

# ABSTRACTS – WEDNESDAY 30 NOVEMBER 2011

## SE 1 – Climate Change and Infrastructure 1.30pm – 3.00pm

### Local Council Infrastructure and Climate Change

Jon Kellett, Ivan Iankov, Nik Vogiatzis, Jacqueline Balston

*University of South Australia, South Australia, Australia*

Local councils in Australia are responsible for an estimated \$212 billion of infrastructure assets ranging from roads and footpaths to bridges, jetties, urban drainage systems and buildings. Much of this is vital to the efficient and safe functioning of settlements and regions. Councils have a statutory obligation to produce Infrastructure Management Plans which take into account the level of service, maintenance and useful life of this infrastructure.

Changing climate is likely to impact on infrastructure by rendering it less useful as result of storms floods, landslips, shortening its life as a result of accelerated deterioration or destroying it completely in extreme events.

Here we analyse the likely nature and scale of such impacts across temperate Australia and seek to identify the vulnerabilities across the local council owned infrastructure. Literature review is used to identify the nature and type of critical local authority owned infrastructure and to determine the potential impacts of changing climatic conditions. The review reveals that as well as the capability to identify climate related threats to structural integrity, the location and context of infrastructure are also key variables which provide enhanced or decreased risk evaluations.

### Planning for Bushfire Resilient Urban Design

Alan March<sup>1</sup>, Mark Holland<sup>2</sup>, Andrea Harwood<sup>1</sup>  
<sup>1</sup>*University of Melbourne, Melbourne, Victoria, Australia,* <sup>2</sup>*Country Fire Authority, Melbourne, Victoria, Australia*

Resilience is often understood as the ability to "bounce back" from adversity, and has been used for some time in ecological and psychological settings. However, applying the concept to human settlements presents many

challenges, even when considering a single risk source, such as bushfires. Fundamentally, the concept of resilience in its ecological meaning requires that a resilient species be one that has received multiple "shocks" over time, from which it has adapted, leaving it more able to withstand future shocks. This concept requires considerable modification if it is to be applied to the physical arrangements of human settlements as they relate to bushfire. Importantly, human systems of resilience *can* be improved by the development and application of collective knowledge. In terms of bushfire, there is currently limited empirical knowledge of urban design principles to improve resilience, despite the considerable energy focussed upon improving buildings' ability to withstand radiant heat, and fire modelling. This paper uses the case of the Bendigo 2009 bushfire in Victoria, Australia. It considers why certain parts of the built-up area in Bendigo were more susceptible to bushfire-attack than others, as a base for development of key urban design principles to increase settlement resilience to bushfire. In particular, issues such as density, urban morphology, and distribution are considered. It is argued that particular settlement design elements are influential in determining the impacts of a typical bushfire on urban boundaries, and upon the resilience of settlements.

### Public Active Open Space as a Diminishing Resource: The Impact of Urban Conservation, Water Sensitive Urban Design and New Urbanism on the Supply of Active Open Space

Garry Middle, Isaac Middle, Marian Tye  
*Curtin University, WA, Australia*

There is a general view amongst Local Government park managers and planners in Perth that urban conservation, water sensitive urban design and new urbanism have led to a decrease in the number and amount of active open spaces being provided in new suburbs. Unfortunately, there has been no published hard data in support of this view. Curtin University, with funding from the WA Department of Sport and Recreation, has recently embarked on a comprehensive study to document the nature and extent of active open space in the Perth metropolitan area, with a key aim to investigate whether new residential areas in Perth are lacking in active open space in comparison to the older suburbs. Over three quarters of the suburbs of

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Perth are covered by this study in three distinct stages, making it possible to test the above general view and to ask the more critical question: is the supply of active open space meeting existing and future demands. In short, this study has found that existing supply is unlikely to be meeting both current and future demands, and a key reason for this is the diminishing supply of public active open space in the new suburbs which have been significantly impacted by planning policies related to urban conservation, water sensitive urban design and new urbanism. This paper presents the results of this study to date, suggests some guidelines for determining how much active open space could meet demand, and explores a range of related planning policy issues.

## **Climate Change Impacts On Road Infrastructure Systems and Services in South East Queensland: Implications for Infrastructure Planning and Management**

Silvia Serrao-Neumann, Darryl Low Choy, Rudi van Staden, Florence Crick, Oz Sahin, Hong Guan, Gary Chai  
*Griffith University, Gold Coast/QLD, Australia*

Infrastructure systems and services (ISS) has a crucial role in the functioning of cities and regions. Traditionally, infrastructure planning has been determined by growth imperatives - both population and economic driven. Climate change, however, posits a new challenge to the maintenance and rehabilitation of infrastructure systems and consequently infrastructure planning. Projected increase in the frequency and intensity of extreme weather events and sea level rise, could lead to the disruption of critical infrastructure services, including telecommunications, electrical power supplies, transportation and emergency services. The disruption of infrastructure services will debilitate the economic security, public health, safety of cities and regions, therefore it is important to identify ISS weaknesses and strengths in dealing with climate change impacts. This study aims to advance the understanding by investigating how ISS are currently planned and managed in South East Queensland (SEQ) - a high growth region that has been identified as a vulnerable hot spot by the International Panel on Climate Change (IPCC) in 2007. With a focus on urban road infrastructure, SEQ's institutional and organisational capacity to maintain, repair and renew ISS is investigated

in the face of climate change impacts, particularly flooding and sea level rise. This study also contributes insights into ISS management, planning and potential implications for allied sectors such as urban planning and emergency management.

## **SE 2 – Cities and Economic Change 1.30pm – 3.00pm**

### **The Unbearable Lightness of Being Gold Coast**

Aysin Dedekorkut-Howes, Caryl Bosman  
*Griffith University Urban Research Program, Gold Coast, QLD, Australia*

The city of Gold Coast is one of the fastest growing cities in Australia, already far larger than some of the state capitals with half a million people and home to the second most populous local government in Australia. Its glittering image as a resort town with long stretches of beaches, gold lame bikini clad meter maids, tanned surfers, and skyline of skyscrapers dominates the discussions about the city. However, a real city with two universities, an international airport, national sports teams, regional hospitals and many other amenities is emerging from behind this facade. This paper provides an in-depth look at Australia's 6<sup>th</sup> largest city, often taken too lightly. Population trends, economic, social and cultural activities are examined to determine the nature of urbanization on the Gold Coast. Preliminary results indicate that Gold Coast is not solely a resort town, it has passed the tourism urbanisation stage and is currently evolving into a diverse city of its own right.

### **Remaking of Central Sydney: Evidence from Floor Space and Employment Survey in 1991-2006**

Richard Hu  
*University of Canberra, ACT, Australia*

This paper studies the functional changes occurring in Central Sydney - the central city area of Sydney as a global city - in recent decades. The study of Central Sydney is underpinned by the theoretical framework of transformative central cities in the context of the contemporary process of globalisation. Based on the survey series of floor space and employment in Central Sydney in 1991-2006, this study systematically examines the functional changes through the lenses of industry divisions and space use divisions. The

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summarised patterns point to a trend towards strengthened capacity of the knowledge services and the experience services in Central Sydney. Discussion of the functional changes is made in association with the exogenous factor of Sydney's emergence as a global city and the endogenous factor of urban planning and development efforts.

## **Resource Boom Times: Building Towns and Cities in Remote Places**

Fiona Haslam McKenzie

*Curtin University, Perth West Australia, Australia*

The Western Australia government recently announced the Pilbara Cities Blueprint - a plan to guide development and expansion of towns in remote communities to counter the negative socio-economic consequences of mining. The outcomes have been the development of mono-economies with endemic labour poaching, service shortages and the collapse of the housing market under the weight of unprecedented demand and inadequate supply of land and housing. The public and private sectors have struggled to attract and retain staff in resource boom towns whatever their occupation, but this is especially apparent for workers in the service sector. Business and community development are stymied by the ever-decreasing locally resident workforce, a direct result of the increasing lack of available and/or affordable housing. Increasingly businesses and communities rely upon a long distance commuting workforce. Fly-in/fly-out and drive-in/drive-out work patterns have become the norm, leading to a reduction in the permanently resident workforce which has subsequently impacted on the social capital of the towns.

This paper will report on research that has been conducted with resource boom towns as they plan for city status. It will address a diversity of issues including the introduction of a different town planning mindset, the need to accommodate aboriginal housing differently, greater housing density and the willingness to provide key worker and communities housing to achieve greater socio-economic diversification. It will also consider how the enlarged towns could adapt better to diverse challenges such as the climatic conditions and resource sector work practices to ensure more liveable communities.

## **Touching the Void: A Social/Spatial Evaluation of Urban Structure Proposals for Melbourne**

Lucy Groenhart<sup>1</sup>, Michael Buxton<sup>2</sup>

*<sup>1</sup>The University of Sydney, New South Wales, Australia, <sup>2</sup>RMIT University, Melbourne, Victoria, Australia*

In the nine years since the release of Melbourne's metropolitan spatial plan, Melbourne 2030, academics and policymakers have spruiked various urban structure proposals that respond to the directive for intensification. These proposals include linear development along transport corridors (Adams, Eagleson et al. 2010) centre based redevelopment (Woodcock et al. 2009), and the renewal of suburban 'greyfields' (Newton 2010). This paper argues that these urban structure proposals have been conceived in a social-spatial void - without consideration of their distributional impacts. Two dangers for our cities emerge from this void: confused and erroneous claims of benefits arising from the proposals themselves, and the far more concerning prospect of urban policy reinforcing spatial concentrations of socio-economic disadvantage in Australia. The paper begins by describing three urban structure proposals for Melbourne. It then sets up two related problems with these proposals - false benefits, and the risks of asocial urban policy. The paper then puts forward and tests a conceptual and empirical agenda for assessing the social, environmental and economic impacts of urban structure based proposals. This agenda is based on a cost benefit evaluation framework with distributional equity at its core.

## **SE 3 – Energy Efficient Built Environment**

**1.30pm – 3.00pm**

### **Energy and Greenhouse Gas Emissions Implications of Alternative Housing Types for Australia**

Robert Crawford<sup>1</sup>, Robert Fuller<sup>2</sup>

*<sup>1</sup>The University of Melbourne, Parkville, Victoria, Australia, <sup>2</sup>Deakin University, Geelong, Victoria, Australia*

Many cities around the world are looking for ways to reduce their per capita greenhouse gas emissions. The outward growth of cities from a central business district, typical of many

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cities around the world, is often seen as working against this goal and as unsustainable. This is especially the case in circumstances where this growth is not supported by the necessary infrastructure, often resulting in an increase in the use of private transport. However, alternative scenarios to contain the outward growth are being proposed. This paper provides a comparison of the energy demand and greenhouse gas emissions between typical detached outer-suburban housing currently being built in Australia's major cities and inner-city and -suburban apartments, which are increasingly seen as a legitimate alternative to the housing that is currently being built on our outer city fringes. By analysing the energy demand associated with the construction and operation of each housing type and for occupant travel it was found that the location of the housing and its size are the dominant factors determining energy use and greenhouse gas emissions. The findings from this analysis provide useful information for policy-makers in planning the development of our cities into the future, when faced with a growing population and an increasing need to minimise greenhouse gas emissions.

## **The Application of Taxation Benefits and Incentives for Green Building**

Hera Antoniadou  
*University of Technology, Sydney, NSW, Australia*

Australia's National Strategy for Ecologically Sustainable Development endorses the establishment of taxation systems that take into account the social and environmental costs of resource use. In the context of the construction industry, the Green Building Council of Australia similarly promotes the concept of Environmentally Sustainable Development (ESD) and recognises the need to integrate economic instruments with sustainable practices.

Historically, taxation incentives for ESD are available to the developer who outlays the funds as part of the development and construction process. However, the Green Building Council of Australia observes that "developers tend to focus on initial costs, rather than costs over the lifecycle of the building".

The purpose of this paper is to undertake a textual analysis of current and proposed legislation and policy instruments at the Commonwealth level to critique the distribution and application of tax incentives available to stakeholders in a commercial building. It is argued that some of the taxation incentives are of benefit mainly to the developer, since these incentives are primarily targeted towards the initial costs of the building rather than the life cycle of the building. Therefore, it is questionable whether this focus accords with the policy and intent of Australia's ESD strategy. The research concludes with recommendations for changes in the application of taxation benefits and incentives for green buildings.

## **Design, Not Density, of Urban Form as the Path to Sustainability: An Examination of Examples Urban Green Space Provision In Relation To Density**

Tony Hall  
*Griffith University, Brisbane, Australia*

Debates on urban consolidation, more particularly higher residential densities, are now something of a commonplace. However, whether or not new developments deliver sustainable outcomes depends not so much on their density as on the design of their physical form. Quantitative analysis of examples of residential urban form reveals that there can be a wide variation of spatial patterns at any given density level. One of the major components that vary within the spatial arrangement is the quantity and distribution of green space. There is a significant body of literature on the environmental role of urban green space which, when brought to bear on the variation in its incidence in residential form, can reveal very significant variations in the sustainability of these areas. This can, in turn, have important implications for planning policy. This paper examines this argument by analysing and comparing examples of Australian and British residential form. Recent Australian examples of suburban form at all density levels indicate low sustainability through minimal green space and high-energy use. On the other hand, recent examples from British practice show how medium-density residential practice can incorporate maximum green space and low-energy buildings in a way that could be adapted for use in Australia.

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## Strengthening Urban Resilience

Emma Synnott<sup>1,2</sup>, [Diana Griffiths](#)<sup>2</sup>

<sup>1</sup>*Commission for a Sustainable London 2012, London, UK,* <sup>2</sup>*Arup Australia Pty Ltd, Sydney, NSW, Australia*

Despite the composed predict and provided attitude displayed in the National Urban Policy Paper towards change in Australian Cities, it seems that never have our cities been more vulnerable to an increasing range of events and trends. The experience of the last few months alone is a clear indicator that prediction along traditional lines is an increasingly unreliable way of managing cities. Instead, planning policy and frameworks will have to reckon with the need to strengthen contingency and resilience in cities, whether for rapid deployment or on a larger timeframe as an essential part of a national conversation about the future of Australian cities.

The aim of this paper will be to unpack the principles of resilience and establish how resilience can be incorporated as a key criterion for built environment quality. How can we measure resilience? What quantitative and qualitative indicators do we employ? How can we reframe the planning and policy discourse to include a conversation about the instillation of resilience not only into cities but the networks on which the cities depend such as people, infrastructure and supply chains?

We will argue that this new emphasis on resilience, enabled by networks in part, will necessitate a renewed engagement and examination with the policy frameworks that have delivered the cities we now have. A radically different approach will have to tackle not only adaptation of existing cities but how ongoing development can be envisaged through the lens of resilience and inform current planning and design decisions.

## SE 4 – Child and Age Friendly Cities: Participatory Techniques 1.30pm – 3.00pm

### Children's citizenship: Participation Through Planning and Urban Design

Judith Wilks<sup>1</sup>, [Julie Rudner](#)<sup>2</sup>

<sup>1</sup>*Southern Cross University, Coffs Harbour, NSW, Australia,* <sup>2</sup>*La Trobe University, Bendigo, Australia*

Elicitation of young people's views on their urban environments has traditionally been confined to preferences about child-specific places such as skateparks. Many reasons exist for project specific engagement, including adult views that children and youth only want to engage on matters directly affecting them or the complexity of planning and urban design compared to children and young people's capabilities. Recent projects overseas and in Australia have moved beyond tokenistic consideration, and proven young people are interested competent partners and leaders in urban development issues. This paper presents the findings from two projects conducted in regional cities in New South Wales and Victoria that draw inspiration from London's Young Ambassadors for Design. Based on the My City Too project (London, UK), the local projects were established to assist young people to engage with their built environments, learn about how they are created, and develop creative design appreciation skills for evaluating, designing and commenting on development proposals. Young people received training from planning, urban design and community development professionals to: research young people's environmental perceptions, deconstruct urban design elements, develop their own urban design proposals, and become Young Design Ambassadors to local councils through their ongoing participation in planning and urban design projects.

## Developing Visual Research Tools to 'Do Planning' With Children: 10 Lessons from a Methodological Review

[Andrea Cook](#)<sup>1</sup>, Courtney Babb<sup>2</sup>, Carolyn Whitzman<sup>1</sup>, Paul Tranter<sup>3</sup>

<sup>1</sup>*University of Melbourne, Melbourne, Victoria, Australia,* <sup>2</sup>*Curtin University, Perth, Western Australia, Australia,* <sup>3</sup>*University of New South Wales, Sydney, New South Wales, Australia*

Visual methodologies, including photo elicitation, walk with a camera activities, mapping and video interviewing, are increasingly being applied to planning practice in understanding how children perceive and relate to their environments. The application of these methods, however, is not generally grounded in a robust methodological or theoretical rationale, leaving many planners and policy makers puzzled as to how, when and why these methods might be useful in working with children or what their value to strategic urban planning might be.

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This paper reviews and analyses the literature regarding the use of visual methodologies (for example, as used in anthropology and environmental psychology) in urban planning practice with children in an attempt to provide some better guidance to planners and policy makers interested in these research and consultation approaches and tools. We will explore the rationale and application for their use, as well as tackle some of the potential pitfalls of their use.

The paper also draws upon applied examples from practice to deepen and apply the exploration. The authors are currently embarking upon a national research project (CATCH/iMATCH) investigating the influences that the social, built and policy environments have on children's independent mobility. This paper builds on learning from Vertical Living Kids (Whitzman & Mizrachi 2009) and other previous visual research as we further develop the why and how of using visual techniques in the hopes of gaining a clearer understanding of the state of Australian cities as seen through young eyes.

## **Voices of Older Australians about Infill Development - Using Participant Action Research Methods to Understand Home and Neighbourhood for Planning Purposes**

*Claudia Baldwin<sup>1</sup>, Laurie Buys<sup>2</sup>, Caroline Osborne<sup>1</sup> University of the Sunshine Coast, Qld, Australia, <sup>2</sup>Queensland University of Technology, Brisbane, Qld, Australia*

Managing growth through consolidation of urban form is a key sustainable planning principle adopted throughout Australia and internationally. The World Health Organisation Guide for Age-Friendly Cities (2007) suggests that if cities are liveable for seniors, they will be liveable for all. However, little research exists on older people's perceptions of the types of housing and communities they would like to support them as they age. This paper reports on outcomes of research that used Photovoice to enable older people to voice and illustrate their associations with place, in relation to infill development in Brisbane city and the Sunshine Coast. This information is used as input to charrettes involving a collaboration between seniors, planners and architects to design affordable and sustainable models of infill development that are attractive to older Australians who seek integration with community and access to services. The final

package to be completed in 2012 will include guidelines for age-friendly infill development.

## **What Older People Want: Attitudes to Options for Improving Housing Efficiency and Livability**

*Bruce Judd  
City Futures Research Centre, University of  
New South Wales, NSW, Australia*

An ageing population raises many questions about the appropriateness of current housing and neighbourhood options. While downsizing or retirement village living are often the major stereotypes for the ideal living arrangements for older Australians, only a relatively small percentage of older Australians actually live in such housing. The majority remain in the general community in separate houses with 3 or more bedrooms. Indeed, government policy encourages ageing in place and has progressively increased the delivery of support services to the home, resulting in substantial savings to the public purse and, arguably, better health and wellbeing outcomes for older people. In the light of these observations, it is important to understand the perceptions of older people themselves about the housing and neighbourhood options available and their reasons for staying put or moving.

This paper reports on research undertaken for AHURI on housing, land and neighbourhood use by older home owners, and in particular what it reveals concerning the attitudes and preferences of older people with regard to options for improving efficiency and livability. Findings are drawn from a national survey of 1604 older home owners and 70 follow-up interviews undertaken in five states and territories. In addition to confirming that older people have the strongest preference for remaining in their current home with appropriate support, it canvasses their views on a range of other future housing options and the circumstances that might precipitate changes in their housing arrangements. Implications for housing and urban policy and the development industry are then discussed.

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## SE 5 – Housing Affordability 1.30pm – 3.00pm

### Better Than Average(S): Moving Beyond Simple Medians And Income Ratios To Explore Housing Affordability In Metropolitan Melbourne.

Chris Wight<sup>1</sup>, Suzanne Slegers<sup>1</sup>, Michael Humphris<sup>1</sup>, Richard Watling<sup>1</sup>, Elizabeth Taylor<sup>1,2</sup> <sup>1</sup>*Department of Planning and Community Development, Melbourne, Australia,* <sup>2</sup>*AHURI RMIT Research Centre, Melbourne, Australia*

The "housing affordability crisis" has been the subject of much media attention in recent years, however new ways of measuring home purchase affordability are shedding light on some truths behind the hype.

Historically, housing affordability has commonly been measured using simple ratio of income rules such as 30% of household income. A key weakness of this approach is that it does not take into account the needs of different households of different sizes or the spatial variation of affordability. Families with dependent children will have higher living expenses than single person households and this will vary geographically.

In 2010 the Department of Planning and Community Development commissioned Swinburne University to develop a residual income measure of housing affordability. This approach looks at the actual income required to pay for the necessities of life for different household types - using a budget-standard approach - and then considers the residual income, as being available for housing without putting the household into stress.

This paper discusses the advantages and limitations of this approach and presents summary results of the spatial patterns of affordability in metropolitan Melbourne covering four household types:

- single persons,
- couples without children,
- single parent households with one child and couples with two children) using three measures of affordability

- Income ladder of supply affordability, threshold income measure, and a supply side price threshold affordability measure.

### Long Run Patterns of Housing Prices in Melbourne

Elizabeth Taylor, Richard Watling  
*Department of Planning and Community Development, Victoria, Australia*

The research examines changing spatial patterns of relatively higher cost and relatively lower cost housing sales across Melbourne's suburbs over the period 1976-2010.

By mapping the distribution of house sales in the lowest and highest quartiles of sales across Melbourne, the analysis highlights changing patterns of spatial distribution and concentration and shows patterns which are often masked when using aggregate data such as median sale price.

The main findings from the research can be summarised as:

- Some things change: low cost housing has disappeared from areas that formerly had large proportions of low cost sales
- Some things stay the same: some suburbs have always been relatively higher cost
- Higher priced suburbs:
  - Have traditionally been in the eastern suburbs
  - Are increasingly concentrated in the eastern and inner suburbs
- Higher priced suburbs are increasingly homogenous: with fewer opportunities for lower income households
- The lower priced suburbs:
  - Have traditionally been in the western and northern suburbs
  - But many of these have experienced waves of gentrification
- The more affordable suburbs now are often subdivisions from recent decades, that filter down in price

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- Lower priced suburbs are increasingly in fringe and peri-urban areas
- Sale prices are increasingly polarised, with strong spatial differences between inner and outer areas

## **Making Do: Housing Quality and Affordability in the Low to Moderate Income Age Specific Housing Sector**

Catherine Bridge<sup>1</sup>, Bruce Judd<sup>1</sup>, Peter Phibbs<sup>1,2</sup>, Paul Flatau<sup>1,3</sup>, Alan Morris<sup>1</sup>  
<sup>1</sup>University of New South Wales, Sydney, Australia, <sup>2</sup>University of Western Sydney, Sydney, Australia, <sup>3</sup>University of Western Australia, Perth, Australia

Australia's ageing population presents a number of challenges for provision of appropriate and affordable housing and care for those on low to moderate incomes. Those in private rental are at particular risk of homelessness or insecure housing, but also many low-income homeowners, who increasingly have mortgage repayments, are also vulnerable to circumstances that can lead to a housing crisis. Further, we know that those who do not own a home by 70+ years, may have lower levels of wellbeing than their richer, home-owning peers and overall there is still a poor understanding about the needs of older low-income people in Australia who growing in number and require specialised support options to access and maintain quality housing in old age. This paper reports on a recent AHURI funded study of low to moderate-income age-specific housing. It presents a typology of housing options and through a national survey of providers and residents, follow-up interviews with providers from three states (NSW, Victoria and WA), and three policy forums in each state, revealing the numerous issues faced by providers and consumers. We found a complex array of financial and contractual arrangements with care provision primarily organized via external agencies with little support from housing providers. Clearly innovation in the age specific housing sector will be required if we are to maintain choice and diversity for low-income older persons.

## **SE 6 – City Planning, Governance, Sex and Safety 1.30pm – 3.00pm**

### **Investigating Crime Precipitators and the 'Environmental Backcloth' of the Night Time Economy: An Environmental Criminology Perspective from an Australian Capital City.**

Paul Cozens, Shane Greive  
Curtin University, WA, Australia

In many Western, post-industrial cities of the 21<sup>st</sup> Century, entertainment districts play an increasingly significant place-making role and contribute much to their night-time economies. However, many of these cities are experiencing increased levels of crime and fear of crime within their alcohol-oriented entertainment districts.

This paper investigates crime and the night-time economy (NTE) associated with an entertainment district in an Australian capital city. It discusses the concept of the 'environmental backcloth' (Brantingham and Brantingham, 1993) to this area as important contextual background to some of the contemporary crime problems. The paper highlights examples of situational crime precipitators (Wortley, 2008) from observational research and detailed land-use and pedestrian surveys conducted in the entertainment district. Seen within the context of the 'environmental backcloth' these 'situations' and settings can create irritation, frustration and pressures and potentially prompt / trigger or provoke criminality in otherwise, law-abiding citizens.

The authors highlights the contribution that an environmental criminology perspective can provide to understanding the propensity for night-time entertainment districts to act as generators of and attractors for crime and anti-social behaviour. They set out a Scale Conscious Environmental Backcloth and Crime Precipitator Framework to assist in understanding crime and the NTE. The paper calls for more critical and detailed urban design studies and for 'criminogenic environments' to be taken more seriously within planning.

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## **(De)Sexing the Suburbs: The Politics and Planning Regulation of Brothels in Perth/WA**

Paul J. Maginn  
*University of Western Australia, Perth, WA, Australia*

Sex work and the operation of brothels in Perth (WA) remains an 'illegal' activity. Despite this, brothels manage to continue to operate in the Perth metropolitan area, with most 'formal' brothels located within the inner city-suburban ring. In recent years, there has been a rise in the presence of 'discrete' brothels, i.e. so-called therapeutic massage parlours that are alleged to offer sexual services. The growing presence of brothels and other on-sex premises appears to have prompted a political rethink about the legal status of brothels. In the last 5 years or so the State government, initially under Labor, and more recently under the current Liberal/Nationals government, have sought to legalise and regulate brothels. However, both sides of politics have adopted relatively different political and policy stances on the most appropriate way to regulate brothels. This paper considers, first, the historical and contemporary geography of brothels in Perth and policies/legislation that sought to control such activities in the past. Next, the politics and policy solutions of the current Liberal State government and previous Labour government are examined to identify the socio-spatial and moral discourses underpinning efforts to regulate brothels in Perth/WA. In particular, the role of planning in regulating brothels is central to this analysis.

## **The Complexity of the Sexual City: Defining the Sex Industry Premise**

Christine Steinmetz<sup>1</sup>, Christina Papadopoulos<sup>1</sup>  
<sup>1</sup>*University of New South Wales, Sydney, NSW, Australia,* <sup>2</sup>*Daly International, Chatswood, NSW, Australia*

Sex is now a major driver of the global economy. World cities such as London, Tokyo, New York, and increasingly, Sydney, have a vested interest in legitimising the sex industry and the premises upon which it is based as revenue-generating source. This paper considers a variety of definitions and classifications of sex industry premises within NSW. In order to regulate effectively in the future, policy-makers need to define activities accurately to reduce ambiguity and minimise

problems in a highly contentious industry. Divided into two broad sections, the paper first explores sex industry activities and its stakeholders and is then followed by a discussion of sex industry premises in detail.

In New South Wales (NSW), one of the major issues associated with the sex industry includes problematic land uses. The Development Control Plan (DCP) for the City of Sydney (COS) is one of the first within NSW to adopt specific and appropriate terminology in order to define sex industry premises. As sex is becoming increasingly commercialised, mainstream, and visible on the 'high street', there is a need for the state to identify and regulate such activities (like gambling) in order to ensure that they become a source of revenue and that their externalities are controlled. At an estimated \$1.22 billion dollars from 2008-2009, the sex industry in Australia clearly has a significant impact on the economy. This paper is a starting point for understanding issues that planners face in professional practice in the assessment of sex industry premises.

## **SE 7 – Public Participation in Planning**

**1.30pm – 3.00pm**

### **Participation, Process and Change: Negotiating Public Participation In Metropolitan Planning In The ACT.**

Andrew MacKenzie<sup>2,1</sup>, Rebecca Sorensen<sup>1</sup>  
<sup>1</sup>*National Capital Authority, ACT, Australia,*  
<sup>2</sup>*University of Canberra, ACT, Australia*

The National Capital Authority (NCA) has voluntarily implemented its own protocol for public participation. While many of the NCA's projects concern works approval for small developments, the NCA also develops sophisticated and extensive public consultation processes for projects that concern strategic metropolitan planning issues that impact on Canberra's future development. This paper reports on the NCA's consultation processes which have uncovered a literate, interested and engaged public whose participation has contributed to metropolitan planning policy. Recent reviews into parking in the Parliamentary Zone and surrounding areas, and the provision of landscape spaces in the city produce very different objectives. Yet they share a common outcome, that is, the consultation process has generated meaningful public commentary on complex

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issues facing city planners concerned with transport, density and city form. These reviews also highlight the ongoing dilemma faced by cities. Forty-five years ago, Christopher Alexander argued that "cities are millions of people's attempts to reconcile their desire for access and their desire for land" (Alexander 1966). This paper finds that planning with the community using web based formats is not only possible, but desirable when agencies seek to engage in higher order strategic and Trans disciplinary thinking to gain a collective understanding of an issue. Such an approach also carries risks, but on balance, planning with the community produces a more enduring and acceptable outcome for producing policies to promote and develop a more resilient city. The challenge has been to find ways to make engagement meaningful to an otherwise dispersed public voice.

## Who killed Melbourne 2030?

Paul Mees  
*RMIT, Melbourne, Australia*

The defeat of the Brumby government at the 2010 Victorian election marked the formal demise of the metropolitan strategy *Melbourne 2030*. Even before the election, however, the strategy was effectively defunct, having been largely abandoned via *Melbourne @ 5 Million*, the update released in December 2008.

This ignominious end presents a striking contrast to the near-euphoria that greeted *Melbourne 2030* upon its release in 2002. Urban planning commentators were effusive in their praise, and the Melbourne strategy came to be seen as a model for metropolitan planning in other Australian cities. What went wrong? And what lessons can be learned?

This paper answers these questions by tracing the development, content, implementation and abandonment of *Melbourne 2030*. Melbourne's experience is contrasted with metropolitan strategic planning in Portland, Oregon and Vancouver, British Columbia. In particular, the paper considers the extent to which planners in Melbourne and the comparator cities considered the need to produce strategies with robust community support that could withstand the pressures of political change.

The paper concludes that *Melbourne 2030* failed because it lacked legitimacy in the eyes of the public and stakeholders, and that this problem was a direct result of the process by

which it was brought into existence and implemented. This process also produced a strategy lacking analytical rigour, and containing unacknowledged contradictions that made it unworkable in practice. These weaknesses led to the initiative passing to transport engineers, whose proposals in turn laid the seeds of the strategy's destruction.

## Contrasting participants' realities regarding democratic planning: Comparing cases from Australia and Bangladesh

Shahed Khan, Mohammad Shahidul Hasan Swapan  
*Curtin University, Perth, WA, Australia*

There is a high degree of consensus on the need to actively promote citizens' participation in planning and local governance in order to ensure sustainable development and good governance. Participatory and deliberative planning is more effective and responsive to needs and expectations of the community than top-down, expert-driven planning. True involvement of citizens in the decision-making process is now widely promoted as a planning ideal. Despite similar rhetoric and stated policies, there are major differences in urban planning and its implementation and management in cities from the developed countries and those of the developing world, most evident in the degree of involvement of citizens in planning and urban governance processes. The degree of democratic traditions prevalent in these countries could partially explain these differences, which could be traced back to historical factors and the evolutionary paths of urbanization followed by the countries over the past couple of centuries and the resulting socio-economic and cultural condition. In a broader term, this paper will examine the nature of public participation in Australia and Bangladesh highlighting the widely experienced tension between representative democracy and participation in realities. Based on intensive field survey and literature review under doctoral research, the authors particularly set out a comparative discussion between Bangladesh and Australia on the realities of citizens (e.g., education, knowledge on rights, socio-economic determinants on participatory behavior; existence of social connectedness and informal governance) that matters in shaping their contrasting engagement profile in the planning process.

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## **Re-thinking how we plan to address technically complex problems: Drawing on planning theory to guide practice in revision of land use plans in coastal high hazard zones**

Mellini Sloan  
*Queensland University of Technology,  
Brisbane, QLD, Australia*

Queensland's new State Planning Policy for Coastal Protection, released in March and approved in April 2011 as part of the Queensland Coastal Plan, stipulates that local governments prepare and implement adaptation strategies for built up areas projected to be subject to coastal hazards between present day and 2100. Urban localities within the delineated coastal high hazard zone (as determined by models incorporating a 0.8 meter rise in sea level and a 10% increase in the maximum cyclone activity) will be required to re-evaluate their plans to accommodate growth, revising land use plans to minimise impacts of anticipated erosion and flooding on developed areas and infrastructure. While implementation of such strategies would aid in avoidance or minimisation of risk exposure, communities are likely to face significant challenges in such implementation, especially as development in Queensland is so intensely focussed upon its coasts with these new policies directing development away from highly desirable waterfront land. This paper examines models of planning theory to understand how we plan when faced with technically complex problems towards formulation of a framework for evaluating and improving practice.

## **SE 8 – Housing and Labour Markets 3.30pm – 5.00pm**

### **Knockdown-Rebuild in Sydney: Addressing Household and Place in a Study of Residential Choice and Local Change**

Andrew Tice<sup>1</sup>, Pinnegar Simon<sup>1</sup>, Ilan Wiesel<sup>1</sup>  
<sup>1</sup>*City Futures Research Center, University of  
NSW, Sydney, NSW, Australia,* <sup>2</sup>*Faculty of the  
Built Environment, University of NSW, Sydney,  
NSW, Australia*

There is a considerable wealth of urban research that addresses questions of residential mobility and social change in neighbourhoods and suburbs. A major

methodological challenge in analysing this mobility and its impact on local areas is bringing together household-level and aggregated area-level data. This paper addresses this methodological issue in the context of research about knockdown-rebuild (KDR) in Sydney. KDR is the demolition and replacement of detached dwellings by owner-occupiers. Using a database of Development Applications submitted to 30 local councils in Sydney in the last 5 years, over 6,000 applications for KDR were identified and mapped using GIS.

A survey was sent to the whole sample, including questions about the motives to undertake KDR. KDR activity can be seen across all parts of Metropolitan Sydney, and therefore our interest focusing on whether, and how, the spatial context in which KDR interacts varies from place to place. To this end, the paper poses the following question: how applicable is it to utilise the profile of place as a means to both perform and contextualise analysis?

To construct and analyse different contexts a socio-economic profiling exercise was undertaken, the details of which are provided in this paper. Four distinct locational typologies (or 'KDR-markets') were identified and these are attributed to the survey returns. In doing so, the applicability of using area profiling techniques to describe changing urban dynamics can be assessed. We discuss the validity of this approach in this paper alongside reporting survey findings contextualised against these typologies.

## **Population Change and Internal Migration in Australia**

Sadasivam Karuppanan  
*Barbara Hardy Institute, University of South  
Australia, Adelaide, SA, Australia*

Australia is a highly urbanised country and about 80% of population live in urban areas. About one-third of Australia's population live in towns and regional areas outside the capital city. This proportion has remained approximately the same for the last 20 years. While some towns and regional areas rich in natural resources and minerals grew faster than the rest of the state during the last 10 years, population of many regional areas is gradually declining. It is partly due to demographic change, ageing and declining opportunities in farming, grazing and other

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traditional employment sectors in regional areas. While the primary impact of demographic change may be focussed in a region, its effects might also be felt in other regions and metropolitan cities. While the focus of government policies and deliberations has been mainly about cities and international migration as a source of growth, internal migration and economic prospects of small- and mid-sized towns and regional areas play a significant role in achieving balanced growth. Excluding international migration, annual rate of growth of population will be about 0.7 percent per annum which is just about the replacement level. This paper presents internal migration in Australia. It includes interstate migration between states and territories and intrastate migration within states and territories. The analysis is based on population mobility between 2001 and 2006. It extends the existing literature on population through disaggregate analysis of mobility.

## **Resolving the Affordable Housing Conundrum in Slack Housing Markets: A Case Study of Sydney, NSW**

Heather MacDonald  
*University of Technology Sydney, Sydney NSW, Australia*

Sydney's metro-wide housing deficit is a barrier to the city's future growth, and its economic and social prosperity. Infill development in accessible locations offers the best prospects for increasing the affordable housing supply, but recent research suggests that lower priced infill housing is not a financially feasible development option in the Sydney metro area. This paper investigates some of the reasons for this, and tests out the effect of alternative regulatory and direct subsidies that could make affordable infill development financially feasible. The paper concludes with a discussion of the institutional questions that must be settled in order to develop spatially differentiated policy tools to address the slack market conundrum.

## **SE 9 – Climate Change, Urban Conservation and Food 3.30pm – 5.00pm**

### **Planning for unavoidable climate change: is public participation the key to success?**

Paul Burton<sup>1</sup>, Johanna Mustelin<sup>1,2</sup> *Urban Research Program, Griffith University, Queensland, Australia,* <sup>2</sup>*Griffith Centre for Coastal Management, Queensland, Australia,* <sup>3</sup>*South East Queensland Climate Adaptation Research Initiative, Queensland, Australia*

In many policy arenas it is assumed that successful policy measures depend on the application of effective strategies for public participation and engagement. The putative benefits of more rather than less public participation are many and include better framed and more robust policies and more informed, articulate and engaged citizens. To date the empirical testing of these assumed benefits has, however, lagged behind their articulation.

In the field of climate change and in particular the processes of adapting to changes already locked into place, there is a similar presumption that participation and engagement are vital to the success of any adaptation strategy. In this paper we explore this presumption and consider whether or not it is more or less critical to the success of planning for unavoidable climate change than it is to any other sphere of public policy intervention. We test these assumptions through a critical review of adaptation policy instruments at Federal, state, regional and local scales in Australia, and focus particularly on the state of Queensland and the region of South East Queensland.

We find that the timing, role and value of public participation in adaptation differ not only between these instruments but that they all build on an underlying assumption of the public's willingness to engage in adaptation. Furthermore, there are few signs that the possible impacts of greater public participation on the effectiveness of climate adaptation policy are being subjected to empirical scrutiny and hence the commitment to this approach remains a matter of faith.

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## **Potential effects of climate change on Melbourne's street trees and some implications for human and non-human animals**

Dave Kendal

*University of Melbourne, VIC, Australia*

Melbourne's street trees provide an important urban amenity that contributes both to human health and wellbeing and as food and habitat for non-human animals. This paper explores how the composition of Melbourne's street trees is likely to change as a result of climate change, and what this could mean for Melbourne's human, avian and mammal inhabitants. The mean temperature of other cities around the world where Melbourne's most common street trees are cultivated is calculated to determine which species are most at risk in future climates, and which species are likely to be more successful. Species which are most at risk in future climates tend to be exotic, coarse foliated deciduous trees while those most likely to be more successful in future climates tend to be narrow foliated, evergreen native (to the continent of Australia) deciduous trees. This is likely to affect the provision of some benefits provided by trees related to leaf area such as shade, rainfall interception and pollution reduction. It is likely that the effects of the changes will be distributed unevenly. Some suburbs have more tree species at risk. Some people prefer trees at risk while other people prefer trees likely to be more successful in future climates. Some native species of non-human animals are likely to have increased food resources from the street trees more likely to succeed in future climates.

## **Aliens From The Garden**

Libby Robin<sup>1,3</sup>, Joslin Moore<sup>2,5</sup>, Sharon Willoughby<sup>2</sup>, Sara Maroske<sup>5,2,1</sup> *Australian National University, Canberra, Australia,*  
<sup>2</sup>*Royal Botanic Gardens, Melbourne, Australia,*  
<sup>3</sup>*National Museum of Australia, Canberra, Australia,*  
<sup>4</sup>*Royal Institute of Technology (KTH), Stockholm, Sweden,*  
<sup>5</sup>*The University of Melbourne, Melbourne, Australia*

Aesthetic choices made historically by urban gardeners shape Australia's environment today. In this new project we are using a history of urban garden tastes to understand the emerging phenomenon of environmental weeds. Principally we focus on garden plants that threaten the ecological functioning of

Australian bush land, but we are putting this in the context of the changing history of garden aesthetics more generally, since a gardener's wider environmental sensibilities may be at odds with choices made when selecting plants for a private garden. Because Australia is a highly urbanised place, the vast majority of gardens are in cities and reflect the taste, values and objectives of city-dwellers. George Seddon has commented that gardeners are among the most important groups of land managers in this country, as they manage over half of all urban land in Australia.

The idea that Australian plants are good for the nation, and can symbolise or represent it abroad dates back to the years leading up to Federation. The Bush, as created imaginatively by Henry Lawson in the pages of the Bulletin has played a central role in making Australian national identity, perhaps particularly, as Graeme Davison has argued, in the cities. The idea of a beloved urban garden damaging the bush is surprising. Weeds add a new dimension to the old city/bush divides.

## **Growing healthy local food: sustainability potential and household participation in home gardens**

Sumita Ghosh

*University of Technology Sydney, Sydney, Australia*

Home gardens exist within millions of private residential outdoor spaces in the cities and suburbs. This paper builds on author's previous research that formulated two models for estimating sustainability potential of home gardens in growing local food in residential neighbourhoods using GIS and ecological footprint methods. This paper, firstly, aims to calculate spatially using GIS, available productive land areas in domestic gardens in a selected residential suburb in Western Sydney at a Collection District (CD) level as defined by Australian Bureau of Statistics. The morphological correlations of productive land to parcel areas, garden sizes and other land covers such as built roof areas etc. are examined to classify specific garden typologies and their associated dwelling structures. Secondly, using a GIS based model, potential quantity of vegetables that could be produced in a neighbourhood is converted into equivalent food energy units. Only vegetable production is considered as it is common and due to limited availability of local food data on

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home gardens. Finally, a questionnaire survey with the householders will be conducted to comprehend household participation, problems and prospects of growing food in home gardens (completed by November 2011).

This research analyses and integrates potential and peoples perceptions of growing local food using both quantitative and qualitative methods. The outcomes formulate an integrated sustainability framework and highlight important local scale spatial and land use planning policy implications. Local food production in home gardens could be a possible pathway to achieving improved suburban sustainability and better public health.

## **SE 10 – Urban Environment Modelling & Management 3.30pm – 5.00pm**

### **Can we meaningfully "operationalise" the Ecological Footprint calculation at the organisational level?**

Peter Maganov  
*Randwick City Council, Randwick, NSW,  
Australia*

Randwick City Council and neighbouring Waverley and Woollahra Councils in Sydney's Eastern suburbs have spent the past 3 years attempting to "operationalise" the Ecological Footprint calculation, measured previously for the 3 Councils by the School of Physics at Sydney University. This presentation aims to trace the approach taken in delivering this project across 3 very different local government organisations and their communities, some of the details and results of the various projects carried out, and the learning which may be of use to similar organisations or future project areas related to engaging with both local communities and senior management to achieve reductions in natural resource consumption as measured by the ecological footprint methodologies.

*Keywords: urban sustainability, ecological footprint, resource consumption, local government*

### **The Valuation of Sustainable Urban Development - A Pre-Carbon Tax Review**

Vince Mangioni  
*University of Technology, Sydney, Sydney,  
New South Wales, Australia*

Whilst debate currently surrounds the introduction of a carbon tax in Australia, the property industry has commenced gearing towards the development of sustainable green office buildings with such a tax incorporated in its business plan. This plan incorporates both the development of new green star rated commercial office buildings and the retro fitting of existing office buildings.

This paper identifies factors in the evolution and operation of a carbon tax which should impact on the value of sustainable commercial office buildings. It identifies difficulties and deficiencies in the determination and reporting of value and highlights the importance of valuation models correctly and sufficiently distinguish between sustainable and non-sustainable development.

The paper concludes with a pre carbon tax analysis of various classes of commercial office buildings, the cost of sustainable outgoings and a review of the lease structure needed to ensure unsustainable development is attributed to the owner of the property, not passed onto the user or lessee.

### **An Urban Sustainability Assessment Framework: Role and Integration of Modelling Activities**

Andre Brits, Matthew Burke, Teibei Li  
*Griffith University, Nathan, Queensland,  
Australia*

Many technical and modelling tools are now available to support integrated sustainability assessment. However, there is a lack of guidance and confusion as to how these tools may be integrated into an assessment process or how to practically set-up participatory model-building with practitioners. Guideline documents tend to provide checklists and matrices of different tools that may be used, but offer remarkably little methodological and analytical guidance. This paper presents an urban sustainability assessment framework being developed for Logan City, South East Queensland, The framework provides a

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coherent, deliberative platform where participatory modelling activities using UrbanSim form an integral part of the assessment process. A multi-dimensional framework is outlined, consisting of normative guiding concepts on how the concept of sustainable development can be applied (the normative dimension), a target system to be assessed (the systemic dimension), an appropriate procedure to integrate the relevant stakeholders and to bridge the normative and systemic aspects (the procedural dimension) and the integration of support tools, including modelling (the supportive dimension). Benefits of the participatory modelling approach and the challenges for implementation are highlighted. The approach allows planners to explore alternative policies, to reflect on their long-term dynamics, and to gain insights on the interrelationships underlying persistent sustainability problems. Limited resources, leadership support and lack of systems thinking skills are some of the challenges that need to be addressed before planners and other government officers can take advantage. A roadmap is outlined for the further refinement, implementation and review of the framework.

## **Urban growth management in New South Wales: Market-based approaches for natural resource conservation**

Peter Williams

*University of New South Wales, Sydney, NSW, Australia*

Urban growth management in New South Wales (NSW) has had a patchy history. More particularly, the extent and successful application of market-based tools both generally, and more specifically in the context of managing urban growth for natural resource conservation, has been somewhat underwhelming. One reason for this is the long-standing reliance on traditional 'command and control' approach using mechanisms such as land use zoning, development standards and other regulatory tools. This paper examines the scope for diversifying the suite of urban growth management tools by considering several types of market-based mechanisms used in a variety of planning, environmental planning and natural resource management cases in Australia. Property rights form an important contextual element of this discussion.

After providing a brief overview of the NSW planning system, the paper examines the concept of market-based mechanisms. This is undertaken within a consideration of land use zoning, property rights, and two particular types of market-based instruments in the form of transferable development rights and tradeable offsets - specifically the NSW Biobanking Scheme. The paper reviews several past and current market-based land management schemes in Australia, ranging from schemes designed to conserve heritage buildings, agricultural land, scenic landscapes and biodiversity, and protect water quality. These schemes are analysed from the context of both problems experienced and successes achieved. Identification of the successful elements of schemes permits the distillation of the necessary ingredients of market-based instruments in order to successfully implement planning objectives - which forms the final part of the paper.

## **SE 11 – Public Space and Identity of Place 3.30pm – 5.00pm**

### **Blurring the Boundaries: The interface of shopping centres and surrounding urban public space**

Samira Abbasalipour, Bruce Judd  
*The University of New South Wales, Sydney, Australia*

Shopping centres are a prevailing feature of today's urban life, but their relation to the public realm is frequently criticised for subtracting 'publicness' from the urban environment. In the last twenty years there has been a shift away from the common inward-looking and enclosed shopping centre design towards designs that attempt to embrace surrounding areas, in order to integrate in both physical and experiential terms. This trend towards the opening up of shopping centres to their surroundings has led to the emergence of new kind of spaces, where the public space of the city and the private space of the shopping centre meet and overlap; what will be termed 'interface spaces' in this paper. The paper will explore the factors driving the changing interface of shopping centres and the public realm, and the emergence of these interface spaces, which have led to blurring of public/private boundaries. It arises from the early stages of doctoral research currently being undertaken by the author at the Faculty

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of the Built Environment at the University of New South Wales.

## **Public/private Interfaces in the Inner-city: Types, Adaptations, Assemblages**

Kim Dovey<sup>1</sup>, Stephen Wood<sup>1</sup>

<sup>1</sup>*University of Melbourne, Victoria, Australia,*

<sup>2</sup>*University of New England, NSW, Australia*

This paper, part of a larger project on urban design and planning dimensions of creative clustering, analyses the micro-spatial morphology of public/private interfaces in the inner city of three Australian cities. What difference does an interface make: shop windows, front gardens, blank walls, car parks, garage doors and what is the relation of such micro-spatial assemblages to the sociality and economics of the inner city? We begin with a simple typology of such interfaces with eight primary types classified according to permeability, setback, transparency and car versus pedestrian access. We then explore some of the complexities of such interface conditions as the setback from public space extends to become the quasi-public space of the mall, arcade and housing project. These interface types are explored within a framework of assemblage theory: each socio-spatial assemblage comprises a pattern of connectivity that enables the creation, production and reproduction of ideas, goods, services and identities. The paper explores the way in which some morphologies enable adaptations and transformations from one interface type to another (as mediated by planning law). Interface types intersect with each other in complex ways and mapping the mix of different types is a key to understanding emergent urban effects. The paper raises questions about the importance of micro-spatial analysis in urban research generally and the relations of socio-spatial flows and connections to urban creativity and productivity.

## **Seeing the Whole: Incorporating indigenous landscape values into planning**

Darryl Low Choy, Jenny Wadsworth, Darren Burns, Taylor Edwards  
*Griffith University, Brisbane, Queensland, Australia*

Many contemporary land use planning and natural resource management (NRM) initiatives have embraced values-led

approaches. In other words, collective values are being consciously embedded into decision-making and policy. However, Indigenous landscape values are seldom given the same level of attention as other values (such as outdoor recreation and scenic amenity) in land use planning and NRM initiatives throughout Australia.

Current research in South East Queensland (SEQ) suggests that it is possible to work with Aboriginal and Torres Strait Islander communities to identify values connected to natural landscape elements such as traditional boundaries, pathways and ceremonial areas. These elements (and their associated values) do not easily integrate into contemporary planning policy and decision-making frameworks.

In both academia and practice there is still uncertainty over the best ways for planners and policy makers to identify, communicate and represent Indigenous values in planning processes. Drawing upon information from workshops, literature, media, site visits and a small selection of local government initiatives, this paper will explore the 'form' used to represent different Indigenous values. It is argued that the 'form' of communication (for example technical, artistic, oral) does not always do justice to the value, however it offers an important lens to better understand and communicate small parts of the whole.

## **Understanding place names in Southwest Australia**

Len Collard<sup>1</sup>, Brian Goodchild<sup>2</sup>, Dora Marinova<sup>1</sup>

<sup>1</sup>*Curtin University, Perth, Australia,* <sup>2</sup>*Landgate, Perth, Australia*

Place names are most commonly used but the history behind how they were created as geographical nomenclature for cities is not always well understood. The paper examines the collaboration of local Nyungar peoples with settlers, early surveyors, explorers and government officials, including police. It emphasises the role of Aboriginal guides in establishing the knowledge base for today's 50,000 place names database held by the Western Australian LandGate. This information is now used by the statutory authority to maintain the official State register of ownership of land, however the role of Nyungar people - the traditional owners of the Southwest - is yet to be fully acknowledged.

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Two specific case studies are explored, namely the work of Ednie Hassell of Jerramungup and Alfred John Bussell of Wallcliffe near Margaret River. With the ongoing development of suburbs and urbanisation of Western Australia's landscape and within the context of reconciliation and native title debates, the on-going use of Nyungar place names and their meaning will be a continuation of the relationships started in the early part of the 19<sup>th</sup> century.

## **SE 12 – Metropolitan Strategic Planning 3.30pm – 5.00pm**

### **Planning For Resilience and Growth: An Analysis of Metropolitan Planning Strategies in Australia**

Lionel Frost<sup>1</sup>, Chris McDonald<sup>1</sup>  
<sup>1</sup>*Monash University, Melbourne, Victoria, Australia,* <sup>2</sup>*Department of Planning and Community Development, Melbourne, Victoria, Australia*

Metropolitan planning strategies set long-term targets of creating particular spatial forms and then pursue them in a top down fashion. This modernist planning has largely failed to constrain the outward growth of cities and focus growth on identified activity centres due to the lasting effects of planning and investment decisions that have become embedded within bureaucracies and condition the choices of property development firms and consumers in a path dependent way. We propose that policy makers should focus on how to design institutional arrangements that engage communities in responding to urban problems and opportunities as they arise. The design of institutional arrangements to support metropolitan plans might include a greater focus on harnessing the capabilities of local communities in policy design and implementation. State governments could set the 'rules of the game' through high level outcomes and improving mechanisms for whole-of-government coordination, with local governments and communities working together on solutions within those rules. This oblique strategy would plan for resilience and growth in a flexible way.

### **Melbourne's Activity Centre Policy: A Post Mortem**

Robin Goodman, Susie Moloney  
*RMIT University, Melbourne, Victoria, Australia*

This paper critically reviews the attempt to implement an 'activity centre' policy for Melbourne through the metropolitan strategy of *Melbourne 2030* released in 2002, and then revised under *Melbourne @ 5 million* in 2008. The paper looks at what the policy was trying to achieve, assesses its strengths and weaknesses, and then evaluates its effectiveness. A clustering type of policy is one of the key tenets of an urban consolidation policy as it aims to direct future development, including housing, retailing, recreational services and larger employers, into existing urban centres of activity, particularly those that are well serviced by public transport. The main purposes are to reduce the number of trips, increase access to services and infrastructure and maximise the use of, and access to, existing infrastructure, as part of a move towards a more sustainable urban form.

The paper argues that the policy developed as part of M2030 was flawed from the start and its implementation was poorly executed. It argues that there were a range of reasons for the policy's failure including: a lack of clarity, the nomination of far too many centres, inadequate implementation measures and lack of integration with other policies. Many of these problems were recognised by an Auditors' review in 2008 and an additional policy was set out in *Melbourne@5million* which added an extra category of centres to the hierarchy. However this was insufficient to correct the existing problems. We conclude by suggesting how the next iteration, under the new government, might do better.

### **How Different Are Australian Cities?**

Glen Searle<sup>1</sup>, Jago Dodson<sup>2</sup>, Wendy Steele<sup>3</sup>  
<sup>1</sup>*University of Queensland, Brisbane, Queensland, Australia,* <sup>2</sup>*Griffith University, Brisbane, Queensland, Australia,* <sup>3</sup>*Griffith University, Gold Coast, Queensland, Australia*

The purpose of this paper is to articulate the distinctiveness of the Australian city as a potential separate category within regional city formations at the global scale, and to understand the drivers of this distinctiveness. The parameters of this difference have been only occasionally explicitly recognised in

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research or policy discussions and in methodological discussion on the quality of difference and its empirical recognition. The paper sets its analysis within a questioning of current conceptualisations of urban difference within the macro context of globalisation that tend to homogenise much Western city difference and change at the international scale. The paper explores how the application of theories and approaches of planning for (in)difference that have manifested at the micro intra-urban scale can also be extended to the meso scale to illuminate understanding of the distinctive nature of Australian cities. Distinctive Australian characteristics are identified that help to drive distinctive urban outcomes. These include the Australian natural environment, the colonial legacy and importance of primary/resource exports, the strong state control over urban development and infrastructure provision, a predilection toward housing as an investment, and a cultural bias toward gambling and sport. The paper outlines ways in which these have produced distinctive urban features. The paper concludes by arguing the importance for urban difference theorisation of elements that are specifically meso/national level, including national cultures, the deep urban formation influences wrought by the nation state, and the reinforcement of older elements via intra-national path dependency.

## **Super-size my governance: A review of super-city reforms to spatial planning governance in Auckland compared with Brisbane/South East Queensland.**

Clare Mouat<sup>1</sup>, Jago Dodson<sup>2</sup>, Christopher Dempsey<sup>2</sup> <sup>1</sup>*The University of Melbourne, Melbourne, Victoria, Australia,* <sup>2</sup>*Griffith University, Brisbane, Queensland, Australia,* <sup>3</sup>*The University of Auckland, Auckland, New Zealand*

In 2010, Auckland's 'super-city' governance reforms created Australasia's largest (in area) unitary metropolitan authority by merging eight territorial councils into a single Auckland Council. This paper investigates the background to, debate over, and significance of the new Auckland Council, in the context of contemporary governance of major Australasian cities. We argue that the Auckland reforms demand critical scholarly attention because of their emerging effects on spatial planning across the Auckland region, and on the wider New Zealand polity. Moreover, the Auckland super-city offers a

distinctive and rich contrast with comparable Australian metropolitan governance frameworks. The Auckland governance changes demand scholarly attention for several critical reasons: they (1) sharply re-scale the relationship between central and local governments in context of weak national urban policy guidance; (2) re-assert local government roles in local and regional development; (3) attempt to strengthen spatial planning in response to a dominant long-run pattern of automobile-based transport planning driven urban development; (4) stress an urban design paradigm that pushes against expansive land-use planning in Auckland; and (5) raise questions over democratic gaps in the collaborative governance of the region while offering opportunities for new modes of regional political action. Given the reciprocal planning exchanges and current trajectories between Australasian cities, comparing Auckland reforms with recent regional planning developments in Brisbane/South East Queensland, as this paper does, offers considerable insights for urbanists; particularly, the strategic management of rapidly-growing second-order Australasian cities within the context of a shifting locus of global urbanisation to the wider Asia-Pacific region.

## **SE 13 – Transport Planning 3.30pm – 5.00pm**

### **Can successful European models of public transport governance help to save Australian cities?**

John Stone<sup>1,2</sup>

<sup>1</sup>*Institute for Social Research, Swinburne University of Technology, Melbourne, Victoria, Australia,* <sup>2</sup>*Faculty of Architecture, Building and Planning, University of Melbourne, Melbourne, Victoria, Australia*

Issues of public transport governance have become prominent in Australian political discourse in recent years. This follows the emergence of significant evidence of cost escalation and planning failures under the prevailing governance model, which can be characterised as aggressive neo-liberalism overlaid on older public-sector arrangements that entrenched counter-productive intermodal competition.

Melbourne provides clear evidence of the failure of the current models of public transport governance. Examination of the first decade of privatisation of Melbourne's extensive

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suburban tram and train systems reveals considerable growth in costs and shows serious deficiencies in coordination of intermodal services and in planning for current and future patronage growth.

This paper summarises the research evidence for this failure and documents the growing public and institutional recognition of the need for new models for public transport governance in Australian cities. Many current proposals recommend the creation of strong public planning and coordination agencies using the Verkehrsverbund model developed in many Swiss, Austrian and German cities since the 1970s.

Is the Verkehrsverbund model relevant to Australian conditions? Could its adoption achieve positive results for sustainable mobility? If so, how might such transfers be achieved? This paper outlines the first stages in a three-year evaluation of the potential for significant growth in public transport patronage in Australian cities. This project includes comparative analysis of the institutional contexts and internal processes of Australian and European public transport governance, and an exploration of the support that would be required by practitioners attempting to implement any process of policy transfer.

## **Visualising the impossible? Simulating options for low carbon transport scenarios in Auckland, New Zealand**

Patricia Austin<sup>1</sup>, Megan Howell<sup>1</sup>, Tania Utley<sup>1</sup>, Emma Fergusson<sup>1</sup>, Robin Hickman<sup>2</sup>

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To move towards more sustainable futures for our urban areas, we need to engage multiple stakeholders and decision makers in understanding the implications of complex and inter-related policy options. Visioning and backcasting models have huge potential to contribute in this area. This paper reports on the development and calibration of VIBAT-Auckland. This visioning and backcasting for transport model is specifically designed to enable the pathways to achieve more sustainable urban transport futures to be explored. VIBAT enables the carbon impacts of transport policy measures, urban form and planning measures to be assessed in an integrated manner, and provides the stimulus for the far-reaching strategic conversations

needed to break with current trends and transform urban mobility. Alongside goals for reducing transport carbon emissions and respond to the climate change agenda, there are aspirations to develop policy and implementation strategies which progress against a wide range of, often competing, sustainable mobility indicators, including economic, social and local environmental dimensions. Transport can be viewed as the maker and breaker of cities, and needs to be developed with wider city sustainability goals in mind. The likely impacts of future transport scenarios for Auckland, are considered against a multi-criteria appraisal (MCA) framework. Different packages of measures are selected for Auckland and scenarios developed which optimise low carbon and wider sustainability aspirations. The final section of the paper takes scenario analysis on a step by step by speculating on the likely implementation and political mechanisms required to achieve the optimised scenarios

## **Active Transport to School: A Study of Political Barriers in Glen Eira**

Danita Tucker, John Stone

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Despite the far-reaching benefits for children travelling to school by active means, the reasons for success or failure of Active Travel to School (ATS) programs are poorly understood. The research reported in this paper explores actor behaviour and institutional cultures in ATS policy implementation by two middle-ring Melbourne local governments - Boroondara and Glen Eira Councils. Boroondara experienced an eight-fold increase in ATS participation, while Glen Eira had a 23% decline over the three-year period from 2008 to 2010.

Two conceptual models of the policy implementation process shaped the investigation. The institutionalist model focuses on an organisation's rationale for policy development and implementation. The policy network model draws attention to the relationship between local government officials and external parties. Using these models, the investigation analysed policy documents and interpreted evidence gathered through in-depth qualitative interviews with key actors. The research suggests that the variation in observed outcomes is the result of the striking

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differences in the way senior managers related to state-based policymakers seeking to promote ATS. Both local governments are delegated the same responsibilities from state government, yet policy and program implementation varies across the two organisations.

Managers at Boroondara have exhibited a willingness to work closely with the growing number of actors in state agencies who are promoting ATS policy and programs and have used internal and external resources to achieve good outcomes, while staff at Glen Eira have used a variety of strategies and 'story-lines' to limit their participation in ATS programs.

## **Pathways towards sustainable urban transport development - investigating the transferability of Munich best practice in collaborative stakeholder dialogue to the context of Sydney**

Christiane Baumann, Stuart White  
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This paper investigates how best practice examples of collaborative stakeholder dialogue (CSD) in transport policy making can be transferred to other cities.

An increasing number of transport commentators and governance researchers have identified CSD as a constructive alternative to adversarial styles of policy making when trying to establish more sustainable forms of urban transport development. In CSD, participants that represent the full diversity of interdependent interests in the issue at stake engage in collaborative dialogue to find a consensus on the way forward. CSD can facilitate mutual trust and learning among participants, and so produce more effective and acceptable policy solutions.

There is a growing number of successful case studies in CSD, including our own case study of an ongoing transport CSD in Munich, Germany - the *Inzell-Initiative*. In order to improve the process and application of CSD in transport, it is important to systematically investigate the transferability of best practice examples to other cities. Reviewing existing theory on transferability, we conclude that while existing guidelines provide valuable

instructions for transferring individual policies they face limitations with regards to governance processes that require fundamental changes in the way stakeholders interact. To fill this gap we develop a framework of preconditions for process transferability based on lessons from Munich and other case studies. We then test this framework in the context of Sydney, based on a series of discussions with key transport stakeholders.

## **SE 14 – Planning Contested Ground 3.30pm – 5.00pm**

### **We Aren't Going Beyond the City Gates: Community Agency and Inner City Affordable Housing.**

Vivien Hazel-Streeter  
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Can urban regeneration occur without becoming gentrification? ask Porter and Shaw (2009, *Whose Urban Renaissance? An International Comparison of Urban Regeneration Strategies*, Routledge, Abingdon, Oxon, p. 5)

That was the task the residents of Hindmarsh, South Australia set themselves from the early 1970s. This paper addresses the strategies developed and deployed by community agency for the survival of low cost housing and local community in the inner city. It explores the conflicts, collaborations and outcomes in a contest over land use allocated through planning policies for transport and industry where residents sought housing without gentrification. Since the mid 1980s community agency promoted and took action in implementing a model of social mix, mixed use, and localised sustainability. It is argued that an understanding of dynamic community agency in urban renewal can make an important contribution across urban development and social sustainability. In 2010 20% of housing stock in the redevelopment area is publicly owned and managed by Housing SA or housing co-ops and associations. This is in addition to the lower income owner occupiers whose displacement has been prevented. Residents are currently influencing the proposed Bowden Urban Village TOD, advocating the affordable housing percentage in the development be

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raised from the South Australian standard of 15% to up to 30%.

This paper draws on an ongoing retrospective study of community agency and urban renewal 1970-2010. Full data analysis will be completed by the time of conference.

## **Understandings of Social Mix and Community Opposition to Social Housing Constructed under the Nation Building Economic Stimulus Plan**

Kristian Ruming

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In February 2009 Prime Minister Kevin Rudd introduced the Nation Building Economic Stimulus Plan (NBESP). In the face of the 'global financial crisis' the NBESP was a two year, \$42 billion plan seeking to 'support jobs and invest in the long term growth of the Australian economy' (COA, 2009: 7). Under the NBESP, \$6 billion over two years was to be allocated to the construction of 20,000 social housing dwellings across Australia. While the increased funds allocated to social housing constructed has been widely applauded by many associated with the provision of social housing (ACOSS, 2009), a series of local conflicts have arisen. Importantly, many of the local communities targeted for developments have been careful to avoid being identified as 'anti-public housing', but rather have sought to challenge the developments on other grounds. One of the key points of opposition mobilised by communities is understandings of social mix. While social mix has been used by social housing providers as a means of integrating tenants within communities, this paper explores how a number of communities across New South Wales mobilised alternative understandings of social mix to challenge development.

## **In the fast lane - bypassing third party objections and appeals in planning approval processes - an initial review of policy and debates**

Joe Hurley<sup>1</sup>, Elizabeth Taylor<sup>2</sup>, Nicole Cook<sup>1</sup>, Val Colic-Peiske<sup>2</sup><sup>1</sup>*School of Global Studies, Social Science and Planning, RMIT University, Melbourne, Victoria, Australia,* <sup>2</sup>*AHURI-RMIT Research Centre, Melbourne, Victoria, Australia*

The introduction of third party objection and appeal rights (TPOAR) in planning assessment in Australia emerged partly in response to battles over planned destruction of affordable housing and green spaces in Australian cities in the 1970s. Yet in the intervening years, TPOAR have attracted a range of conflicting criticisms: for furthering NIMBY interests; favouring developer outcomes; and reducing diverse connections to place to a legal and costly affair. More recently there is a wide-spread perception, supported by a growing body of research, that TPOAR has been used by residents of established suburbs to inhibit the supply of medium density housing. This has significant implications for housing supply, 'compact city' and social housing policies. In Australia, this has not only triggered new debates around the efficacy of TPOAR but it has seen a clear willingness to by-pass TPOAR altogether.

Through a review of planning policies and reform in Australia and internationally, this paper aims to provide a round-up of contemporary policy and debate around TPOAR paying particular attention to the rationale and strategies to streamline participation. The paper also begins to document the extent and variation in TPOAR rights across multiple jurisdictions, within Australia and in comparison with other nations. It is the first stage of a larger research project that seeks to critically examine the implications of both third-party objection and appeal rights and 'fast-tracking' mechanisms in the delivery of medium density development and social housing in urban areas.

## **Designing Sustainable Urban Futures: Presenting a Design-led Methodology for Sustainability Research**

Viveka Hocking

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Do we as a society have the creative capacity to dream of, and subsequently create, a better future? Growing global acceptance of the need to change towards a more sustainable manner of human development means a fundamental change in how we design our future. This requires an open conversation on what to do; a conversation which requires approaches to very messy and uncertain issues. This paper presents Bigamatics, a methodology which articulates one path for opening up such a

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conversation across the socially oriented research community.

The Bigamatics methodology forms a designed approach to sustainability research which has the potential to build social imagination, creativity and innovation across all parts of society; academic, local, entrepreneurial, political and so on. In so doing, this methodology could contribute to better linking knowledge cultures in an open conversation on designing sustainable urban futures.

Bigamatics was constructed through a process of exploring the intersection of design and research within a sustainability context. Part of this study was conducted as field work in the rural New South Wales town of Tumut. Community members participated in a designed process of imagining sustainable wellbeing for the future of their town. Participants engaged in a series of creative research methods which included: cultural probes, game formats and scenario building. This case study acts as a demonstration of how the Bigamatics methodology can construct proposals for possible sustainable urban futures.

This paper aims to generate further discussions across the disciplines on the role of design in urban sustainability research.