. However, it does not generate sufficient funds for councils to address existing and emerging capital infrastructure needs. The current system for allocating financial assistance grants to local governments, based on the principle of horizontal equalisation, has channelled minimal grant funding to the outer metropolitan growth councils. The councils have had mixed success in sourcing funds from other State and Commonwealth programs. The paper emphasises the important role of local government in supporting the fabric of suburban life. The capacity of local governments to provide key community infrastructure is thus a matter of importance in our reflections on sustainability and city growth.

Keywords: infrastructure, funding, backlog, local government
When does a deliberative framework work in metropolitan strategic spatial planning? A case study of Perth’s ‘Network City’ and Greater Vancouver’s ‘Livable Region Strategic Plan’

Crystal Legacy, University of Melbourne, GAMUT, cmlegacy@unimelb.edu.au

The literature on deliberative democracy suggests that a deliberative approach to plan-making will produce an outcome that is more rational and acceptable to a wider range of stakeholder actors than a conventional approach to plan-making. An 'ideal deliberative procedure' offers a structure for stakeholder engagement which is defined by three critical stages: problem identification, scenario selection and decision-making. The argument is that this will improve implementation. Empirical evidence suggests, however, that a deliberative-style of stakeholder engagement does not necessarily lead to greater success in implementation. The aim of this paper is to examine the interface between the process of plan-making and the formal stakeholder engagement process. A case study approach is used to examine the development of two metropolitan strategic plans: Perth, Western Australia’s ‘Network City’ and Greater Vancouver, Canada’s ‘Livable Region Strategic Plan’ (LRSP). Data was collected using open-ended interviews with professional planners, politicians, academics as well as analysis of archived documents and conference proceedings. The research reveals that the interface between the plan-making process and the formal process of stakeholder engagement is defined by a series of engagement ‘events’. These ‘events’ occur at different stages of the plan-making process and therefore have very distinct aims and engage different stakeholder actors at different junctures in the process. These stakeholder engagement ‘events’ can be strategically organized to help address the constraints that may inhibit implementation of the plan by attracting acceptance of the plan by a wider range of stakeholder actors.

Keywords: deliberative democracy, metropolitan strategic spatial planning, stakeholder engagement, plan-making

(Ignoring) Alternative discourses in local climate change policy

Diana MacCallum, Jason Byrne, Griffith University, d.maccallum@griffith.edu.au

Climate change is one of the most pressing contemporary issues facing Australian cities, with implications for all scales of governance, including that of the family/individual. Australian policy responses have tended to emphasise four key solutions: (i) carbon trading schemes; (ii) the adoption of ‘green’ technologies to reduce greenhouse emissions within specific industries, public infrastructure provision, and residential developments; (iii) the promotion of urban forms thought to be more energy efficient, and (iv) impact mitigation, especially for sea level rise (Byrne et al. 2009). These solutions generally appear at first glance to fall firmly within an ‘ecological modernisation’ paradigm, a particular model for understanding which is underwritten by scientific and technological discourses. In this paper we examine climate-change-related planning and policy instruments of three local government authorities in South East Queensland – the Brisbane, Gold Coast and Redland City Councils – for the influence of alternative ways of knowing, fighting and adjusting to climate change. We pay special attention to whether these governance instruments (e.g. town planning schemes, growth management strategies & corporate plans) provide space for gendered, Indigenous and ethnically diverse knowledges in the development of local responses, and ask what the implications of doing so might mean for implementing multi-scalar climate change adaptive responses in these and other Australian Cities.

Keywords: climate change, discourse, local government, policy
Governance and vulnerability: Enabling interagency data sharing as a means of enhancing regional governance

Pauline McGuirk, University of Newcastle, Pauline.mcguirk@newcastle.edu.au
Phillip O’Neill, University of Western Sydney, p.oneill@uws.edu.au
Kathy Mee, University of Newcastle, Kathy.mee@newcastle.edu.au

The potential for gains to be made from public sector data sharing are well recognised: the development of rich decision-support systems, improved agency responsiveness, enhanced resource efficiency, and improved capacity for policy evaluation and service prioritisation are amongst them. Yet this potential has not been realised, as efforts to progress data sharing initiatives have floundered when confronted by an array of legal, ethical, institutional and organisation impediments. This paper reports on an ARC Linkage funded project aimed squarely at resolving these impediments. Researchers at the University of Newcastle and the University of Western Sydney have been working with the Hunter Region Regional Coordination Management Group (RCMG), representing the NSW government human service agencies, the Universities’ solicitors, NSW Crown Solicitor, the NSW Privacy Commissioner to develop a suite of protocols and procedures which, together, provide a robust framework enabling the secure, controlled and confidential sharing of data between agencies and enabling the involvement of academic researchers in related research endeavours. These protocols and procedures are now largely complete and are reported on in the paper as a templated process able to be transferred and enacted in other regions, data domains and academic research contexts. They address data procurement, data transfer, data processing, storage, access and retrieval, as well as dealing with the ownership of data outputs and the publication of research outcomes. The paper will also reflect on the enacting this protocol in this project, particularly focusing on the dynamics of interagency and university collaboration.

Using a large scale model to test planning scenarios in the Brisbane-South East Queensland Region

Robert Stimson, Martin Bell, Jonathan Corcoran, David Pullar
The University of Queensland

A Large Scale Urban Model (LSUM) has been developed for the Brisbane-south East Queensland (SEQ) region to simulate potential future patterns of population and dwelling construction and the location of economic activity and jobs in industry sectors at a spatially disaggregated level of scale up to the year 2026. This paper provides a brief overview of the development of the LSUM for the SEQ region and illustrates how model outputs may be simulate likely spatial patterns under a number of different planning and development scenarios. The paper also demonstrated how model outcomes may be used to evaluate the implications of different planning scenarios and shows how model outputs may be used to inform planning for the provision of urban services.

Keywords: Urban models, population forecasting, economic activity modelling, urban planning, services provision.
“Exploring Perth’s liveability and global connectedness – Towards a human geography research agenda”

Dr Steffen Wetzstein, University of Western Australia

Where do we find pockets of poverty in Perth? How can Western Australia’s capital be sustainably developed in the context of rapid population growth and considerable pressure on natural resources? These questions stand for a wide range of important and interesting empirical challenges that will shape an emerging Human Geography research agenda under the ‘FACTBase’ banner here in Perth. A partnership project between the University of Western Australia and the private sector think-tank ‘Committee for Perth’, this initiative seeks to generate and disseminate robust empirical knowledge about dynamic socio-spatial, economic, political and cultural processes, and challenge pervasive myths, in order to inform robust debates on current transformations facing the ‘City of Light’. It is hoped that new knowledge produced in-between the academic and policy sectors will also allow interesting insights to be gained about the opportunities and constraints of contemporary urban governance; a particular West-Australian perspective that might enrich debates in the international literature. This presentation shares early reflections from ‘within’ this exciting project, and outlines the multiple areas of research that are envisaged at this point in time.
The heat is on: Challenges for Local Government adapting to health vulnerability from climate change

Scott Baum, Darryl Low Choy & Brendan Gleeson, Griffith University
s.baum@griffith.edu.au; d.lowchoy@griffith.edu.au; b.gleeson@griffith.edu.au

Recent Queensland research into possible health impacts of climate change has highlighted the serious challenges that will confront urban communities and local government charged with the safe management of these communities. In contrast to the quantitative studies that have largely dominated climate change research, this study took a qualitative and deliberative approach to investigate the social geography of climatic health impacts on an urban community. It used the City of the Gold Coast as a case study to examine a number of indicator health impacts that were assessed to be potentially associated with climate change along with a range of associated urban adaptability measures.

Specifically, the study examined the dimensions and trajectory of global warming, and its major meteorological consequences of heat(wave) and flood as the two priority areas for investigation and action. It assessed climate-induced health vulnerability from an extreme weather event which would characterise different social and spatial groupings of residents. It used a model that combined the multiple dimensions of impact, sensitivity and resilience to produce an integrated assessment value of health vulnerability. The paper concludes with an outline of a range of possible local authority initiatives and interventions to adapt its urban area and community for potential heat and flood impacts associated with climate change.

Keywords: climate change, heat stress, local government, adaption

The Case for Walkability Toolkits – Building sustainable environments for walking and health

Carmel Boyce*, City of Greater Geelong
cboyce@geelong.city.vic.gov.au
Jenny Donovan, David Lock Associates
Vicki Shelton, City of Greater Geelong

The City of Greater Geelong has been exploring walkability in an attempt to better cater for the walking dependant population, improve rates of walking in the overall population, and achieve better population health. At the same time we have sought to achieve better overall environmental performance while minimizing the cost to financial and health environment and community. In this pursuit we have produced a number of Guidelines and Toolkits related to specific circumstances including new-subdivisions, coastal environments and peri-urban environments. In development of these Tools have used similar analysis techniques to understand the social and landscape environments although these have been adapted to the task, the population and the place. Toolkits and Guidelines have been developed for unique environments. This paper illustrates these approaches and argues their efficacy. We argue for the thoughtful application of these in particular contexts, and tailored to meet the needs of particular places to ensure the most appropriate, and resource efficient outcomes for communities.

Keywords: walkability, sustainability, environment, health, place-based
Suburban renewal – Greenfields of opportunity

Carmel Boyce*, City of Greater Geelong
cboyce@geelongcity.vic.gov.au
Jenny Donovan, David Lock Associates
Vicki Shelton, City of Greater Geelong

This paper is a conversation about the opportunity provided to us to makeover our suburban environments and incrementally improve their resilience to climate change. It is a paper about a single place, Leopold, on the Bellarine Peninsula in Victoria, and the lessons learnt from projects that have allowed us to rethink our response to community infrastructure, social sustainability, and the centrality of walking to community life. It argues that attention be afforded to the suburbs and the latent potential these places offer for renewal and regeneration. It argues against abandoning these places in the rush to extend urban boundaries without first making a studious attempt to provide environments which are thoughtful and have the potential to deliver increasingly sustainable communities against the backdrop of a rapidly changing environment.

Keywords: social sustainability, place-based approaches, suburban renewal, suburban regeneration

Designing out fear: Exploring the environmental correlates of residents’ fear of crime in new suburban housing developments

Sarah Foster, University of Western Australia, sfoster@meddent.uwa.edu.au

Is it possible to plan and design a suburban environment where residents feel safe? Moreover, are the characteristics that are conducive to creating a walkable neighbourhood the same features that promote greater feelings of safety? While a considerable body of literature has explored the neighbourhood correlates of crime, relatively few studies have examined the associations with perceived safety. The purpose of this paper is to examine the neighbourhood correlates of fearfulness. In particular, it focuses on the planning characteristics and land use composition of residents’ neighbourhoods to investigate the premise that the physical environment can influence fear of crime.
Does quality public space enhance mental health in residents of new housing developments?

Jacinta Francis, Billie Giles-Corti, Lisa Jane Wood
The University of Western Australia
jfrancis@meddent.uwa.edu.au

Introduction: Mental health is a well recognised public health priority in Australia and overseas. Despite growing interest in the impact of the built environment on mental health, the association between public space and mental health is a relatively new area of research. Public space has the potential to facilitate opportunities for social and environmental interaction in ways that improve mental health.

Aim: To investigate the relationship between the presence, quality and use of public space, psychosocial outcomes and mental health in residents of new developments in the Perth metropolitan area.

Methods: This study forms part of the RESIDential Environments (RESIDE) Project, a longitudinal study investigating the impact of the Department of Planning and Infrastructure’s Liveable Neighbourhood Guidelines in Western Australia. Data was obtained from a survey of RESIDE participants (n=911), focus groups with residents of RESIDE developments, a comprehensive park audit, and Geographical Information Systems.

Results: Approximately 20% of survey participants were at moderate to high risk of psychological distress. Preliminary analyses suggest the quality of public open space is a greater determinant of mental health than the proximity or size of that space. This association may be partially due to the restorative benefits of contact with nature. Factors influencing the use of parks, community centres, shops and schools, and psychosocial outcomes such as sense of community and sense of place, will also be discussed.

Conclusion: Public spaces are potential settings for the prevention of mental illness and promotion of positive mental health. They can provide restorative spaces through contact with nature and social interaction. This study suggests that designing public open spaces that are high in quality may be more important for mental health than simply providing large pieces of open space. Designing public spaces in ways that maximise use of that space may improve opportunities for social interaction and potentially benefit mental health.

Keywords: public space, mental health, social interaction
**Objective measures of a walkable neighbourhood: how do they fit with residents’ experiences?**

Karen Witten, Suzanne Mavoa, Massey University and Robin Kearns, University of Auckland  
k.witten@massey.ac.nz

Urban design variables - dwelling density, street design, diversity of land use, destination accessibility and distance to transit (the 5 ‘Ds’) - have been associated with transport mode use, including walking. This paper examines residents’ experiences and observations on what makes their neighbourhood pleasant and unpleasant for walking in four Auckland localities with contrasting built environment and socio-economic profiles. Two GIS-based indices were developed to measure neighbourhood built environment attributes. First, a composite index of access to 33 types of service and amenity destinations (recreational, educational, commercial, health-related, social and cultural) within an 800m neighbourhood buffer. Second, a walkability index comprising four variables: land use mix, dwelling density, street layout and retail building to land area ratio. Residents in the four localities participated in a photo elicitation exercise. In a facilitated group session residents presented and discussed photographs they had taken of what made their neighbourhood good and bad for walking. In this paper we consider the attributes of a walkable neighbourhood that, through the eyes of residents, were consistent with the items of a streetscape audit instrument and the five ‘Ds’ and those which reflect attributes of particular places that fall outside those captured by the indices.

Keywords: neighbourhood, walkability, GIS, destination accessibility, subjective experience, Auckland
Decarbonising Planning System for WA

Dr Martin Anda, Murdoch University
m.anda@murdoch.edu.au

Infrastructure planning in WA is based on traditional industrial engineering concepts for roads, energy, water, sewer and waste management facilities. A new model is proposed that will assist settlements better adapt to climate change and simultaneously provide an urban planning framework for decarbonising the economy. For example, the Water Corporation imposes charges for infrastructure called Standard Headworks Contributions for developers (Western Power uses a different charging system for power distribution infrastructure). These water headworks in new subdivisions will include header tanks on nearby hills, sewer pump stations in low-lying areas and large covered storage dams on other higher land. These prime sites, with water infrastructure typically having first call, could be used in a more integrated manner to achieve climate resilient settlements. A recent WA Economic Regulation Authority report has recommended that developers proposing Water Sensitive Urban Design receive consideration for discount on headworks charges if the design leads to permanent reduction in demand on infrastructure. Water efficient urban planning has recently become linked to the WA Planning system in a policy and regulatory reporting system called Better Urban Water Management. Developers are now required to report on how they will achieve water efficiency in the subdivisions. It is proposed that not only can energy and carbon management also be implemented through the WA Planning system in a similar manner to water but that other infrastructure components can be integrated into the planning system. The large covered storage tanks are also ideal for covering with solar PV modules. The hilltop header tanks are also ideal sites for wind turbines. The sewer pump stations where enough buffer land exists can be converted to 'resource recovery centres' where municipal organic waste is received, combined with the sewage sludge filtered from the pump station and converted to methane for power generation and transport fuel recharge stations. The key will be to identify the sites that have a power transmission/distribution line or substation nearby and suitable access for local government. The paper outlines the proposed model based on a state, regional, district, local, urban planning structure and goes onto describe case studies in WA.

How the west was lost – the causes and consequences of under-investment in Western Sydney’s infrastructure

Mr Alex Gooding, Gooding Davies Consultancy Pty Ltd
alexsg@msn.com.au

The post-war era saw major suburban expansion in most Australian cities. Unfortunately this was coupled with substantial under-investment in infrastructure, especially public transport. In most cities this pattern of under-investment has been reversed over the last two decades, with Brisbane and Perth investing in rail infrastructure to deal with continued population growth. However, Sydney has failed to follow this trend, with plans for lines in Western Sydney being continuously announced and withdrawn. At the same time several rail lines serving the eastern Sydney have been constructed, a pattern set to continue with the current CBD Metro proposal. Investment in transport infrastructure in Western Sydney has largely been limited to motorways – predominantly funded by tolls – and to bus transitways. A number of factors causing this pattern are common to many Australian cities, but several are unique to Sydney. These include the pattern of development of Sydney’s infrastructure prior to the 1950s, its post-war pattern of growth, the recent and current political and economic environment and continuing resistance in some quarters to investment in public transport, especially rail infrastructure. This paper will also discuss the consequences of this disparity and the implications for the region of further inaction.

Keywords: infrastructure, planning, public transport, Western Sydney
“Art will save the city”: The arts and city vitality, growth, and sustainability

Julia Anwar McHenry, University of Western Australia, anwarj01@student.uwa.edu.au

The arts and culture are considered by some to be essential for adaptation to social, environmental, and economic change (Matarasso 2000; Hawkes 2001; Brocchi 2008). Specifically, Brocchi (2008) suggests that cultural diversity is a key element in the adaptation of social systems to change, just as natural systems rely on biological diversity for evolutionary success (Brocchi 2008). Australian State and Federal government policy states strong support for the arts and culture for its contribution towards the vitality, health, and wellbeing of our nation (Government of Western Australia 2003; Australian Government 2008). The arts, and in particular festivals, have been utilised by local governments and community groups as a revitalisation strategy. The use of the arts in this way is claimed to build community capacity, social cohesion, and strengthen, or reinvent, identity and sense of place (Shaw 2003; Mulligan, Humphery et al. 2006; Brennan-Horley, Connell et al. 2007). The arts have further been given credit for maintaining cultural values, while also wielding the power “as generators, motivators and retainers of change” (Potts 2007:13). However, empirical research in this field is limited and, being largely based on case studies and individual project evaluations, there are difficulties with the generalisation of the results beyond individual projects (McCarthy, Ondaatje et al. 2004; Anwar McHenry 2005). This research encompasses a combination of survey data, interviews and observation conducted throughout the state of Western Australia. It is concluded that there is a need to recognise the arts as more than a disposable luxury. Furthermore, rigorous research is required to establish the impact and true potential of the arts for the vitality, growth and sustainability of Australian cities.

Keywords: arts, culture, adaptation, sustainability, social impact, vitality

Patterns of social life in Sydney master-planned estates

Robyn Dowling, Rowland Atkinson, Pauline McGuirk, Macquarie University, University of Tasmania, University of Newcastle rdowling@els.mq.edu.au

Various forms of master planned residential estates (hereafter MPREs) such as gated communities, common-interest developments and large-scale master-planned communities have burgeoned across Australian cities and regions over the past decade. While some commentators have interpreted MPREs as offering new opportunities for community engagement, others have critiqued them for increasing social exclusivity and segregation, whilst also enhancing wider trends towards privatism. To date, much of the evidence on the connections between MPREs, social exclusion and privatism is disparate and addressed in narrow rather than comprehensive ways. In this paper we provide a more comprehensive, and empirical, assessment of the extent to which, and nature of, social inclusion and exclusion may be evident in MPREs in Sydney. We begin with an assessment of the existing literature on privatism as it relates to MPREs in Australia, arguing that Australia needs to be positioned as distinctive in the international context. We then turn to the findings of a large-scale questionnaire administered in diverse MPREs in Sydney. We use the results of this questionnaire to sketch the patterns of social interaction within and between new neighbourhoods, their connections with the new forms of governance (for example community associations) found in MPREs, and the associations between these patterns of interactions and key social attributes like gender, family and age. In conclusion, we argue for the importance of a finer-grained geographical analysis in explorations of urban social exclusion.

Keywords: social life, master-planned estates, social exclusion
Children’s neighbourhoods

Claire Freeman, University of Otago, New Zealand
cf@geography.otago.ac.nz

This paper explores children’s relationships with their homes and the neighbourhoods in which they live. On the child’s journey through life there is a gradual exploration from home to the wider world, with the neighbourhood providing a starting place for this exploration. Good neighbourhoods act as the centre of the social and cultural life of children and their families. However, many children are becoming alienated from their immediate neighbourhood and community as their daily life activities school, shopping, play, relatives, doctors disperse across the city and cars are needed for access. For some children the neighbourhood increasingly represents a type of terra incognita, a space they pass through to access places that matter to them. For other children the neighbourhood still remains the focal centre of their lives, the place where they interact with neighbours, play outdoors, go to school, church, playcentre, shop, and socialise. This paper presents the results from a study in the city of Dunedin New Zealand that explored children’s relationship to neighbourhood in particular their experiences of neighbourhoods as sites of social connection. It analyses the factors that both encourage and inhibit neighbourhood connectivity. Whilst the focus is on children wider lessons for planners generally are explored on encouraging neighbourhoods that encourage greater social connectivity for all.

Keywords: Children, neighbourhoods, socialisation, environmental experience, New Zealand

The song remains the same? Northern Irish Catholics and Protestants in Perth/WA

Dr Paul J Maginn and Dr Ben Radford, University of Western Australia
Paul.maginn@uwa.edu.au

The urban studies literature on migration points to the fact that there has been an historical tendency for migrant groups, especially those from ‘ethnic minority’ backgounds, to concentrate in certain localities in cities thus enabling them to perpetuate their sense of identity, cultural practices and sense of security. Do such processes play out to the same degree/extent within ‘Anglo’ migrants who relocate to predominantly ‘Anglo’ host countries? The Australian literature on this is relatively sparse, especially in relation to UK migrants. This paper, based on exploratory survey and face-to-face interviews, considers the broad migratory and settlement experiences of Northern Irish Catholics and Protestants living in Perth. More specifically, the paper explores the reasons why people left Northern Ireland in the first place; their settlement and community patterns; their senses of identity in terms of nationality and religious affiliation; and connections with Northern Ireland. In short, the paper seeks to confirm whether or not the song remains the same amongst Northern Irish Catholic and Protestant migrants in the sense that they hold onto sectarian views about one another.

Keywords: Northern Ireland, Protestant, Catholic, Migration, Sectarianism, Perth
Community Cultural Development (CCD) and urban renewal: practices and potentialities in Australia

Kathleen Mee, Louise Askew, University of Newcastle
kathy.mee@newcastle.edu.au; louise.askew@newcastle.edu.au

Community Cultural Development (CCD) and urban renewal have been connected in complex ways in Australia and internationally. CCD is a collaborative process between art-workers and community members whereby individual and community capacity is built through artistic expression. CCD processes have both artistic and other outcomes, which are often understood in relational to the development of community and the building of social capital. The diversity of artistic practices, projects, community types and settings entailed in CCD means that there is much complexity and confusion concerning this approach and the outcomes that can be supported by this type of community development practice. In this paper, we seek to illuminate the practices and potentialities of CCD in urban renewal by undertaking a review of Australian and international literature on CCD. We outline various examples of CCD projects with a view towards delineating some of the key principles and practices of this approach. We argue that place is critical the CCD practice, both in the site specific nature of places and performances and through the suite of possibilities offered for CCD practice in each site. We briefly discuss a case study of a collection of CCD practices known as the Northcott Narratives project undertaken by the CCD organisation bighart to illustrate our argument.

Keywords: place, community cultural development, urban renewal

More than numbers: Socially sustainable urban renewal in Sydney's West

Bill Randolph*, Jack Barton, Ray Bunker, Bruce Judd, Simon Pinnegar, Kristian Ruming and Andy Tice, University of New South Wales
b.randolph@unsw.edu.au

This paper presents the key findings from a two year ARC funded project that explored the dynamics of urban renewal in five older housing markets areas in the western suburbs of Sydney set within the context of new State strategic planning proposals that promote higher density urban renewal across the city. Focusing on private sector low income suburbs that were developed in the period between the 1940s and 1960s, the paper assesses the current market potential for delivering higher density targets in these areas. A key factor facing any renewal activity is the low income capacity on the housing demand side, resulting low land values that effectively constrain the potential for market driven renewal taking place under current policy and market settings. The paper incorporates analyses derived from detailed local surveys of stock type and condition, local property market data, and a detailed assessment of sub-neighbourhood redevelopment potentials at the lot level, using a cadastrally based urban renewal assessment model, to show market viability of renewal under current planning settings. GIS and 3D modeling is used to illustrate the case study material. The paper will argue that the current planning focus on target numbers of new dwellings must be accompanied with a strong emphasis on social sustainability. The paper defines three components of social sustainability in the context of renewal of older residential areas: mixed housing forms, good urban design and affordability. The potential of the five study areas to undergo renewal underpinned by these three principles is then assessed. The paper argues that renewal in low value locations will need a strongly interventionist policy framework that integrates housing, planning and infrastructure policy within a local focus and concludes with a range of policy proposals that would support the socially sustainable renewal of these kinds of localities.

Keywords: Urban renewal, social sustainability, metropolitan planning
The role and perception of urban green spaces; attitude towards urban wildlife in Kuala Lumpur and Adelaide

Zainul Mukrim Baharuddin, Alpana Sivam, Chris Daniels, Sadasivam Karuppannan, University of South Australia
Zainul.Baharuddin@postgrads.unisa.edu.au; Alpana.Sivam@unisa.edu.au; Chris.daniels@unisa.edu.au; Sadasivam.Karuppannan@unisa.edu.au

Urban green space is important to the concept of the sustainable city because it involves social, economic and environmental issues and if managed properly, have ecological benefits for its inhabitants. The aim of this paper is to review urban green space and its benefits to the urban community. From these understanding it will draw more focus interest of role and perception on urban green spaces and proposed research questions and research methodology. The major objective is to identify the perception of the stakeholder and users regarding the social and environmental benefits of various urban green spaces provided. Secondly, this study seeks to recognize the perceptions/attitudes of stakeholders and public toward wildlife living in urban green spaces. Thirdly, this research suggests future guidelines on how to improve urban green spaces and improve interaction between people and wildlife. Kuala Lumpur green spaces will be the major studies and to be compared with urban green space in Adelaide. The research will adopt the triangulation method for both qualitative and quantitative research strategies. The stakeholder such as National Landscape Department (JLN), City Hall of Kuala Lumpur (DBKL) and focus groups such as Malaysian Environmental NGOs (MENGO) and Built Environment professionals will be interviewed. After that, the questionnaires will be conducted among the urban park visitors and local residences and finally Landscape and Biodiversity observation survey will be conducted. Hopefully, the studies will address the importance of environmental and social benefits of the urban green space and contribute to the development of healthy urban living environment especially in Malaysia.

Keywords: Perception, Urban Green Space, Environmental benefits, Social benefits, wildlife and Biodiversity
'Wool Stories' - Contested visual representations of a Fremantle 'eye'-con

Shaphan Cox, Curtin University of Technology
Shaphan.cox@postgrad.curtin.edu.au

In 2005, the ‘old’ Fremantle Wool Stores was voted one of Perth’s top 12 eyesores. In the past few years representations of the Wool Stores in the state’s media has assumed this interpretation. A decade long battle between the owners and the Fremantle Council over development approvals has resulted in the site remaining ‘vacated’ – a status it has retained since wool operations ceased in the early 1980s. While the site has been left 'vacant' the footpaths and ledges around the building have become the artistic playground for over two decades of skate borders. This sub-cultural group localised at the Wool Stores, has built and established a strong, unique community identity as a result of this space. This is in direct contrast to the generalised notions of ‘nuisance’ and attempts at eradication, skate borders in other Perth precincts have faced as a result of urban regeneration schemes – namely Subiaco. The gently dilapidating building has also inspired artistic representations by visual artists and students, while providing space for a quasi – public community notice board that builds and nurtures a community of diverse young adults in the Fremantle precinct. Therefore the assumed ‘vacant’ status of the building assumed by the media and complained by the owners, is by nature contested. It is my aim through a poster presentation, to juxtapose the competing visual interpretations of the Wool Stores in an attempt to disrupt the unquestioned representation of the ‘eyesore’ status re-affirmed in media representations. The importance of which strikes at the very heart of critiques over gentrification and urban renewal schemes that market and re-image visual representations of place, on this very diversified and ‘edgy’ inner city lifestyle, while cleverly disguising the creative destructive forces involved.

Keywords: Fremantle, Wool Stores, gentrification, creative destruction, skate bordering
Suburban gardens: potential for morphological changes for improved sustainability

Sumita Ghosh*, University of Western Sydney and Lesley Head, University of Wollongong
s.ghosh@uws.edu.au
lhead@uow.edu.au

Gardens as important elements of suburban forms will continue to dominate of Australian residential landscapes in the time frame in which we will have to adapt to climate change. It will be essential to understand morphologies and the collective sustainability potential of these millions of private outdoor spaces. Retrofitting gardens as well as houses will be beneficial, although the latter have received more attention in public debate. This paper analyses possible morphological changes in garden spaces in an emerging suburban residential development to make a meaningful difference to environmental sustainability performance. The selected case study covers a draft mesh block boundary as defined in 2006 ABS census by the Australian Bureau of Statistics (ABS). Using Geographic Information Systems (GIS), existing spatial land cover distribution such as, pervious/impervious surfaces and lawn area etc are calculated from aerial photographs. Building on our previous morphological and environmental performance research on suburban gardens, the potential changes for sustainable design are examined and measured considering two scenarios: ‘minimal’ and ‘absolute’. ‘Minimal’ represents a scenario where minimal alterations are made to garden elements (such as lawn area) while ‘absolute’ refers to cutting edge changes for sustainability. At a local scale, the parcel areas, dwelling footprints and other land covers such as grass cover along the road and road areas remain constant for the analysis. Four factors considered for measuring changes for better environmental performance are:

- impervious/pervious surfaces
- tree canopy cover
- lawn cover
- productive land area

Analysis of spatial metrics of garden spaces can provide important clues for improving suburban environmental sustainability through their design and operation. However, cultural research into gardens indicates the significance of the social relations and behavioural patterns that constitute and interact with the suburban forms. Development of appropriate design solutions, including social mechanisms will be fundamental in achieving success.

Keywords: suburban gardens, morphology, environmental sustainability, urban form
Essential factor analysis to the site selection for the administration center of the minority area

Mingshu Li, Mindong Ni, Huazhong University of Science & Technology, China
Tonny168@126.com

The minority area occupies considerable proportion of China, but its local economy and urban construction was relatively backwardness. In recent years, along with the economical and urban development, the site selection and relocation of many cities’ administration center is imperative. This article summarized and analyzed the significances of the site movement and some key factors of the site selection.

Keywords: minority area, administration center, site selection, essential factor, analysis
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