Delivering successful TOD projects in the context of inner-city suburbs: Case studies from Brisbane, Melbourne and Sydney

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This paper

• Introduction
• TOD concepts and issues
• Case study 1: Footscray
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• Case study 3: Yeerongpilly
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Introduction

- Newman and Kenworthy’s 1989 *Cities and Automobile Dependence* established the link between high density development and transit use
- Led to emergence of TODs as standard planning tool following Calthorpe (1993)
- But TOD development in Australia has been sporadic
TOD concepts & issues

Å Development at higher densities and mix of uses within 400m (10 minutes’ walk) of transit stop
Å Ideally involves new urbanist design (Calthorpe)
Å Factors limiting TOD development
  ¿ Fragmented land ownership/strata titling
  ¿ Local community opposition, especially re heritage
  ¿ Existing residential zoning
Case study 1: Footscray, Melbourne

- Station precinct one of 13 Transit City sites in Victoria
- Part of only Central Activities District in western Melbourne with excellent transit connections (rail, tram, bus)
- Vision for centre development developed from 2004 by Council with state government DSE and VicUrban
- Station precinct plan funded from 2007 by state
  - Bus interchange
  - New bridge over railway
  - Acquisition of 14 properties
Station precinct plan

Footscray Station Precinct: framework planning, development guidance and detailed master planning
Footscray TOD 2012
A MASSIVE new development will radically change the face of Footscray, packing in five towers and almost 1000 apartments.
Footscray TOD issues

Â Lack of agreement between council and state on project objectives
Â Has led to disengagement of community in the process
Â More active state role in packaging land would accelerate development
Â But already substantial state investment ($52m) and significant planning initiatives
   ï Acquisition of properties
   ï Realignment of Napier St to enable development
   ï Upgrades of mall and square
Case study 2: Wolli Creek, Sydney

TOD is centred on Wolli Creek station, built in 2000 to connect Airport Line to main S and SW lines. A commercial site of 78ha in 2 main ownerships. Chief Planner of local council organised planning charrette of stakeholders over one week in 1993, following decision to build new line. Resulting council plan was for 6,500 residents and 7,000 jobs in wider redevelopment area.
Landcom acquired rights over the Qantas site, and consolidated it with the State Rail site.
Went into joint development venture with Australand.
Revised master plan approved under fast track Part 3A state planning provisions.
  - Reduced commercial component from 20% to <10%
Wolli Creek 2011
Wolli Creek proposal
Award-winning architecture
Wolli Creek issues

Â Development within 25m of rail line has added constraints (safety, access etc.)
Â Existence of 2 large non-residential sites facilitated development
Â Vision of Council Chief Planner was critical
Â Interest of Minister of Planning important plus in getting key transport decisions acted upon
Â Landcom’s status as government agency assisted in negotiations with State Rail and getting Part 3A planning approval
Case study 3: Yeerongpilly, Brisbane

- Six km SW of CBD on 15ha with 2 obsolete state sites adjacent to station
- First site developed into Queensland Tennis Centre and Mirvac apartment development of 207 apartments
- Second site (closer to station) announced as TOD in 2009
State and Brisbane CC joint planning process
- Workshops for development ideas held with community representatives & state and council agencies to discuss ideas, options, constraints
- Following these, facilitated urban design workshop to develop scenarios
- Finalisation of detailed plan awaiting report of flood enquiry
- Development will be code, not impact, assessable
Yeerongpilly TOD plan
Yeerongpilly TOD built form
Yeerongpilly issues

- State ownership of sites allowed faster development process
- Little local opposition – local stakeholders actively involved
- Development facilitated by state-local partnership planning process and use of a state planning instrument to fast track development (assessment only at code compliant level)
Conclusion: What factors assist TOD development?

- Pro-active state intervention in local planning process helps development
- Community support is important and can be facilitated by local & state government
- Large non-residential sites mean planning and development processes and outcomes can be speeded
Conclusion (cont.)

• Development adjacent to rail lines can be more costly
• Value capture has not been used – conflict between
  - Desirability of recouping infrastructure spending (e.g. Footscray)
  - Maximising developer incentives to get faster development
• Mixed use development might only be feasible in major activity centres such as Footscray