

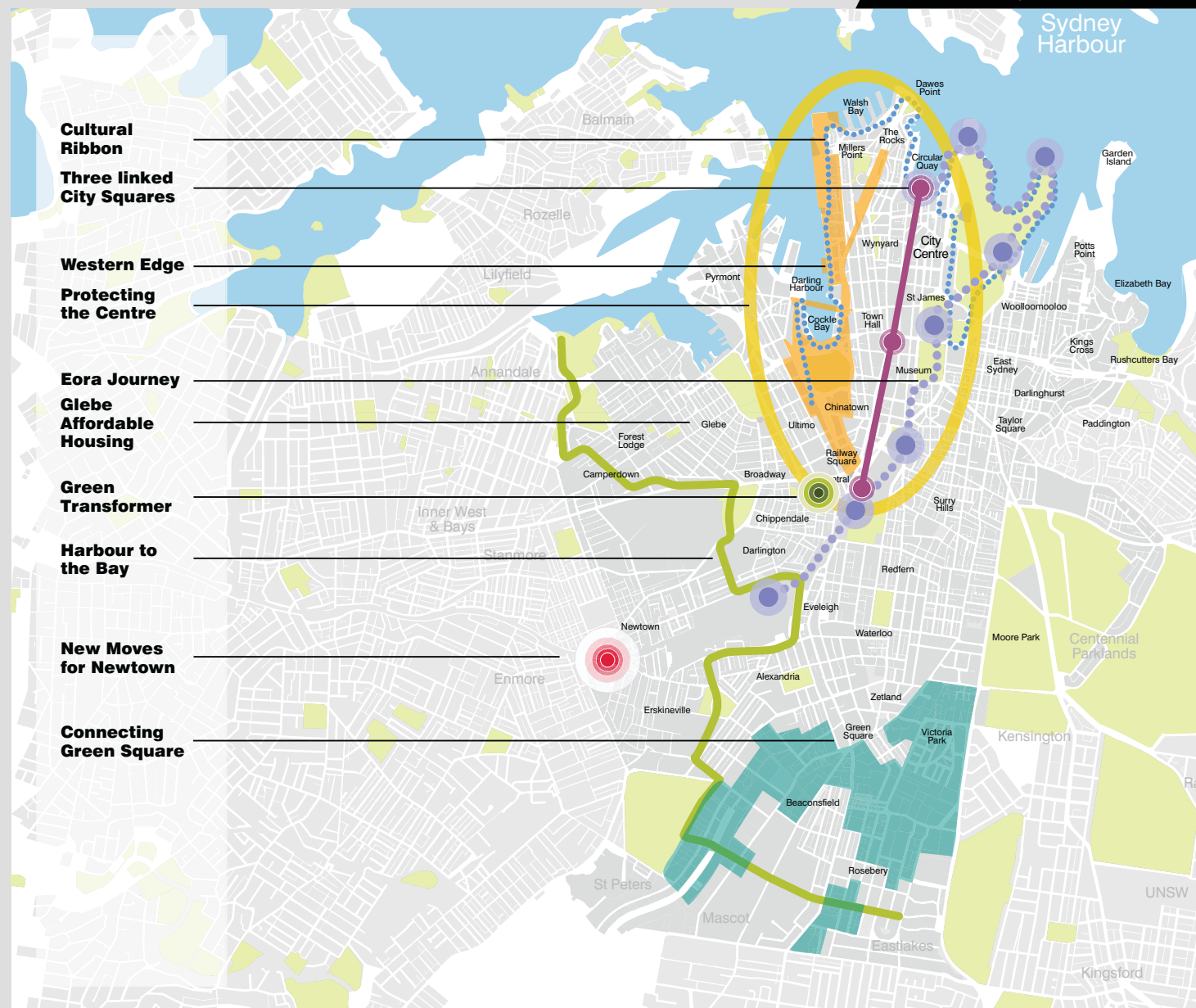
Ten project ideas

How the 2030 Vision
could be delivered

- 1 Western Edge
- 2 Three linked City Squares
- 3 Protecting the Centre
- 4 Eora Journey
- 5 Cultural Ribbon
- 6 Harbour to the Bay
- 7 Connecting Green Square
- 8 Affordable Housing
- 9 New Moves for Newtown
- 10 Green Transformers

- ⇒ Western Edge of the City
- ⇒ Three linked City Squares
- ⇒ Protecting the Centre
- ⇒ Eora Journey
- ⇒ Cultural Ribbon
- ⇒ Harbour to the Bay
- ⇒ Connecting Green Square
- ⇒ Glebe Affordable Housing
- ⇒ New Moves for Newtown
- ⇒ Green Transformers

Sydney Harbour



Idea1 Western Edge

A revitalised Western
Edge of the City.

The 2030 Vision places
a new emphasis on the
Western Edge as a
place of great future
opportunity.



IMAGE: SYDNEY HARBOUR FRESHWATER AUTHORITY

Connecting the Western Edge of the City to the water

A series of related project ideas would integrate the State Government's proposed development of the former wharves at Barangaroo into surrounding City areas.

Lowering the Western Distributor to ground level, or just below, and covering it would enable reinstatement of the traditional east-west connections through the City Centre.

Replacing the massive freeway with a traditional street pattern would enable the residential communities of Barangaroo and Millers Point to form a new distinctive Activity Hub with easy connections to the City Centre and the waterfront.



It is the ordinary day to day lived urban experience of people's basic needs that counts. Can I walk from where I live or work to a public space where I can just be rather than having to buy something?

Desirable places fulfil the need for just being, enabling us to experience the moment, a chance for an encounter, a space for coincidence.

Charles Landry
The Art of City Making



Other outcomes include:

- A variety of workspaces from large floor plate commercial development at Barangaroo offering premium office space, to a new creative business precinct for retail, residential and business activities around York, Clarence, Kent and Sussex Streets. Characteristic human scale buildings, sunny streets and walking connections to the harbour.
- Integration of Darling Harbour into city life by broadening its visitor focus to a mixed community with commercial, residential and public buildings surrounding a park with a traditional street edge.
- Development controls to preserve the western precinct around Sussex Street.

- Creation of a large park at Darling Harbour with easy connections from Barangaroo, Pyrmont, Ultimo and the City Centre and a role as a new neighbourhood park. This would integrate with open space at the northern end of Barangaroo and create an enjoyable boardwalk experience from the park to Barangaroo with many connections to the City Centre.

Initial Step

- ⇒ Establish a precinct management team to work with government, landowners, business and stakeholders to strengthen precincts and connections and expansion to the west and preserve capacity for jobs growth.



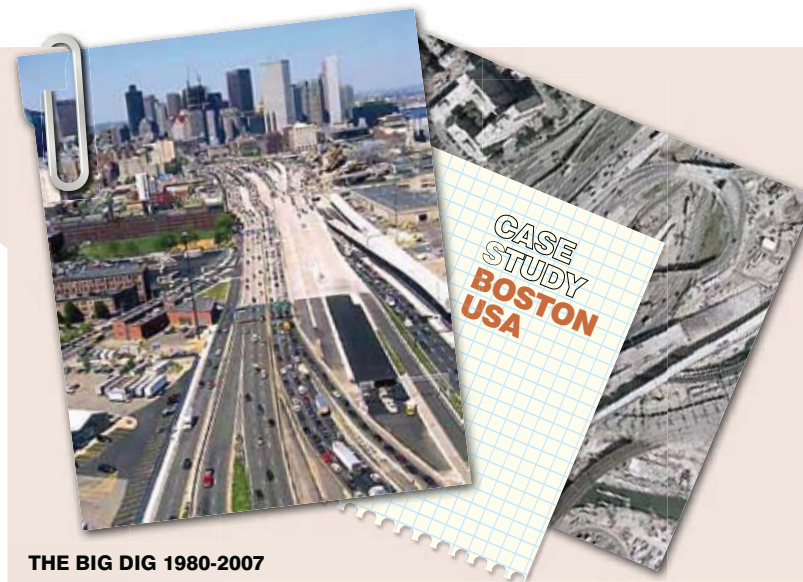
⇒ Improved pedestrian links west from the City Centre and along the Darling Harbour foreshore.

⇒ A new urban park 80 per cent the size of Hyde Park at Darling Harbour.

⇒ City Centre growth with premium commercial floor-space west of the City Centre.

⇒ A distinctive retail, residential and small business precinct west of George Street.

Benefits



THE BIG DIG 1980-2007

The project to underground an elevated six lane freeway began construction in late 1991. Preliminary design started in the 1980s and final design began in the late 1980s. Substantial completion of the project took place in early 2006.

The Central Artery/Tunnel Project was owned and managed by the Massachusetts Turnpike Authority (MTA). The project was funded by Federal and State Governments.

The Problem

- ⇒ World-class traffic problem.
- ⇒ An elevated six-lane highway called the Central Artery that ran through the centre of downtown.
- ⇒ The elevated highway displaced 20,000 residents when it was built.
- ⇒ Cut-off Boston's North End and Waterfront neighbourhoods from the downtown, limiting these areas' ability to participate in the City's economic life.
- ⇒ A continuous economic and quality-of-life drain on Boston.

The Solution

- ⇒ The Central Artery project replaced the six-lane elevated highway with an eight-to-ten-lane underground expressway directly beneath the existing road.

- ⇒ A two bridge crossing of the Charles River.
- ⇒ The crumbling elevated highway was demolished and in its place is open space and eventually modest development.

The Challenges

- ⇒ The Central Artery Tunnel Project was public works on a scale comparable to some of the great projects of the last century—the Panama Canal, the English Channel Tunnel, the "Chunnel", and the Trans-Alaska Pipeline.
- ⇒ The unique challenge was to construct this project in the middle of Boston without crippling the City.
- ⇒ Designed to maintain traffic capacity and access to residents and businesses—keeping the City open during construction.

The Benefits

- ⇒ Improving mobility.
- ⇒ Reconnected neighbourhoods.
- ⇒ Better quality of life.
- ⇒ 12 per cent reduction in City-wide carbon monoxide levels.
- ⇒ Creation of more than 105.22 hectares of open land.

Source: www.masspike.com/bigdig/background

Idea 2 Three City Squares

Three civic squares as outdoor meeting places on the George Street grand thoroughfare.

Town Hall Square would become a new civic meeting place in the heart of the City.



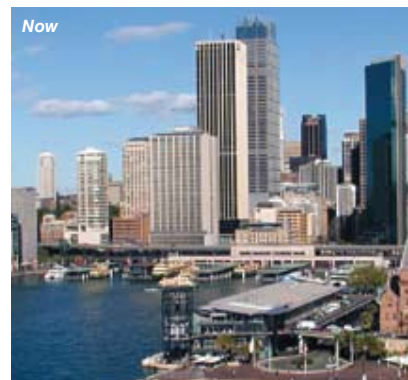
Linked City Squares for Public Life

Few cities in the world enjoy a natural setting as spectacular as Sydney's. The series of peninsulas and coves and inlets provide a unique setting for a major city with views to the water and landscape beyond.

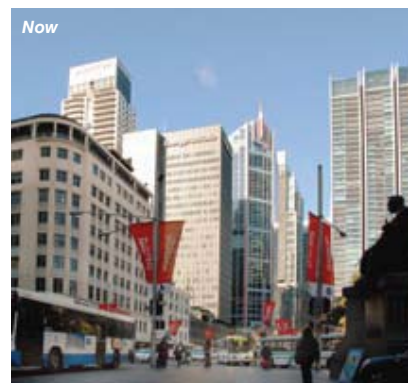
The City Centre positioned on two hills offers constant surprises. A long narrow City Centre means short distances to cross from east to west, while moving south from Circular Quay presents more challenges.

The traffic on George Street should be simplified and changed into a public transport street with zones for public transport, cyclists and pedestrians only.

Jan Gehl
Public Spaces Public Life, 2008



Circular Quay could be renewed as a new harbour gateway to the City with the design of a new public square with better access and views to the water. Customs House Square would be celebrated as a natural gathering place in a harbour City, renewing Sydney's image nationally and internationally. Concepts for Circular Quay propose removal of the Cahill Expressway and celebrating the station as an arrival and interchange to a proposed light rail city loop.



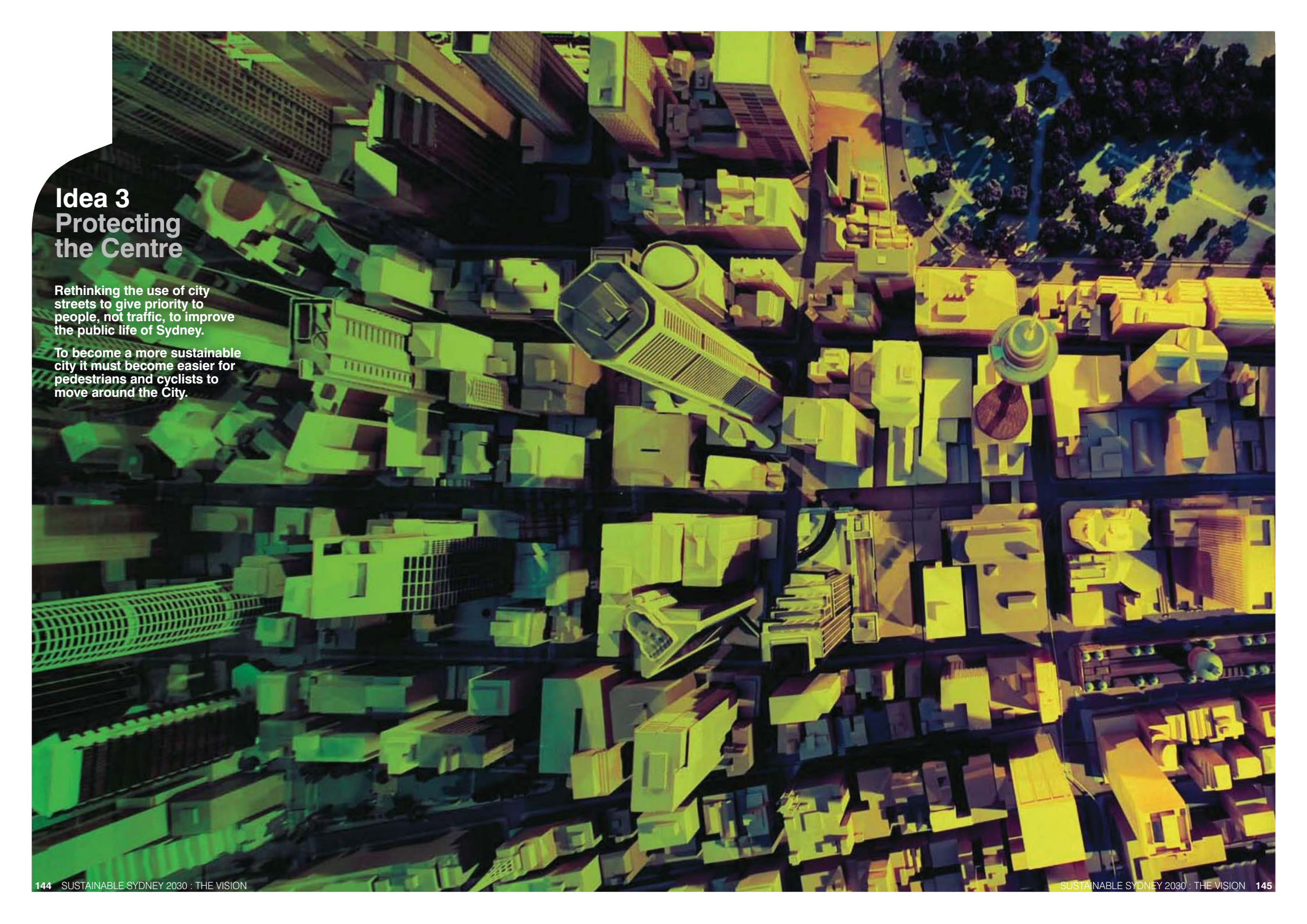
Town Hall Square is proposed as a new civic meeting place creating a civic centre in the European tradition. The plaza would be dominated by the Victorian architecture of the Town Hall, Queen Victoria Building and St Andrew's Cathedral, but new development of sustainable buildings would create a contemporary edge. Redesign of the station and a light rail stop would make Town Hall Square a gateway to the southern entertainment precinct and Chinatown Haymarket to the south. The square would be a focal point midway along the City's pedestrian thoroughfare—George Street—in the centre of the City.



The George Street spine would combine sustainable transport such as light rail, walking and cycling; enliven and improve the experience of walking along George Street, while the squares would transform the public life of the City Centre. Danish architect, Jan Gehl, in his 2008 study, *Public Spaces, Public Life Sydney*, proposed transforming George Street from a clogged, noisy street to a central north-south spine for pedestrians and public transport linking three major public gathering places. The idea has been developed as part of the 2030 Vision.



Central Station will be re-cast as an important southern arrival gateway to the City and a place for significant redevelopment over the rail lines and around a series of redesigned public squares. Redesign of the public domain would create easy walking connections above ground to surrounding areas, including Haymarket, Ultimo, Devonshire Street and Surry Hills, Chippendale and to City South. Through development of the airspace over the rail lines the suburbs surrounding Central Station would be reconnected through new development, with walking links following the traditional street pattern. Access by rail means future redevelopment could include major public facilities, including a Convention Centre.

An aerial photograph of a dense urban center, likely Sydney, Australia. The image shows a high concentration of skyscrapers and commercial buildings. A large portion of the left side of the image is covered by a semi-transparent green overlay, which is the background for the text. The right side of the image shows more trees and lower-rise buildings.

Idea 3 Protecting the Centre

Rethinking the use of city streets to give priority to people, not traffic, to improve the public life of Sydney.

To become a more sustainable city it must become easier for pedestrians and cyclists to move around the City.

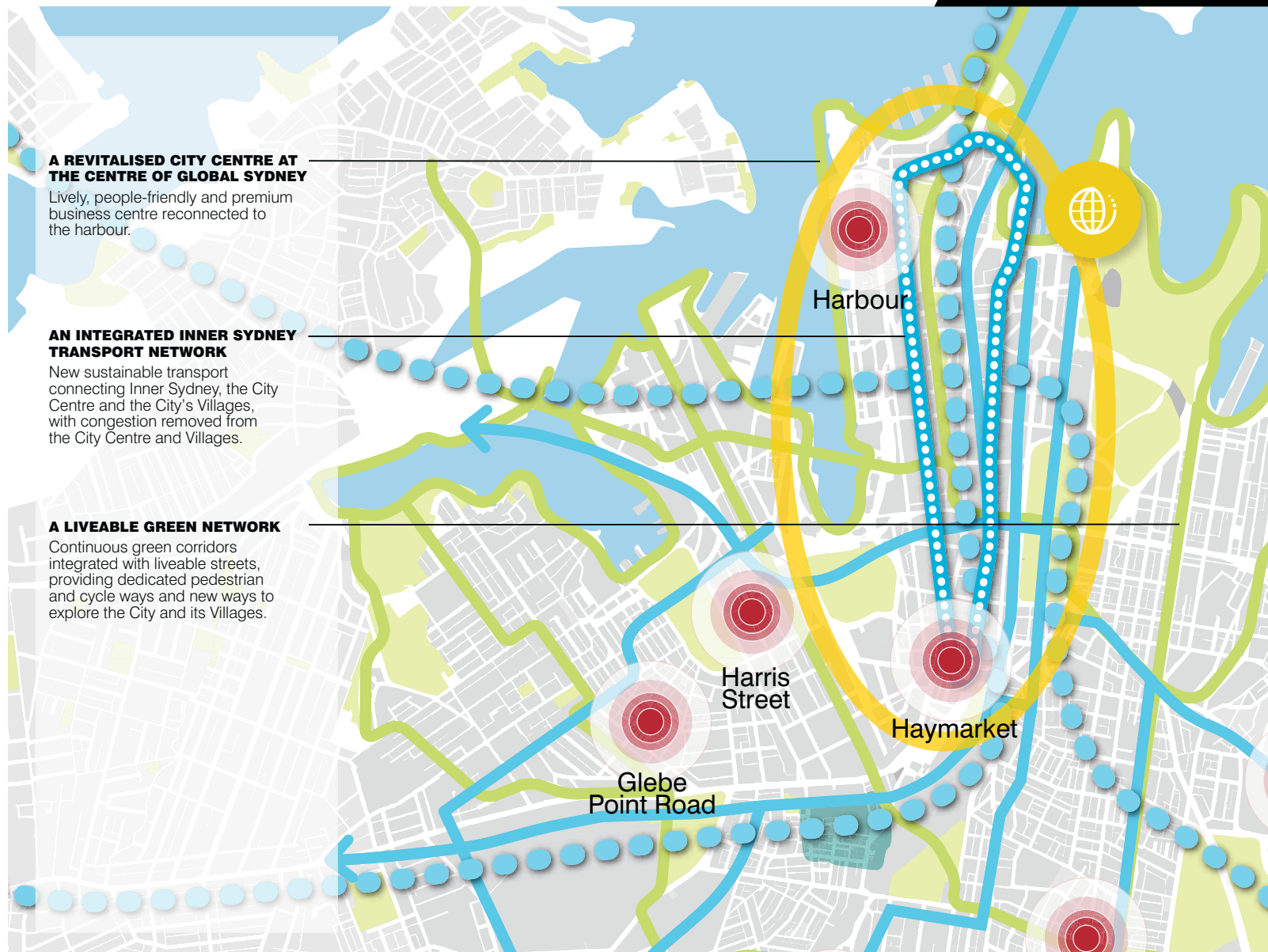
Many of Jan Gehl's key recommendations to protect and enhance the City Centre have been included in the 2030 Vision. They include:

- ⇒ A waterfront city—increased access and views to the water
- ⇒ A green connected city
- ⇒ A better city for pedestrian movement and cycling
- ⇒ A strong public transport city
- ⇒ A traffic calmed city including 40km/h speed limits
- ⇒ A strong city focal point with a central spine and three main linked squares
- ⇒ An inviting streetscape with a hierarchy of significant public space
- ⇒ A diverse, inclusive, accessible and lively city

To improve Sydney's liveability, the 2030 Vision suggests a series of changes, including a reliable, frequent and affordable light rail loop to enable people to get around the city easily.

It is proposed the loop would travel along the George Street spine to link to upgraded rail stations at the three City Squares, and to new metro rail lines and public transport corridors that connect the City Centre to the Villages of Sydney.

Protecting the centre is aimed at gradually changing travel patterns, introducing "green zones" for walking and cycling, more pedestrian-only streets, fewer cars in the City Centre and fewer parked cars.





Light Rail Loop proposed to service Barangaroo precinct.



George Street



Harbourside



Circular Quay

⇒ Improved City access

⇒ More attractive and pleasant streets

⇒ Increased public transport options

⇒ Reduced carbon emissions

⇒ Improved productivity from reduced congestion delays



Benefits



METRO/LIGHT RAIL NETWORK

The Problem

⇒ A major exercise was needed to replace its antiquated fleet of 234 trams. Almost a quarter of the fleet was out of service at the time the order was placed and the balance were increasingly unreliable.

The Solution

⇒ Amsterdam now has an extensive network of a combination of tramway and light rail routes.

⇒ Amsterdam is promoting light rail as an attractive form of transport, encouraging people to leave their cars at home, and will be reviewing its performance in 2008-2009.

⇒ A new terminal has been completed at the key interchange at Centraal Station, where five lines converge, and this was brought into use in June 2000.

⇒ A new tram line opened on 31 May 2005: Line 26 from Centraal Station to IJburg. This line links the centre of Amsterdam with the new housing area (40,000 people) on the artificial islands in IJmeer. The line is 8.5km long and runs on a reserved track bed for most of the route which includes a 1.5km tunnel.

⇒ The system is governed by multiple-aspect colour light signals integrated with the road traffic signals for the street running sections.

⇒ Further route developments are planned including a proposed extension to Amsterdam Airport.



Idea 4 Eora Journey

Eora Journey will enable us all to share in and celebrate Indigenous culture.

Indigenous, knowledge, culture, history and stories will be ingrained into the public domain of the City.

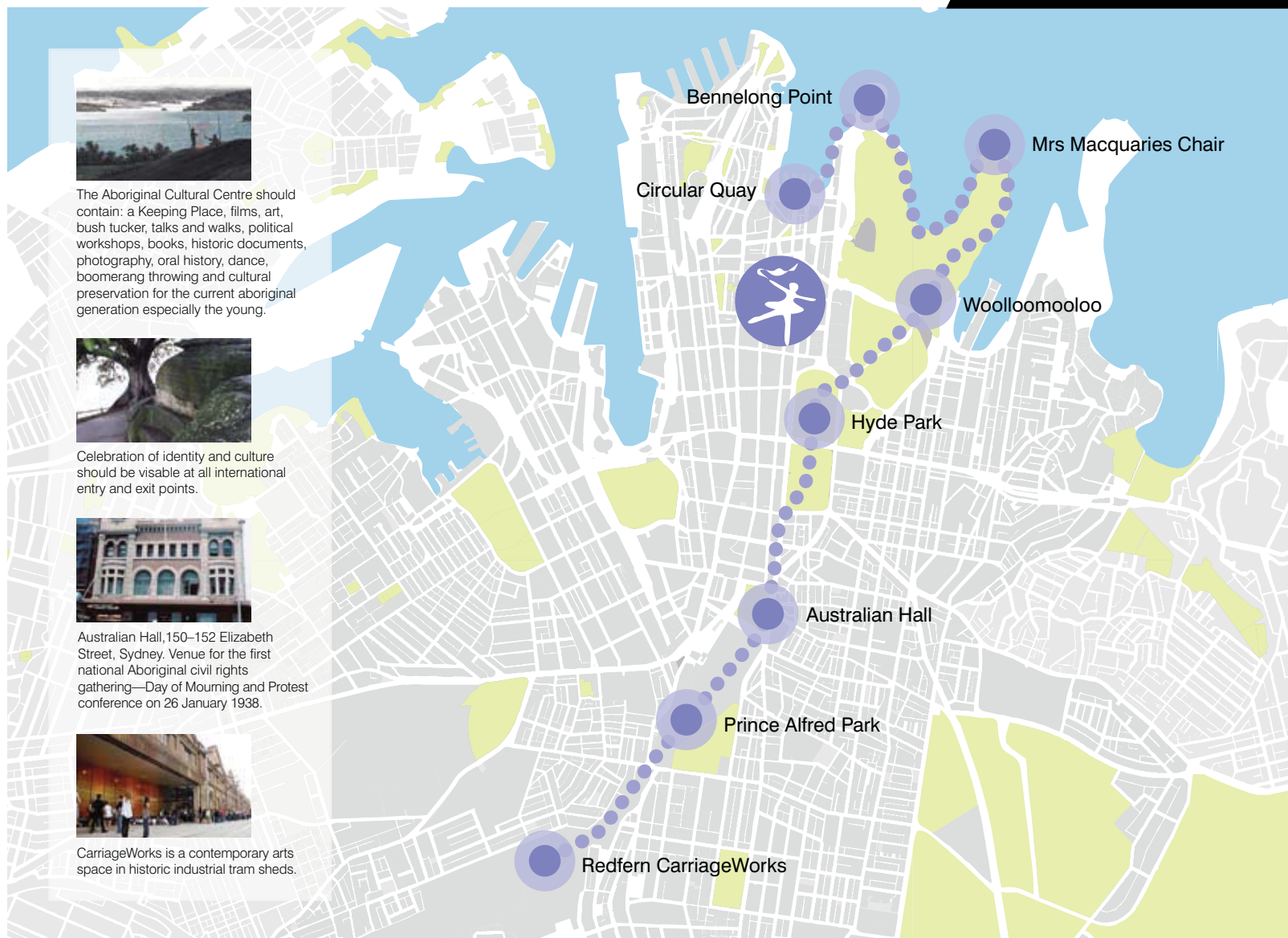
IMAGE: MURAL AT HUGO STREET RESERVE IN REDFERN, ARTIST BROWNY BANCROFT

Pathways from the Harbour to Redfern

The idea of Eora Journey was developed by the City of Sydney in consultation with Sydney's Indigenous community. Merrima Indigenous design studio within the New South Wales Government Architects Office designed the pathway concept. It was a response to the strong call from the Indigenous community and broader community to celebrate and share the story of the world's oldest living culture through a cultural walk from Redfern to the harbour. Work has already started to establish a City of Sydney Aboriginal Advisory group to develop this project idea.

Indigenous people want to make themselves visible to the broader community and encourage cross cultural awareness by hosting an inclusive Indigenous Festival in the centre of Sydney

Dillon Kombumerri
Merrima Design



Route of the proposed Eora Journey. Embracing links from the harbour foreshore and City Centre through Hyde Park to Prince Alfred Park to Redfern CarriageWorks.

The Eora Journey creates a participative Indigenous interpretation experience in the City via a cultural walk from Redfern to Mrs Macquaries Chair. Artworks and messages about traditional and contemporary Indigenous culture at intervals along the walk would teach and share stories.

An Indigenous Knowledge and Cultural Centre was called for by Sydney's Indigenous community, which is seeking a place of learning, employment, cultural celebration, understanding and innovation. It will be

located along the walk and will nurture cultural regeneration and cultural understanding among visitors and the Sydney community.

The detailed development of the Eora Journey and Knowledge and Cultural Centre will involve broad consultation with local Aboriginal peoples and Aboriginal and Torres Strait Islander art organisations and artists and other levels of government, and a range of initiatives—including training and education—to culminate in the Eora Journey.

- ➔ **Recognising Indigenous culture**
- ➔ **Re-interpreting the City**
- ➔ **Enriches the walking network of the City**
- ➔ **Contributes actively to reconciliation**
- ➔ **Strengthens Redfern's cultural identity**
- ➔ **Provides a Keeping Place, archive, community gathering place and resource centre for the Indigenous community**
- ➔ **Creates commercial opportunities**
- ➔ **A hub for Indigenous people in the City to link with other Indigenous communities**

Benefits



Idea 5 Cultural Ribbon

The Cultural Ribbon will support the City's identity with a Sydney harbourside cultural walking trail.

Sydney will continue to offer internationally recognised, unique cultural experiences.



The cultural ribbon will link Sydney's leading cultural landmarks along the harbour's edge, such as The Wharf Theatre, the MCA, The Opera House, Customs House and other cultural attractions.

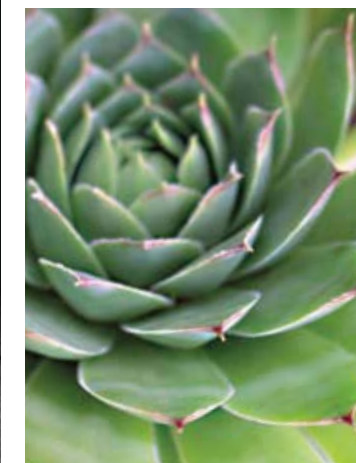
The cultural ribbon will focus on improved directional signage for Sydney's many cultural attractions in the City Centre and form links to strengthen and support the cultural life of the city.

The Dictionary of Sydney will provide historical stories, facts and information about Sydney as a community resource for the Cultural Ribbon.



The Cultural Ribbon will identify walking trails with historic landmarks and interpretation and attractions. These include:

- ⇒ Powerhouse Museum
- ⇒ Maritime Museum and Aquarium at Darling Harbour
- ⇒ Theatres on Hickson Road
- ⇒ Sydney Dance Company
- ⇒ Sydney Theatre Company
- ⇒ Bangarra Dance Theatre
- ⇒ Sydney Observatory
- ⇒ Argyle Square and the Argyle Cut in the Rocks
- ⇒ Circular Quay with the Museum of Contemporary Art; Customs House and the Opera House
- ⇒ Police and Justice Museum
- ⇒ Museum of Sydney
- ⇒ Royal Botanic Gardens
- ⇒ Mitchell Library
- ⇒ The Mint
- ⇒ Hyde Park Barracks
- ⇒ Australian Museum
- ⇒ Art Gallery of New South Wales
- ⇒ Sydney Conservatorium of Music





Idea 6 Harbour to the Bay

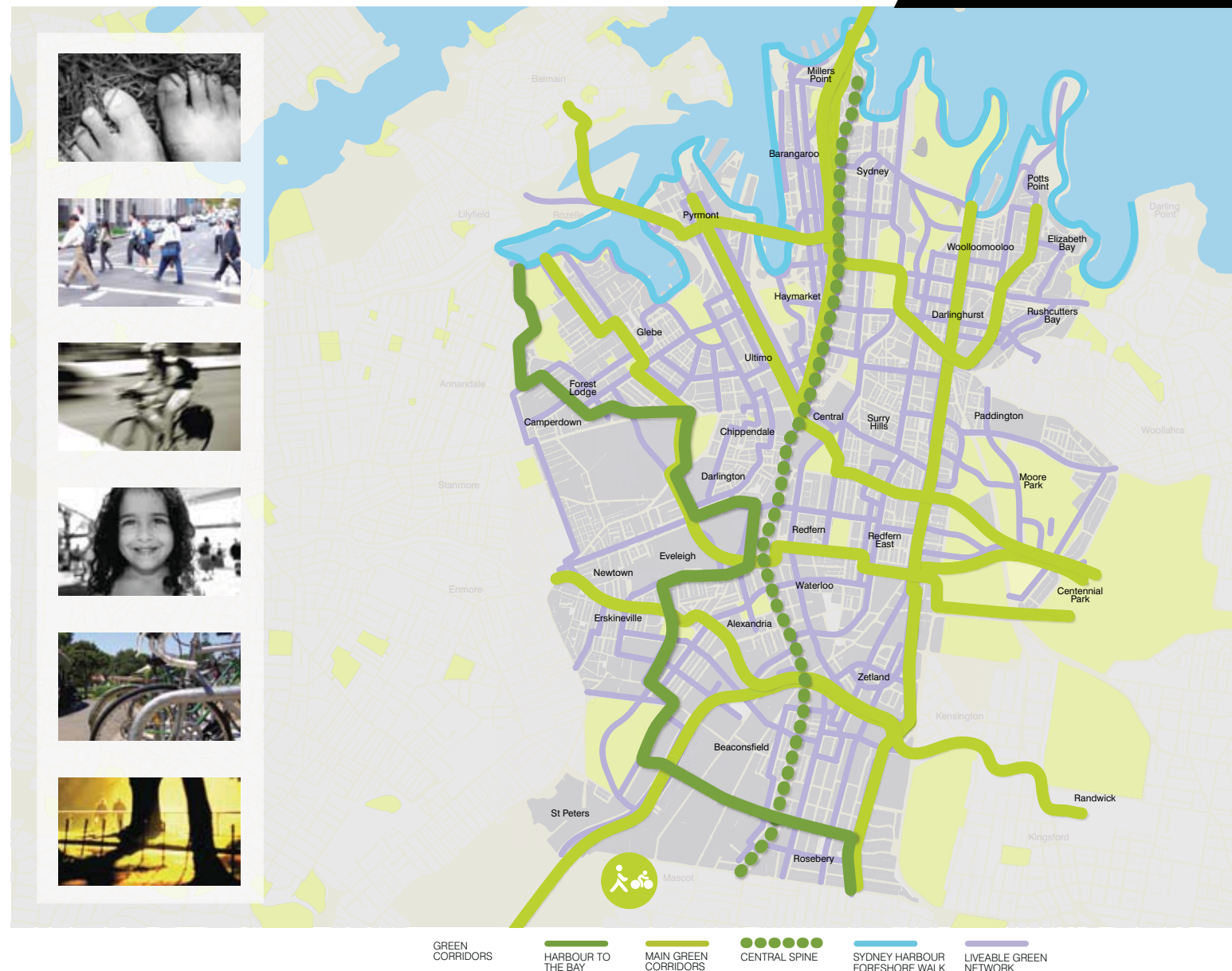
The liveable green network will be a comprehensive network of safe, attractive and leafy paths across the City.

The 2030 Vision aims to transform Sydney into a cyclist and pedestrian-friendly City.

To support the Liveable Green Network, the City of Sydney Council will ensure cycling and walking amenity is integrated into development.

A potential 12.6 kilometre corridor connecting the Sydney Harbour to Botany Bay, from Glebe to Rosebery and beyond, linking the waterfront, major parks and major City destinations. The corridor would be designed to ensure safe crossing at major intersections, minimise waiting times and provide easy access to public transport.

- ⇒ Sydney Harbour Foreshore
- ⇒ Circular Quay to Botany Bay
- ⇒ North Sydney to Central
- ⇒ Woolloomooloo Bay to Botany Bay
- ⇒ Balmain to Garden Island
- ⇒ Pyrmont to Centennial Park
- ⇒ Glebe to Centennial Park
- ⇒ Glebe to Rosebery
- ⇒ Newtown to Randwick
- ⇒ Cooks River to Centennial Park



CASE STUDY SAN FRANCISCO USA



- ⇒ Reduced carbon emissions through less car use
- ⇒ Encouraging an active lifestyle to improve community health and wellbeing
- ⇒ Reduced carbon emission through tree-planting along pathways
- ⇒ Improved community safety
- ⇒ Emphasises City of Sydney's commitment to protection of native fauna, flora and ecologies

Benefits



SAN FRANCISCO BAY WALK

The Problem

- ⇒ In the 1800s and first half of the 1900s, as the Bay Area grew, industrial and commercial activities proliferated along the shoreline of San Francisco Bay. By the 1950s, 85 per cent of the Bay's wetlands had been filled in, dried out or converted to salt ponds, and an astounding four square miles of Bay were being filled each year.
- ⇒ In 1965, responding to citizens' demands for protection of the Bay's natural environment, the State Legislature established the San Francisco Bay Conservation and Development Commission with responsibility for planning for the long-term use and protection of the Bay
- ⇒ In 1987, planning began for the "Ring around the Bay"—a continuous hiking and bicycling trail extending around the perimeter of San Francisco and San Pablo Bays.
- ⇒ The plan included a specific trail route; the relationship of the route to parks and other recreational facilities; links to existing and proposed public transportation facilities; an implementation and funding program for the trail; and provisions for implementing the trail without adversely affecting the natural environment of the bay.
- ⇒ By 1999, slightly more than half the Bay Trail's ultimate alignment, approximately 338 kilometres, had been developed.

The Challenge

The scale of the project and the need for implementation over the long term and over the term of successive governments and authorities.

The Solution

- ⇒ When complete, the Bay Trail will be a continuous 644 kilometres recreational corridor that will encircle the entire Bay Area, connecting communities to each other and to the Bay.

The Benefits

- ⇒ The Bay Trail provides easily accessible opportunities for recreation and exercise that are removed from the hazards of motor vehicles.
- ⇒ The Bay Trail offers a setting for enjoying and preserving flora and fauna and for broader environmental and cultural education.
- ⇒ The Bay Trail improves access to the waterfront and many natural, recreational, historic and cultural resources along the Bay shoreline, increasing respect and appreciation for the natural environment.
- ⇒ The landscaping of the Bay Trail creates a green environment in built up areas and is a friendly, comfortably scaled place that brings people together.
- ⇒ The Bay Trail offers a transportation alternative by providing bike and pedestrian access to residential neighbourhoods, shopping and business centres, schools and universities, places of interest, parks and entertainment places.
- ⇒ By reducing traffic the Bay Trail helps reduce air pollution and water pollution.
- ⇒ By connecting to public transport, including ferry terminals, bus stops, rail stations—the Bay Trail serves as an alternative transport route.
- ⇒ The Bay Trail connects nearly one hundred waterfront parks.
- ⇒ By focusing attention on the waterfront, the Bay Trail spurs planning efforts, which contribute to the revitalization of neglected areas.

Idea 7 Connecting Green Square

A new Town Centre designed for people that connects with local community life.

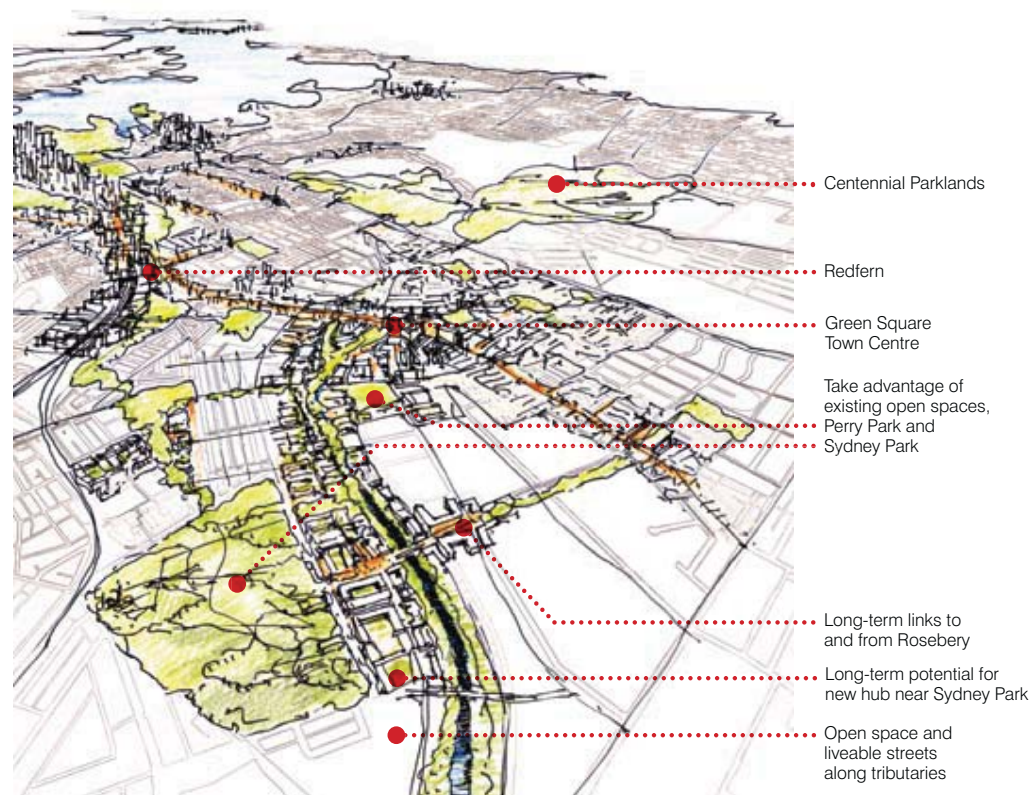
Green Square can make a major contribution to a sustainably renewed City.



The area around the Green Square Town Centre has the potential to have the vibrancy and diversity of Surry Hills but with the added advantage of a linked network of parks, including the major Sydney Park.

The 2030 Vision proposes the Green Square Town Centre be strengthened and supported by the addition of residential, retail and business activities and improved public transport connections. The urban design of development adjoining Green Square will adopt the "fine grain" character of traditional street patterns to evolve naturally into a vibrant and diverse inner urban community.

The Vision sees the southern part of the City as an opportunity for considerable growth, infrastructure improvements and redevelopment over the next 20 years and beyond, to contribute significantly to Sydney's sustainability. It proposes a long-term approach to preserving opportunities for future development for a range of uses, so that the City can adapt and evolve over time. This will include the renewal and conversion of the Alexandra Canal and its historic cluster of warehouses into a lively residential and mixed-use waterfront precinct, with direct links to Sydney Park, Green Square Town Centre and Moore Park.



The area around Green Square has the potential to have the vibrancy and diversity of other City Villages, via a linked network of open spaces, including a revitalised Alexandra Canal.

- ➔ Improved environmental performance of the City
- ➔ Preserving long-term development opportunities for Sydney
- ➔ Support for public transport networks
- ➔ Increased pedestrian movements and cycling with health benefits
- ➔ More jobs closer to home

- ➔ Quieter and more attractive walking and cycling streets
- ➔ More well designed affordable housing
- ➔ Adaptable and resilient buildings
- ➔ An authentic place where buildings, streets and public landscapes are varied in design and character

Benefits



Green Square can be designed to connect into the traditional fine grain character of surrounding neighbourhoods.

Rod Simpson
Simpson+Wilson
Architecture+Urban projects



CASE STUDY JAVA ISLAND AMSTERDAM NETHERLANDS

OOSTELIJK HAVENGEBIED THE EASTERN HARBOUR

The Problem

- ⇒ The site was a disused industrial harbourside and islands with key proximity to the City of Amsterdam.
- ⇒ The City was experiencing the need for housing expansion across all housing types and saw the opportunity to remediate disused industrial land and to create a car free environment accessible by walking, cycling and public transport.

The Solution

- ⇒ A close working partnership between public authorities and the private sector enabled 8,000 houses and apartments to be built over the past 10 years, creating a lively neighbourhood and community that has become a world model for urban design.
- ⇒ The public sector, the landowner, set the design and financial terms for renewal, allowing the private sector to bring finance and development expertise to the table.

The Benefits

- ⇒ Now a mixed-use neighbourhood of some 1,350 dwellings with 500sqm of commercial space.
- ⇒ New design approach with apartment blocks up to nine storeys to form a wall around the island.
- ⇒ Traffic has been kept to the quayside to provide central pedestrian-friendly courtyards.
- ⇒ The idea of opening up the market to individuals rather than developers.
- ⇒ Partnership—the role of the local authority as land assembler.
- ⇒ An 'open-book' system allows the City Council to monitor the financial performance of the development as it is designed and developed.
- ⇒ Concern about privacy is transformed into a positive approach to neighbourliness, health and safety regulations to the community and self-responsibility.
- ⇒ Traffic orientated development to pedestrian-friendly environment.
- ⇒ Strong guidance on materials, height, massing, landmarks, but flexible enough to create a canvas for imaginative and innovative responses to terraced houses.

(Source: www.amsterdamdocklands.com)



Idea 8 Affordable Housing

A partnership project to deliver access to affordable housing for key City workers.

All levels of government, not-for-profit organisations and the private sector are working together in the 2030 Vision for a Sustainable Sydney.

One of the most urgent issues confronting the City of Sydney is the need for quality affordable housing, to ensure the City can continue as a diverse, inclusive and fair city, open to everyone. Affordable Housing includes long-term rental housing, subsidised community housing and lower cost housing. It is estimated the City needs around 450 dwellings a year to solve the affordable housing shortage facing Sydney.

The City's housing stock is 74 per cent flats and apartments with 20 per cent semi-detached dwellings or terraces and five per cent separate houses.

The 2030 Vision, in keeping with the goals of the Metropolitan Strategy for Sydney, sets the targets of at least 134,000 dwellings. This includes 48,000 new dwellings in the City catering for an increased diversity of household types, including a greater share of families.

The aspiration is for 7.5 per cent social housing and 7.5 per cent affordable housing delivered by not-for-profit organisations and other providers.

For the City's economy to grow key workers, such as teachers, nurses and police and specialist tradespeople must be able to afford to live in the City and benefit from the broad range of quality services offered by the City.

Rents in the City have risen over the past three years and the vacancy rate for rental properties has reached a record low at 1.7 per cent. Of 16 apartment developments for sale in the City in the June 2007 quarter, only two units were less than \$500,000.

A high proportion of the population spend more than 30 per cent of income on rent or mortgages. Housing stress is defined as those spending more than 30 per cent of their income in this way.

The 2030 Vision aims for a coordinated and strategic approach to facilitating delivery of affordable housing by all levels of government and the not-for-profit sector.

The City wants to establish a subsidised level of long-term rental to give key workers the security of affordable housing in the City and to ensure inclusiveness and diversity of the residential population.

Partnership in progress: Glebe Affordable Housing Project

The 2030 Vision proposal is to build 700 new affordable housing units in Glebe to begin to address the City's housing shortage.

The City of Sydney has signed a Memorandum of Understanding with the State Government, and Housing NSW to work collaboratively to develop a feasibility study to provide affordable housing on a 3.6 hectare site in Glebe.

Affordable housing close to the City is needed to ensure people employed in essential services like nursing, health and teaching can afford to live close to where they work.

The City of Sydney's land value is more than \$30 million in an area containing some of the most expensive land in Sydney.

The City of Sydney and Housing NSW will share the strategic planning for any proposed developments, using existing under-used land and potentially redevelop existing public housing. The affordable housing project will

take full advantage of Federal Government initiatives aimed at increasing affordable housing.

The site includes the City of Sydney's 20,000sqm Bay Street Depot Site and an adjacent 16,000sqm site (bounded by Bay, Wentworth and Cowper Streets, Glebe) owned by Housing NSW and already containing existing social housing.

A joint master planning process involving community consultation will develop guidelines for the affordable housing model. This initiative will efficiently utilise urban land, demonstrate best practice in environmental sustainability, excellence in urban design and architecture, high quality vibrant public spaces and encourage alternative transport solutions and minimal car use.

The project is intended to be a mix of one third social housing, one third affordable housing and one third market housing.

Benefits

- ➔ Additional affordable, accessible housing
- ➔ Maintaining social diversity
- ➔ Best practice in design, environmental and social initiatives
- ➔ Maintains and improves existing Department of Housing dwellings
- ➔ Creates new partnership and models for providing affordable, accessible housing



Low housing affordability makes it increasingly difficult for people employed in essential services to live in the City they work in. This puts pressure on their work-life balance and results in less time spent with family due to travelling times.

Clover Moore MP
Lord Mayor



Delivering housing targets

| INCOME SPECTRUM | HOUSING TENURE | OBJECTIVES |
|------------------------------------|---|---|
| HIGH – MODERATE INCOME HOUSEHOLDS | Private Housing <ul style="list-style-type: none"> • Owners • Purchasers • Renters | Expand supply and choices of private housing for owners and purchasers and the rental market. <ul style="list-style-type: none"> ⇒ OBJECTIVE 8.1 Facilitate the supply of housing by the private market. ⇒ OBJECTIVE 8.2 Ensure that housing developments provide a diversity of housing opportunities for different lifestyle choices and household types. ⇒ OBJECTIVE 8.3 Ensure that a substantial proportion of housing is aimed at the lower end of the market. |
| HOUSEHOLDS IN FINANCIAL DIFFICULTY | Not-for-profit Housing | Expand supply of housing at cost and below cost for households in financial stress. <ul style="list-style-type: none"> ⇒ OBJECTIVE 8.4 Facilitate and promote growth in the 'affordable housing' sector including by Not for Profit and other housing providers. |
| VERY LOW INCOME HOUSEHOLDS | Social Housing <ul style="list-style-type: none"> • Public Housing • CSAH Funded | Maintain share and supply of social housing. <ul style="list-style-type: none"> ⇒ OBJECTIVE 8.5 Facilitate and promote growth in the social housing sector to provide housing opportunities for those with very low incomes. ⇒ OBJECTIVE 8.6 Promote partnerships and develop advocacy strategies for the delivery of housing for very low through to moderate income households. |



MAYOR'S DRAFT HOUSING STRATEGY, 2007

The Problem

- ⇒ Greater London has a population of 8 million people with high demand for council housing and priority given to those most in need.
- ⇒ 42 per cent of housing stock in the Greater London Area is "affordable housing," but this is still not meeting demand.

The Challenge

- ⇒ The City of London has set a goal that 50 per cent of all new housing should be affordable and this is to be delivered through planning and development controls. 20,000 units per annum being delivered in this way.

The Solution

- ⇒ The use of planning and development control plans to deliver affordable housing targets.
- ⇒ 33 London boroughs are responsible for housing issues and own more than 500,000 houses and flats—one in six homes. Each is required to have the equivalent of the NSW Local Environment Plan to enforce provision of affordable housing.

The plan defines:

1. The affordable housing level to be provided by a developer (in most cases this is when 15 or more units are built).
2. The number of units to be provided by the developer as a percentage of the total, depending on location.
3. The type of housing needed, for example, social or intermediate level income housing.

The Benefits

- ⇒ A long-term strategy to meet housing needs.
- ⇒ Retaining diversity and key workers in the City.
- ⇒ Addressing the homelessness problem.

(Source: www.london.gov.uk)

Idea 9 New moves for Newtown

Improved access to the Villages surrounding King Street, Newtown that will support community life, the arts, retail and creative enterprise and the live music scene.

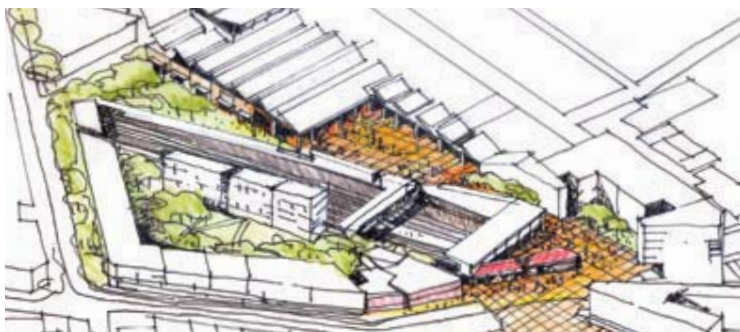
Newtown can demonstrate the 2030 Vision's concept of an Activity Hub in the heart of the local community.

Building on the creative hub, the 2030 Vision proposes a series of projects to improve access to the Villages surrounding King Street, Newtown that will support community life, the arts, retail and creative enterprise and the live music scene.

In partnership with Marrickville Council and State authorities, New Moves for Newtown would redesign the station square, create links to Newtown Station from Enmore Road and Australia Street and adapt the railway tram sheds for use by small businesses, fresh food markets and creative activities.

The project allows for adding a major public square around the station and integrating future redevelopment of the Newtown Tram sheds into the Newtown Activity Hub.

It aims to build the local economy, add to the appeal and liveability of Newtown and maintain the area's distinctive authentic, quirky and historic character. Missing elements of the Activity Hub that could be part of the redevelopment of the tram-sheds are food markets, a library, child care, learning, studio spaces and cafes.



Newtown Activity Hub idea that would link activities in and around Newtown Station and Australia Street.

Initial steps

- ⇒ Partner with Marrickville Council.
- ⇒ Undertake a feasibility study.
- ⇒ Advocate to State Government agencies.
- ⇒ Prepare urban design concept.

A natural extension would involve transforming Erskineville Road as a new park spine to amplify the existing leafy character of the Erskineville Village Centre and improving the connection before Erskineville and Newtown.

Action

Create a network of Activity Hubs as places for meeting, shopping, creating, learning and working.



- Enriching the unique character of Newtown by creating a cohesive hub around the station
- More public meeting places, community facilities and places for recreation
- More attractive walking environment
- Opportunities for affordable, accessible housing at Newtown Square along Erskineville Road
- Upgraded transport interchange for Newtown

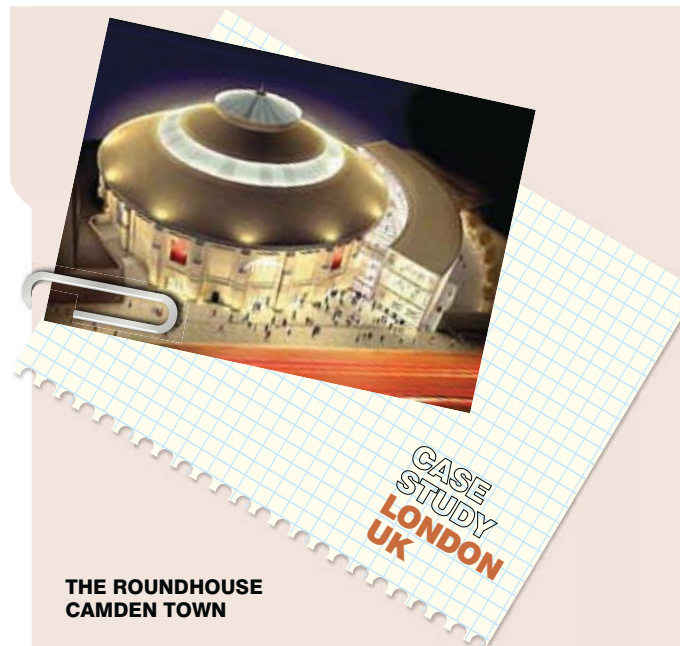


Benefits



We are imagining Activity Hubs as the old-style town square, the centre of the community.

Patrick Fensham
Director, SGS Economics and Planning



THE ROUNDHOUSE CAMDEN TOWN

The Problem

- ⇒ The Roundhouse was built in 1847 as a turntable engine shed at Chalk Farm near Camden Town. Within 20 years, locomotives became too large for the facilities to handle, and the Roundhouse underwent a number of changes of use. For years it was a gin store for the firm of W & A Gilbey Ltd.

The Challenge

- ⇒ A building of great heritage value needed a long-term use. The Roundhouse had stood unused since before World War II. By 1966, it was grimy and derelict.

The Solution

- ⇒ The Roundhouse became a well-known arts venue, starting in 1966 when the freehold was taken up by the new Greater London Council. It first opened as a conversion to a theatre in the late 1960s. In the late 1960s and 70s it was a pivotal venue in the UK Underground Music industry.
- ⇒ By the 1980s the building was closed as a venue and given to the Camden Council.
- ⇒ Purchased by the Norman Trust, it opened in 2006 to create one of London's hip local night spots for live music.

The Benefits

- ⇒ Finding a contemporary long-term use for a purpose designed 19th century industrial building.
- ⇒ Supporting contemporary music culture.
- ⇒ Provides a highly flexible and adaptable performance space that gives audiences opportunities and experiences they cannot find elsewhere.
- ⇒ Programming work that reflects the excitement and diversity of 21st century culture including music, theatre, dance, circus and digital media.

Idea 10 Green Transformers

Re-inventing the supply of energy and water, securing supply for the City with state-of-the-art gas turbine generation.

The by-products of this generation could provide greenhouse-free hot water, heating, and cooling.

Converting environmental targets to real change

Global warming is the most important urban management issue for the City, and reducing carbon emissions is central to the 2030 Vision. All of the strategies in the Vision seek to reduce the carbon footprint of the City.

The Vision proposes the introduction of Green Transformers to re-invent the supply of energy and water in the City, securing supply and reducing dependence on coal-fired electricity.

Major renewal sites across the City present an opportunity to develop Green Transformers to lead a shift to energy generated by gas as a low carbon energy, recycled water use and waste to energy conversion.

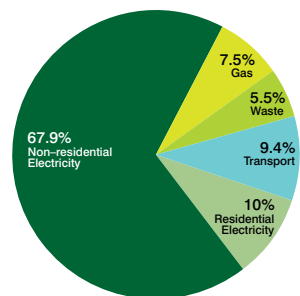
As owner of the streets, the City has the capacity to extend the environmental outcomes achieved in renewal sites to other areas. By using the streets to develop a reticulation system, renewal sites could provide efficient water reuse and waste-to-energy supply to other sites.

Green Transformers are intended to produce 330 megawatts of natural gas fuelled electricity

Greenhouse Gas Emissions

For the City of Sydney

Source: Kinesis, 2008 based on various sources.



generation. When combined with other demand reduction measures they will provide 70 per cent of the electricity requirements for the City in 2030 and lower greenhouse intensity by approximately 35 per cent.

The by-products of this generation could provide greenhouse-free hot water, heating, and cooling to approximately 35 per cent of all dwellings in the City and 43 per cent of all nonresidential buildings in the City, thereby reducing overall gas and electricity consumption.

The Vision proposes intervention from 2010 with small green transformer installations; increasing to 25 MW by 2015, and then by an additional 20 MW each year for the next 15 years.

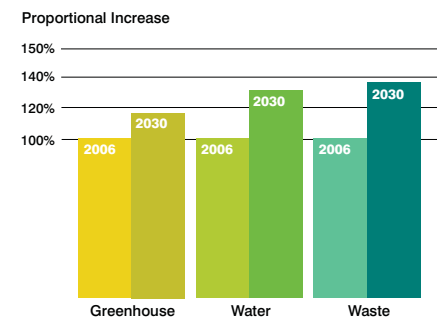
The Green Transformers offer leadership by implementing fast and effective transition to a low carbon economy by 2030.

The first step by 2009 will be to complete a Green Infrastructure Plan to identify suitable sites for Green Transformers across the City.

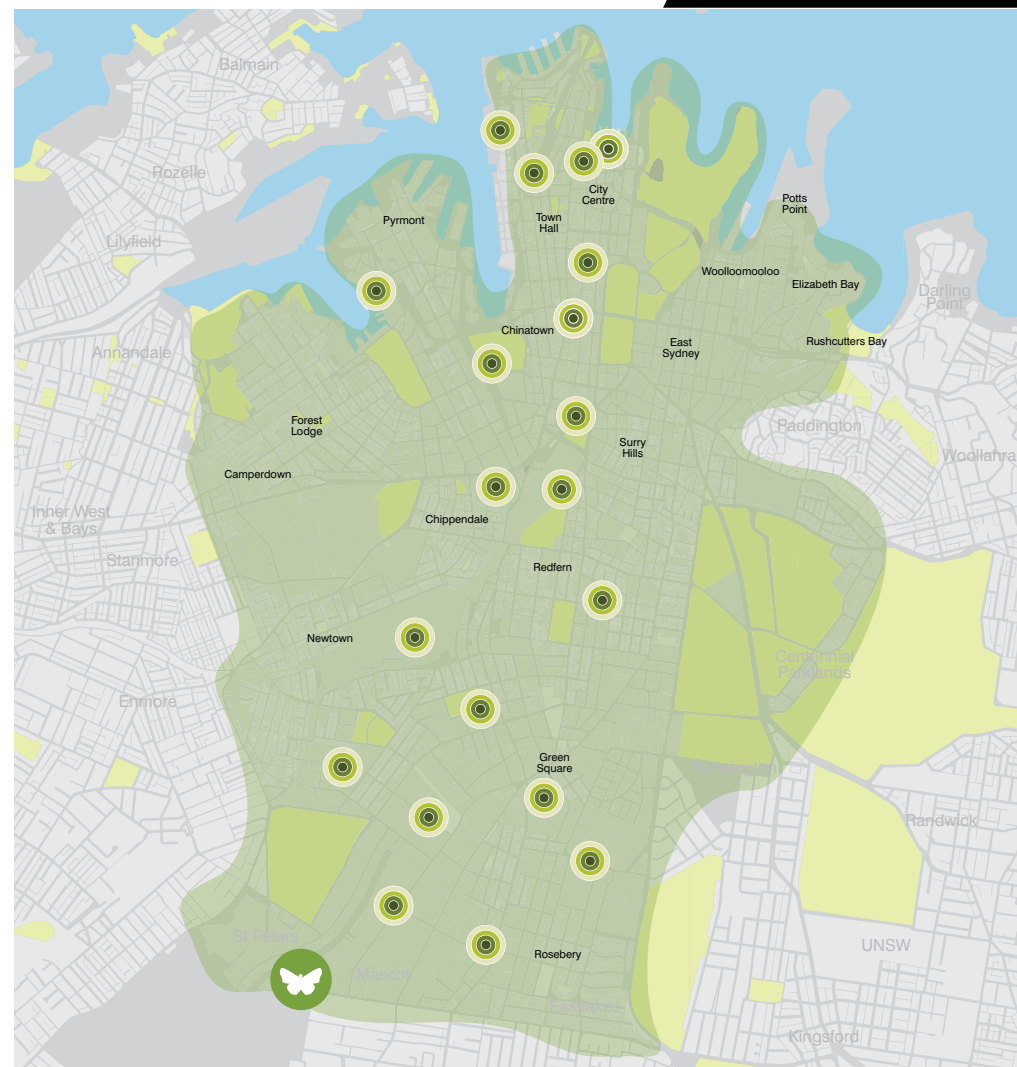
Implementation is proposed through partnerships with energy and water utilities.

The Challenge

City of Sydney Greenhouse, Water, and Waste Business As Usual (BAU) Projections.



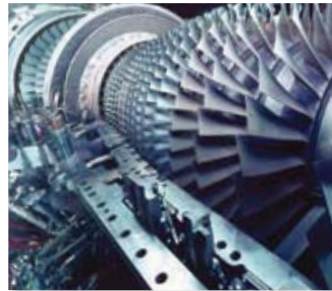
Green Transformers



Indicative locations for Green Transformer installations.

- ➔ Long-term energy security
- ➔ Stabilising emissions to maintain global climate
- ➔ Reducing unsustainable growth in energy, water and waste resource demands
- ➔ Generating 330 megawatts of electricity from natural gas combined with demand reduction strategies will provide 70 per cent of City energy needs by 2030
- ➔ Lowers the greenhouse intensity of electricity by 35 per cent
- ➔ Provides greenhouse free hot water, heating and cooling to 36 per cent of all dwellings and 43 per cent of nonresidential buildings
- ➔ Reduces carbon emissions by 20 per cent less than 2030 business as usual projections
- ➔ 10 per cent of City's water supply from within its own area
- ➔ Bundles existing technologies to consolidate infrastructure

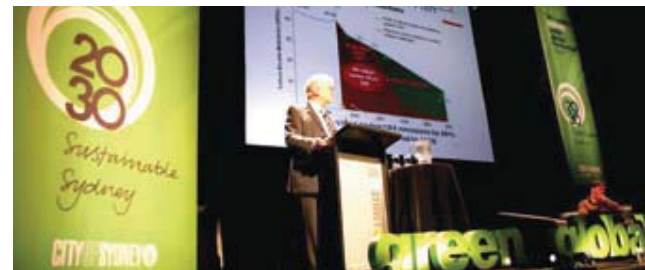
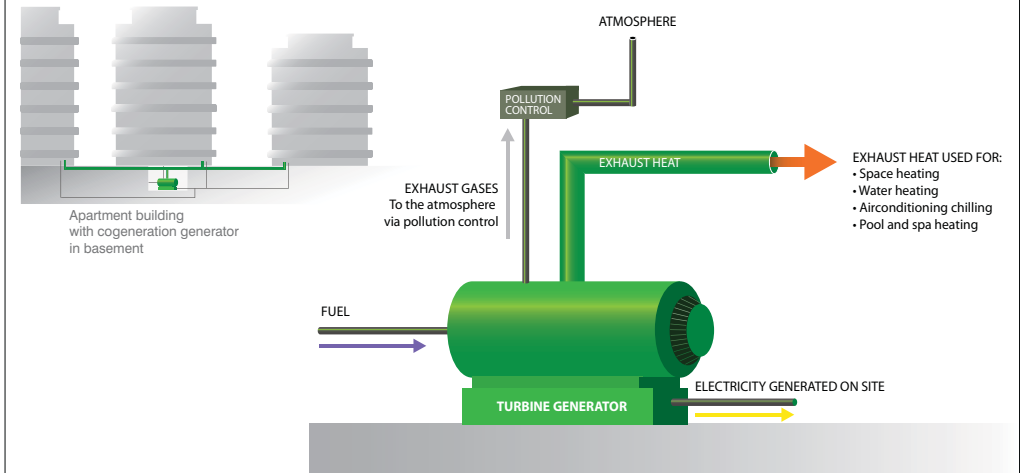
Benefits



State-of-the-art high efficiency gas turbine technology used as part of the Green Transformer system that can be located within buildings or shared between surrounding buildings.

Green Transformer Concept: how it works

Fuelled by natural gas, tri-generation or cogeneration plants, can be around the size of a shipping container. In Europe they are often in a basement or on the side of a building. Cogeneration plants supply hot water for heating and chilled water for cooling and cleaner electricity to the building and the neighbourhood, using the street network.



Allan Jones, former head of the London Climate Change Agency speaking at a City of Sydney City Talk in 2008.



CLIMATE CHANGE STRATEGY

Woking is believed to be the first UK authority to have adopted a comprehensive Climate Change Strategy on a scale that is likely to meet The Royal Commission on Environmental Pollution targets of 60 per cent reductions of CO₂ by 2050 and 80 per cent by 2100.

Allan Jones, former head of the London Climate Change Agency, was responsible for the Woking Climate Change Strategy and is now advising the City of Sydney on the reduction of strategies to achieve greenhouse gas emissions in the City. In the City of London all new development is to include 20 per cent decentralised production of energy, otherwise no planning consent.

A Waste to Energy proposal to collect all London's household and restaurant organic waste and convert it to biogas to produce electricity for two million households is due to begin in 2009.

The Problem

- ⇒ For the South East of England it is predicted that over the next 80 years there will be an increase in average annual temperatures of between 2.0-2.5 degrees and 4.0-4.5 degrees and decreases in annual average rainfall of 0-10 per cent.
- ⇒ This masks seasonal variations predicted—wetter winters and drier summers with rain increasing by 20 per cent in winter and a decrease of between 8-23 per cent in summer.
- ⇒ An expected changing pattern of more extreme weather with floods, and droughts becoming "normal".
- ⇒ If action is not taken to reduce greenhouse gases (CO₂ equivalent emissions) within 30 years there could be an irreversible effect on the global climate.

The Challenge

- ⇒ International and national targets have been set to address the issue of climate change.
- ⇒ Contribution to UK target reduction in greenhouse gases, expressed as CO₂ equivalent emissions, should be 60 per cent by 2050 and 80 per cent by 2100.
- ⇒ City of London aiming to get 25 per cent of residents off the grid by 2025 and 50 per cent by 2050.
- ⇒ The Climate Change Strategy for Woking aims to build on the Council's current environmental success and to take a carbon neutral approach to the future of services and activities within the Borough.

The Solution

- ⇒ The strategy sets out a range of options which aim to reduce CO₂ equivalent emissions and take further measures to enable the habitats within Woking to adapt to Climate Change.
- ⇒ In 1990 it was estimated that Woking produced one million tonnes of CO₂ emissions per year—the aim is to reduce this output to 200,000 tonnes per year by 2090
- ⇒ Developing a guidance on Climate Neutral Development. The guidance encourages developers to design and build new development which does not contribute to the causes of climate change, and is resilient to future changes in climate.

The Result

- ⇒ Woking achieved a 70 per cent reduction in greenhouse gas emissions in 10 years. Woking has a population of 92,000.
- ⇒ They installed over 80 heat and power stations and made energy 10 per cent cheaper than that supplied by the grid.

Change Strategies

- ⇒ Use of sustainable combined heat and power sources of energy in the borough, discouraging the production of CO₂ type gases.
- ⇒ Increased use of photovoltaic and renewable energy.
- ⇒ Incorporating, at the next review of the Local Plan, planning policies which will ensure that new development in the Borough reduces CO₂ equivalent emissions of greenhouse gases (80 per cent less than its impact would have been in 1990).
- ⇒ Introducing a local award scheme to recognise any developments that incorporate features which contribute to the long-term aim of sustainable development, including reducing CO₂ equivalent emissions and mitigating against climate change.
- ⇒ Adopting a target of purchasing 100 per cent of the Council's electrical and thermal energy requirements from sustainable sources and 20 per cent from renewable sources by 2010/11.
- ⇒ Pursuing, in the management of Council land, the use of irrigation systems that integrate the re-use of storm water.
- ⇒ Adopting best practice in the management of the Council's own land and buildings and working with the Environment Agency, Thames Water and developers to create wetlands in or near existing floodplains, with a view to enhancing capacity of the floodplain.
- ⇒ Exploring means of creating environmentally-friendly energy from waste and encouraging the avoidance of landfill.
- ⇒ Maintaining the Home Energy Conservation Act target of 30 per cent improvement in energy efficiency by 31 March 2006.
- ⇒ Woking is a partner in the South East Climate Change Partnership. The partnership includes public, private and voluntary sector organisations which are working together to investigate, inform and advise on the threats and opportunities arising from the impacts of climate change in South East England and to promote adaptive planning in the region.

(Source: Woking Borough Council Website)