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**REPORT BACK ON ATTENDANCE AT THE 13TH  
INTERNATIONAL CITIES TOWN CENTRES AND  
COMMUNITIES SOCIETY CONFERENCE, 16-19  
OCTOBER 2012, AUSTRALIA**

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**1. Purpose of Report**

To report back on the 13<sup>th</sup> International Cities Town Centres and Communities Society (ICTC) Conference held in Australia from Tuesday 16 and Friday 19 October 2012 attended by Councillor Leonie Gill and Councillor Paul Eagle. The Councillors did not go on the field trips on Tuesday 16<sup>th</sup> October 2012 as they were filled when registrations were made. They were in Brisbane looking at models of governance with Brisbane City Council on that date. The Councillors were not enrolled for the masterclass on 19 October 2012.

**2. Details on the Conference**

The theme for the 13<sup>th</sup> ICTC Conference was “Cities in Transition”. The conference opened with an official welcome from the Chief Executive Officer of the ICTC, Rob Henshaw. He noted that the number of delegates was halved from the previous year.

The Mayor of Gold Coast, Tom Tate was to give the welcome from Gold Coast, but was replaced by Gold Coast Councillor Jan Crew. Councillor Crew represents the 11<sup>th</sup> division which includes the suburbs of Robina, Varsity Lakes and part of Burleigh Waters. She is responsible for Economic Development, holds a masters degree in films and TV and is on the Board of Screen Queensland. The Gold Coast had evolved into a cosmopolitan centre. The economy had relied on tourism which had led to growth and construction but now it was diversifying and expanding – (the film industry in Robina.) IT information, Education, Arts and Medicine was seen as a directorate for Economic Development. The economic strategy was to create 8,000 jobs each year for 10 years. There was a business attraction scheme in place. She talked about incentives to attract. There was a 100% discount in costs and rates for the first six months and a 50% discount for the next six months. There were more than 65 kick start programmes in place. Urban renewal was taking place in Broadwater – The Broadwater project was a joint venture initiative between the State Government/City Council in partnership with the private sector for the delivery of a cruise ship terminal. In addition to the terminal it could include a casino, super yacht facility, entertainment and hospitality venues, commercial and residential development and open community space.

It had the potential to inject \$750 million into the Gold Coast annually and create 10,000 jobs by 2020. She talked about the Kombi Conversation Project where a van roams around the Gold Coast and people can learn about the Gold Coast Transport Plan and the Rapid Rail. The Gold Coast International Film Festival was to take place the following week.

The 2 day conference included 4 keynote presentations and a panel session with 8 sessions covering a total of 63, 25 minute workshops. All workshops included a question and answer session.

The workshops included presentations on town centres and main streets, urban revitalisation, community engagement, infrastructure planning and development, place making, housing affordability, the public realm, creative and cultural cities, futuristic cities, development challenges, transport and active transport, climate and responsive cities, regional strategic planning

**Wednesday 18 October:**

### *Session 1: Keynote presentation*

**“What if we built our cities (or communities) around places? Placemaking as a transformative agenda”– Ethan Kent, Vice-President, Project for Public Spaces, New York, United States of America (Councillor Gill)**

Ethan Kent works to advance the practice of placemaking around the world. Over 14 years Ethan has photographed public spaces in more than 700 cities in over 50 countries. He has been integral to the development of placemaking as a transformative approach to community development, planning and urban design. Ethan Kent spoke about reactivating and building communities around places. He talked about where placemaking is taking place, that he had been involved in places such as Portland Oregon’s Pioneer Courthouse Square, Times Square in New York, Kennedy Plaza in Providence, Garden Place in Hamilton, NZ and Sub Centro Los Condes in Santiago. He is now working in developing countries. “We shape public spaces – thereafter public spaces shape us”. A series of pictures of park benches were shown, that had been decorated in different art themes and how they attract different people to the different benches. It is important to match identity to personality and attract those people to those communities.

Comfort and Image – Sociability – Uses and Activities – Access and Linkages lead to place.

Jobs and economics alone did not lead to attachment and that attachment came from the openness of social engagement and activities. It is these qualities that have led to higher growth and to investment and in turn to placemaking which builds community. Placemaking develops a link between urban excellence, economic development, sustainability and public health. There is now a move from professional led projects to creative placemaking. No project will work without the community behind it. There was a discussion about the power of

10. 10 major destinations – 10 places within those destinations and 10 activities within the places (all within one city).

The tangible effect in New York City was seen where he inspired a public vision of streets as dynamic destinations. He directed an exhibition called “liveable streets” then initiated and helped with the placemaking processes in some of New York auto dominated areas. This had led to a shift in New York Transportation policy including a public place programme which is reclaiming street space for new public spaces. Visual pictures were shown throughout the presentation to which he talked to.

*Session 2 included 12 workshops divided into 3 concurrent sessions covering Town Centres and Main Streets, Urban Revitalisation and Community Engagement.*

*Session 2a: Town Centres and Mainstreets*

**“My UK Experience”– David West, Principal Consultant, Premier Retail Marketing, Adelaide, South Australia (Councillor Gill)**

This presentation was about BIDs in United Kingdom. There were 125 BIDs working in UK and 25 in the set up stage. A separate rate is fixed with businesses who vote on the outcome. It is used in some of the premier retail streets. Regent Street in London was discussed. Some of the aims identified were:

- Understanding the customer
- Reducing Bus Congestion
- Public Realm Improvements
- Website
- Kiosk
- Engaging Property Owners

The branding had been linked to luxury. It is important to place the levy on the occupier not just the building owner. The ballot papers are distributed with ideas and required a 75% return for implementation. An economic return had been achieved for Leicester Square, realising the night time economy. BIDs were driving down costs for businesses especially in the areas of street cleaning and procurement (group buying of insurance). It was important that there was a marketing strategy, that the funding was ring fenced and that there was reporting and monitoring. Vacancies were a problem in the main streets but pop up stores were popular especially as a way of starting up a business. In Bristol, the partnership between Council and business was critical.

“Managing your street, monitoring new business, parking incentives had been driven by BIDs. Start small and get it right”

**“A Master Plan for Palmerston City”– Jenny Rudolph, Director Elton Consulting, Sydney, NSW and Ben Dornier, Director, Corporate and Community Services, City of Palmerston, NT (Councillor Gill)**

Palmerston is south east of Darwin. It is a 30 year old city. It grew from a small rural development into a regional centre. Palmerston was originally a satellite city for Darwin. The mean age of the population is 28 years. The population is approx 32,000 predicted to grow to 42,000 in 2021. The city centre is lacking appropriate and effective planning and urban design strategies to support further growth and investment in the city centre. The existing Palmerston shopping complex is situated at the southern end of the centre with office blocks to one side creating a barrier with no clear linkages. The City centre is largely comprised of Government offices, where activities are internalised with a few cafes and restaurants to support staff or residents. The road systems are not logical, with little connectivity and constricts movements across the centre. Some key uses such as the Medical Centre is situated outside the centre. Expansive carparks with minimal vegetation exists throughout the centre and low residential development exists on the perimeter with no direct relationship or frontage to the city centre. The city has developed a plan staged first over 10 years – then 15 years and a long term vision for 30 years. The master plan is flexible as several scenarios have to be considered. The main consideration is whether a potential new shopping complex should be constructed 0.9kms from the existing city centre. If it is to be developed then there needs to be good connectivity between the two areas to ensure the focus is not removed from the existing centre completely. If the second complex is not constructed, a vibrant and interactive hub in the existing centre is easier to achieve. The Master Plan captures new detailed urban design outcomes, pedestrian connectivity and greater controls on built form and streetscape to raise its appeal, aesthetics and vibrancy. The City of Palmerston has recognised the importance of the centre accommodating growth by providing mixed use development, incorporating civic and community services and facilities that cater for the demands of the community. The centre is also a regional centre for people in the rural areas and activities should provide uses to support those people. A series of slides were shown to support the presentation. The Master Plan can be found at [www.palmerston.nt.govt.au](http://www.palmerston.nt.govt.au)

**“Building Palmerston North’s Identity City: One place at a time” – Geoff Wilkinson, Policy Planner, City Future, Palmerston North, NZ and Jonathon Ferguson- Pye, Senior Policy Planner, City Future, Palmerston North, NZ (Councillor Gill)**

The Palmerston North District Plan was made operative in 2000. The workshop was based on the process that Palmerston North City Council was undertaking as their review of the District Plan. The review is named “Shaping our City”. The review is based in sectional reviews that have enabled sections to be reviewed and become functional. The presentation then focused on the Town Centre Section especially around the Square. There had been a bandage approach to problems in the Square with uncoordinated approach to both private and public investment. The Plan Change incorporated retail control, a pedestrian focused area, urban design focus, active frontages and new development behind the square providing linkages. There was an introduction of a heritage precinct incorporating 10 buildings. There was the idea of building the square around three As. Activation, Access, Accessibility. The presentation finished on a project which was an example of thinking outside the box. Money

had been allocated for a roundabout at a busy intersection. Instead of using the money for a roundabout, the money was transferred to urban design to activate the four corners of the intersection. There is public art and outside seating etc on the corners and the result has been the same as installing a roundabout.

(I learnt after the workshop that Palmerston North City Council had been guided by the method that Wellington City Council had undertaken to review the Wellington District Plan).

## *Session 2b: Urban Revitalisation*

**“Herston Health Precinct Smart Community Plan – A visionary approach to a nationally significant knowledge precinct” – Adam Davies, Principal, Hassell, Fortitude Valley, Queensland.** (Councillor Eagle)

This session investigated the community led transformation of the 60ha Callan Park site in Rozelle, a site of significant historic and ecological value to Sydney. In the late 1800's Kirkbride was designed by the NSW Government Architect to be a leading international facility for mental health treatment. 100 years later in 2003, mental health facilities were moved off the site and the community fought to have an Act of Parliament created to ensure it is protected from development. After two government led masterplan proposals failed due to protests by the local community, Leichhardt Council engaged the McGregor Coxall team to begin a new process in 2010. A custom interactive web 2.0 consultation tool called 'yourplan' was specifically designed by McGregor Coxall for the project to harness interactive community feedback in a transparent way. The tool attracted more than 1,500 users who created around 80,000 page views over a six month period. The consultation process created an innovative mental health framework to deliver a successful masterplan. The stage is now set for Callan Park to regain its former role in community health as a modern 'Wellness Sanctuary'.

**“Gold Coast Rapid Transit – Building a city not just a light rail system” – Anna Carroll, Project Director, Transport and Main Roads, Gold Coast Rapid Transport Project, Gold Coast, Queensland.** (Councillor Eagle)

The Gold Coast is a city of more than half a million residents and Australia's sixth largest city. The Gold Coast is not immune to the challenges of traffic congestion plaguing major cities around the country and across the world. The Gold Coast Rapid Transit project (GCRT) was established to address these challenges and will see Queensland's first light rail system operational in 2014. The project has always focused on achieving transport outcomes however unique opportunities presented themselves as the route for the GCRT runs through one of the most densely developed and populated urban environments. Building a city up and around the light rail system has been an unintended outcome of the project and has the potential for long term benefits to the Gold Coast from this initial investment in infrastructure. The presenter discussed the planning for the GCRT that has led to it being a catalyst for new investment and development of the Coast and supporting the emergence of new industries.

**“Boom town Bendigo: Positioning for a 21<sup>st</sup> century renaissance”–  
Nick Byrne, Manager Strategy, City of Greater Bendigo, Bendigo,  
Victoria (Councillor Gill)**

Bendigo is 150kms north of Brisbane, an instant city due to the gold rush. The population is approx 105,000 people with a contained economy (people work and live there). The city has a good urban design focus. Nick Byrne showcased the example of Bendigo Art Gallery and showed slides on how the building had been restored. It was owned and operated by the city. It was a catalyst project (public money leveraging private investment).

Non retail anchors are now increasingly becoming more important. Bendigo is putting importance to heritage with visitors increasing from 30,000 to 130,000 annually. Brand Bendigo has a national reach that has resulted in returning visitors. Alongside a streetscape and capital works plan is a heritage scheme. He talked about the importance of a strategic vision and strong leadership. There is a need for “tools” for implementation - (dollars for catalyst projects, heritage loans and smooth planning processes). There is a need to take educated risks and that reinforced and cascading plans are easier to translate into dollars. He listed some examples of difficulties – branding a project that doesn’t need branding makes it easier to attack. Simply showing finished drawings to the public does not allow input. Is selling an idea better than evolving over time?

Some lessons are to be learnt:

- The importance of an agreed strategic vision (and making connections to it)
- The need of a strong mandate to keep going (more than just a pilot scheme)
- Best practice design needs local advocates (not just visiting experts)
- People need to understand “why” and you need to demonstrate “how”

He gave a case study - a road transport study

The community had only got involved after being fired up over a 4 lane proposal. The study highlighted the risk off handing the project over to experts not committed to a vision. It showed the city had matured and no longer accepted an old style precinct. The proposal should have shown rationale. As a result an integrated transport and land use strategy was developed.

The study:

- Repurposed the community energy
- Opportunities were opened up
- Local Capacity was built
- A focus on engagement was achieved
- Agreed collaboration yet locally driven direction

The City's approach is working:

- Reconnects all the people involved in planning and is accountable
- There is a framework for Integrated Strategies
- Based on challenging conventional thinking and centred on community visioning

## *Session 2c: Community Engagement*

**“Liveability and Loveability: How emerging work spaces and creative community building are making our cities more interesting, innovative and diverse” – Libby Sander, Founder and CEO, Future of Work Project, Gold Coast, Queensland. (Councillor Eagle)**

This session outlined how emerging workplaces and spaces, and ‘creative community building’ are redefining the way we live and work, making a deep contribution to both physical and online place making. It is also promoting stewardship of place and making our cities more interesting, innovative and diverse places along the way.

In 2009, the Nobel Prize in Economics was awarded to Elinor Ostrom for her work suggest that a “commons”-based society was more efficient. A 2010 Latitude Research report on the new sharing economy found that three out of five people share or would share products and services just because it is better for the environment. Shifts in global demographics, the importance of design, technology and the co- ordination of work are driving a revolution in business. The costs of real estate, office fit-out, staffing, technology and other fixed costs are increasingly making it more difficult to start and succeed in business. Technology is essentially redefining the boundaries as to where we work. New workspaces can house an employee for about half what it costs to support them at a corporate headquarters, with employees happier and more productive. A study by New York University Stern Business School showed that sharing information about work tasks with colleagues and even members outside the immediate work circle, pulls people together, build relationships, and even increases productivity over time.

**“San Francisco to Christchurch and Beyond: Building a city following a disaster” – Glen Hughes, Southern Regional Manager, Partner, Opus International Consultants Limited, Christchurch (Councillor Eagle)**

Rebuilding a post disaster city isn't just about engineering repairs and reconstructing infrastructure. Critical factors are involved in stakeholder collaboration and transparency of decision making to quickly rebuild business and investor confidence. A study tour to the San Francisco Bay area by business delegates and Councillors from Christchurch City Council in 2011 made five key observations that emanated from recovery in that area following the 1989 Loma Prieta earthquake. These observations were re-examined in light of progress made in the recovery and rebuild of Christchurch with particular analysis given to partnership and collaboration of stakeholders and encouragement of reinvestment. A model presented by Professor Douglas Ahlers of Harvard

University and presented to the study tour delegates, defined four distinct phases of recovery based on research of numerous disaster recovery efforts including New Orleans and Kobe. Progress on the Christchurch rebuild was compared to the recovery phases of the model and assessments made of the issues as they relate back to the five key observations.

*Session 3 included 12 workshops divided into 3 concurrent sessions covering Town Centres and Main Streets, Urban Revitalisation/Infrastructure Planning and Community Engagement.*

*Session 3a: Town Centres and Main Streets*

**“Lane Cove at your fingertips: Lane Cove Alive App” – Bronwyn Clarke, Project Manager – BID Manager, Lane Cove Alive Leadership Group Inc., Lane Cove, New South Wales (Councillor Gill)**

Lane Cove is situated in the north Sydney region only 8Kms from Sydney CBD. Lane Cove’s heart is the village, an intimate commercial centre in contrast to the major covered shopping centres of Chatswood and Macquarie Centre. In the late 60’s and 70’s Lane Cove became a major focus for many artists and musicians in the area. This creative vibrancy has had a positive effect on the village. Today the village has maintained a human scale of architecture and there are a lot of placemaking activities through the year. Lane Cove App is a special joint Lane Cove Alive and Cove Lane Council project using a free App from the App shop, keeping in touch with local businesses, community groups, events and real parking times in Cove Lane. All businesses in the Cove Lane project are able to manage their own app sites, uploading imageries, offers and events as required. People are able to contact their favourite businesses instantly by phone, view websites and send emails to all the listed businesses.

*Session 3b: Urban Revitalisation/Infrastructure Planning*

**“Transport Corridor Placemaking on the Sunshine Coast” – Leigh Abernethy, Place Coordinator, Transport and Engineering Infrastructure Services, Sunshine Gold Coast, Sunshine Coast, QLD. (Councillor Eagle)**

The amalgamation of three former councils into one single entity representing the Sunshine Coast prompted a response in planning for the region’s transport corridors in a way that established a relationship to the identity and place values of the region as a whole. Building on the theoretical approach of ‘Link and Place’, the Sunshine Coast Council and Urbis Pty Ltd developed the council’s “Corridor Place Making Implementation Plan” as a guide to planning and scoping of projects within the road corridors that respond to and reinforce the identity of the region and its parts. The aim of the Plan is to establish a mechanism that can capture the regional vision and identity for the Sunshine Coast, support growth management and collaboration with state Government

agency, Main Roads, and guide project delivery to balance the competing needs of a sustainable environment and transport design. The Plan covered a place role assessment process for a corridor, a corresponding toolkit of design responses, example corridor assessments and a subsequent prioritised program for delivery.

**“Impact Identification and Mitigation in Infrastructure Planning, Design and Delivery – The Logan Water Alliance Model – Pieter Van der Linde, Approvals and Environment Manager (Logan Water Alliance), Office Manager/Principal Planner – Parsons Brinckerhoff, Gold Coast, QLD and Pratik Solanki, Environmental Team Leader (Logan Water Alliance), Parsons Brinckerhoff, Gold Coast, QLD. (Councillor Eagle)**

The Logan Water Alliance (LWA) is a planning led programme alliance that proactively identifies and mitigates for impacts associated with the delivery of new water infrastructure throughout the Logan district in a manner that respects and maintains the health of local environments. The session outlined how sustainability is driven within the alliance’s decision-making process, discussing the Planning, Opportunity and Risk (POAR) and Design, Opportunity and Risk (DOAR) Workshops, which are used to proactively identify and manage key economic, environmental, social and technical issues across projects. LWA generated economies of scale related to revegetation programs to mitigate unavoidable clearing at all worksites. This resulted in the development of a strategic approach to managing mitigation requirements for clearing native plants under the Nature Conservation Act 1992, culminating in the Greenwood Lakes Rehabilitation (GLR) Project. The project involved the regeneration of 12 hectares of reserve, which is also an important local wildlife corridor, in Forestdale. LWAs commitment to maintaining and enhancing the health of local environments has generated significant results to date. By focusing on avoiding and minimising vegetation clearing where practical, the alliance has delivered significant mitigation cost savings and saved approximately 2500 trees in approved construction corridors, due to innovations in project delivery. LWAs approach to delivering critical infrastructure in a sustainable manner provides the industry with a model that is easily transferable to other infrastructure projects and could be used to generate significant environmental benefits.

**“Coastal Connections: Green Bridges for Gold Coast East West Movement Corridors”– Leigh Shutter, Associate Professor, Griffith School of Environment (Architecture), Griffith University, Gold Coast QLD (Councillor Gill)**

There is a comparison between California and Gold Coast for its life style but the more historical and cultural resemblance is between Florida and Gold Coast. Both regions were mainly uninhabited in the minds of their countries but with the emergence of tourism, these places have evolved with tourism and now represent a new phenomena founded on tourism and recreation. The Rapid Transit Rail has been specifically designed for the Gold Coast including surf board storage. Stage 1 is 13kms and goes between Broadbeach and the Gold Coast University Hospital.

The brief for the green bridge project was to address east – west disconnects and key locations in the Gold Coast.

- To design and detail a green bridge for pedestrians and cyclists
- To demonstrate an ability to undertake a thorough contextual analysis to propose appropriate architectural intentions about connections and integration
- To present clear design intentions to place, culture and legacy

The primary objective was to improve the East - West connections to and from Surfers Paradise for pedestrians and cyclists. A secondary objective was to provide access to the proposed cultural precinct at Evandale via a bridge from Evandale to Chevron Island. There was the opportunity to connect with the Rapid Transit Rail. There were challenges. The analysis identified that the distance between nodes was outside the recommended distance for pedestrian urban design. To overcome this problem, the ground plane must be designed with different activities where pedestrians can break their walk and could include views, resting places, places of gathering, drinking and dining areas, entertainment and public art. Chevron Island is primary residential with little retail between proposed bridges. Urbanisation approaching higher density and more amenity would make the Chevron Precinct more “walkable” and make the Green Bridge more successful. Another site identified was the Eastern Bank to Surfers Paradise. Surfers Paradise is an urban jungle of skyscrapers and nightlife but along the banks of the Narang River there is no life, however there are two parks that add to the potential of the site. The outcome could be to establish a connection with the water. The presentation then continued on the 5 zones attached to the cultural walk.

1. The Golden Strip (beaches, tourist hotels) 2. The Mall (commercial) 3. The Cavil Avenue (human scale compressed, active frontages, street trees) 4. South Bank 5. Cultural Precinct

The northern end of Surfers Paradise could be rezoned. There could be a turnover of vehicular infrastructure to pedestrian and cyclists in the area of Chevron Island. The bridge location could link the business hub of Chevron Island to Surfers Paradise which contains the current and proposed transport links.

The reminder of the presentation was of concept drawings showing what the green bridges could look like, many of them creative and innovative.

Example: The Green Bridge, Moving Waters: A link between Southport and Main Beach for walking and cycling. The physical form takes inspiration from the appearance of moving water. This could be represented through a series of arched steel members allowing boats to move uninterrupted. The bridge would comprise three segments, two walking platforms and a viewing platform. The semi enclosed entrances on either side of the bridge would be fitted with toughened glass giving the impression of walking on water.

## *Session 3c: Community Engagement*

**“Community planning and engagement: A partnership approach to creating a vibrant community hub” – Maree Girdler, Divisional Manager, Recreation Community Planning and Partnership, Waverley Council, Bondi Junction, New South Wales. (Councillor Eagle)**

This session showcased the process behind the transformation of a cold uninviting area into a vibrant community hub. In the heart of Waverley, close to Bondi Junction and world famous Bondi Beach, a 125 year old federation park and tired old 1930's grandstand were developed into a multipurpose facility. Set in one of Waverley's few parks and surrounded by the most densely populated area in Australia where competition for recreational space is intense, community engagement and stakeholder consultation were critical to a successful outcome. So too was a new Master Plan. The confluence of integrated processes (spatial analysis, recreation and community planning, confirmation of values and engagement) resulted in positive outcomes. The inclusive community approach brought people together with vastly different expectations, needs and often conflicting interests to help design Waverley's first indoor recreation facility. Starting in 2008 the ongoing dialogue with the community considered many key issues: safety, noise, resident amenity, broad community access, exclusive use, vandalism, demographic changes, active and passive recreation, requirements of sporting clubs, and licensing.

**“Hands up if you love where you live: Conjuring city pride through landscape design” – Sarah Chalkley, Landscape Architect, Gold Coast City Council, Gold Coast, Queensland. (Councillor Eagle)**

This session looked at some recent city improvement projects on the Gold Coast and how these have contributed to improved city pride. The recent projects include the redevelopment of the Broadwater Parklands and the Surfers Paradise Foreshore. The session did not draw on formal research but on anecdotal observations and word of mouth about how happy the community have been with these recent projects. The improvements to these public spaces have also helped the Gold Coast in its' bid to win the Commonwealth Games in 2018 and other major events that will be held on the Gold Coast. They knew their cities and suburbs needed to include a wide choice of outdoor places that the community connects to and feels comfortable in – spaces where people like to linger. The Gold Coast is planning for and building these spaces by listening to what the people want and need. They are engaging the community in the design development process and keeping them closely informed as the project progresses. By appropriately designing and managing these spaces to be inviting, safe, engaging, people friendly and clean, the Gold Coast is conjuring city pride and providing spaces that the community look forward to visiting.

## *Session 4: Keynote session and panel session*

**“How to get better design outcomes”– Dr Richard Simmons, Visiting Professor of City Design and Regeneration, University of Greenwich, London and ex-CEO of the Commission for Architecture and the Built Environment (CABE), United Kingdom (Councillor Gill)**

Dr Richard Simmons has over 30 years experience in town planning, regeneration and urban design. He was formally the CEO for the Commission for Architecture and the Built Environment, the UK’s government advisor on architecture, urban design and public space.

“The Tragedy of the Common”–the depletion of shared resources independently according to self interest. The presentation focused on the public interest case of good design and the obligations on how places look.

What is good design? Marcus Pollio (a Roman writer, architect and engineer) had come up with a formula where all the components link together – firmness, sustainability and lasting. Design is how we want things to be. In the built environment, design is the key decision making process. It creates a vision for places, how they work, look and feel. Good design is not inevitable. It needs to be championed, invested in and worked at. There are three principles: robustness or durability, usefulness or efficiency and beauty or the ability to delight people. Good design is not only about style. Context, culture, how places work are some of the elements that need to be considered.

Bad design can lead to environmental damage, crime and anti social behaviour. It does not last and the costs are borne by someone other than the original builder. There is a challenge to dispel some myths:

- That good design is expensive
- That good design is subjective
- If someone is prepared to pay for it, the design is good

Buildings, streets and public spaces are assets. The quadruple bottom line was discussed that leads to bad design – market failure, lack of foresight, moral hazards, lack of appropriate skills, failure to balance time, cost and quality. It is hard to get the balance of risk right. There are many people in the complete production line. Any person in that process could break the chain.

The presentation moved on to improving design outcomes. There is a need to grow everyone’s skills across all sectors, multi disciplinary. Methods could be through summer schools, best practice, study visits, user guides and web tools.

Good designers can be identified through competitions and by track record. There is a need to identify the whole project not just the masterplan. Dialogue is the best way of reaching good design. Another approach is to engage local people in the design process.

Leaders with vision know that better design improves results. Design champions can influence decisions. There needs to be a strong public buy-in for

design quality. Buildings can be changed by review – slides were shown where this had happened. The Justice Building in England was shown as an example where a better looking building had improved behaviour. This theory had been based on evidence.

“We should be asking people what they value. We should be selling durability, quality and affordability in use”

**“Cities in Transition: Transformative placemaking for the Gold Coast”– Panel members: Ethan Kent, Dr Richard Simmons, Caroline Stalker and Adam Davies. (Councillor Gill)**

Each person had three minutes to talk on the transformation of the Gold Coast

#### Ethan Hunt

Gold Coast was already great but there was a chance to beautify and create identity in design. Heritage is respected. There is an opportunity to define good design with light rail instead of being stuck in the place you are staying. There is a chance of implementing the power of 10 around the rail stations. There is a challenge between retail and other activities.

#### Caroline Stalker

City has matured from fun and profit. Local governance has done it really well. Light rail is collaboration between the State and Local Government. There is an opportunity for intervention west of the highway. Money should be injected away from the Coast.

#### Adam Davies

There is a need for corridor planning aligned to the potential rail corridor. There was a need for community empowerment. There has been a reliance on tourism related urban conditions that has led to certain elements being in place. The canal system is dislocated from the coastal strip. There needs to be liveability and affordability in the corridor

#### Dr Richard Simmons

Dr Simmons had physically explored the connections to the hinterlands from Surfers Paradise. Pedestrians were not welcomed on those connections. Everyone is channelled to the bridge that is vehicle friendly – walker unfriendly. There is a need to build more bridges which are seen as gathering spaces. This was followed by a question and answer session.

**Thursday 19 October:**

*Session 5: Keynote presentations*

**“London 2012: A case study on sustainable urban design” – Dr Richard Simmons, Richard Simmons, Visiting Professor of City Design and Regeneration, University of Greenwich, London and ex-CEO of the Commission for Architecture and the Built Environment (CABE), United Kingdom (Councillor Gill)**

The presentation began with a power point show of the Olympic Games 2012.

Dr Simmons’s talk focused on the fact that the need for sustainability should be at the heart of all design practice. He advocated that sustainable design has to be conceived at appropriate scale – the street, the neighbourhood, the city - to get the best results. Sustainability has three streams:

- Change: how people behave
- Passive: how buildings are shaped
- Energy

He talked about climate change and how scary messages will not work. How sustainability has to fit into your own culture. Verandas were an example on colonial houses related to climatic conditions. Transportation is more than getting from A to B. Destination is the key, as this leads to attachment. Destination and placemaking is the key to transport modes. There is a need to move from simply green buildings. There is also the need to support people and having a thriving economy. If the public space is going to work – the retail will work. Heritage Precincts lead to creativity.

Dr Simmons went on to talk about the Olympic Games 2012. He talked about how the bid was made for the games and how France had been outbid. The games were very big and scattered all over London. He focused on the Olympic Park, which was put into the most deprived part of London, on a rift. Many problems were identified at the beginning – 75% contaminated land, 2,000km of voltage power cables or pylons, 4000 newts and contaminated water. The aim was that a legacy would be left and the land would be “zipped” back together. The project needed clear leadership and design championship, Advisory Groups that could review and challenge design and a strong delivery team. Legacy would be defined. He showed a drawing of planting, a seat and a walkway. The seat and planting would remain but the walkway would be removed. Established standards were used with matrices to check and monitor. He stressed there were excellent design and construction teams. The firms worked in an integrated way. When different voices led to disagreements – it lead to creative solutions. Materials were saved from recycled materials. A high speed train supplied sustainable movement. People did not use cars by choice. Embodied carbon is often in materials. BREEAM A rated low carbon concrete was used which delivered the ODA total 200,000 ton CO2 mitigation target on aircraft travel. The banks of the rivers were reprofiled with porous pathways and reed banks. More could have been done in the energy field. Woodchip

biomass boilers and gas combined CCH systems were used. The end result has been:

- 45 Hectares of parklands
- Reed bed treatment of grey water
- Tidal waters have become dams and have created new habitats
- 500,000 new plants have been planted
- Fish, newts, birds and bats have been protected
- Flowers have returned, many that are scented

A series of pictures followed the presentation.

**“Commonwealth Games 2018: Creating a city building legacy” – Mark Peters, CEO, Gold Coast 2018 Commonwealth Games Corporation.**  
(Councillor Eagle)

The presenter talked about the bidding process for bringing the Commonwealth Games 2018 to the Gold Coast. Major events are part of the wider economic development approach being undertaken by the State Government and the Gold Coast City Council. The city was repositioning itself to better leverage the tourism potential. Proposed infrastructure investment could make it the most liveable place in Australia. There was the potential to engage residents as volunteers.

The Councillors could only attend two workshops from Session 6 and 7 as this was the only time that could be arranged to visit Gold Coast City Council and meet with the Chief Executive Officer.

*Session 6 included 16 workshops divided into 4 concurrent sessions covering Place Making, Housing Affordability, Public Realm and Creative & Cultural Cities*

*Session 6a: Place Making*

**“Making a Splash in Adelaide” – Peter Smith, Chief Executive Officer, Adelaide City Council, SA** (Councillor Gill)

Splash Adelaide is a project in partnership with Council to allow people to test concepts and activation ideas and for Council to monitor success and make long term decisions on long term sustainability. Splash Adelaide is not a grants or sponsorship programme nor will it support initiatives that already support funding through other council programmes. It is about cutting through red tape, waiving fees and assisting groups. It is to make opportunities for businesses and for community place based projects to take place. Nominations are called for and a set of guidelines set the criteria. Splash projects may be musical, graphic, recreational or entertaining. They may include;

- Street Parties and Road Closures
- New/Unusual activities creating fun
- Pop up entertainment and performance in unusual places

The Council had gone out to the community and got them to drop pins on what they would like. Over 40,000 pins were dropped on “improving public places” but the Council realised that it would take over 25 years to achieve their wishes and often 20% of the public who disagree could hold up the other 80%.

Road Closures were discussed – the same roads are not closed off time after time. There were minimal safety standards and minimal engineering. Nothing could go in that could not be taken out within 24 hours. Disabled and ordinary carparks were removed for 24 hours. Road barriers were not used as it was felt they spoiled the amenity value. The roads were actually left open for temporary traffic but no one was stupid enough to enter. No one cared that the council processes had been suspended for 24 hours. Social media was really important. The brand of “Splash” had come out of 65 ideas in the first week. Pictures of what had occurred within the programme were then shown – table tennis, mobile food vendors who experience food vending in a temporary place in order to trial if they would work in the long term, outdoor dining and outdoor movies. In February, one street had come alive with an electric/artistic garden party, the restaurants had helped in delivering street eats and drinks. Further involved were fringe theatre, live music and roving street entertainers.

### *Session 6b: Housing Affordability*

**“Warambie Estate – A partnership helping local businesses to attract and retain staff in Regional Western Australia – Mike Moloney, General Manager , Regional North, Landcorp Perth, WA. (Councillor Eagle)**

The first of its kind in Western Australia, the Warambie Estate in Karratha provides subsidised housing for up to 250 workers not employed in the resources industry. In response to the high rental rates experienced as a result of resource sector growth, LandCorp and the Department of Regional Development and Lands partnered with National Lifestyle Villages to develop Warambie Estate. It is located 1,775km north of Perth in the Pilbara and the project is part of the State Government’s Pilbara Cities initiative and was funded by \$30.4million from Royalties for Regions.

100 one, two and three bedroom architecturally designed homes feature a 7-star energy efficiency rating. Long term tenancy opportunities exist for families with rents ranging from \$350 to \$500 per week as opposed to the average rent for a three bedroom house in Karratha of \$1,697 per week. For the bottom 40 to 60 per cent of income earners in Karratha, who often work in non-resources (services) industries such as retail, tourism and hospitality, keeping accommodation costs at or below 30 per cent of income, is often unachievable and as a result many lower and middle income residents have been forced to move outside the town.

For service businesses, the lack of affordable housing makes it difficult to source and keep employees, and many are forced to heavily subsidise employee accommodation on top of already high wage costs. Warambie Estate was designed to help address Karratha’s housing affordability situation and help businesses attract and retain employees. Pre-fabricated in Perth, the units were

transported to Karratha by road train, avoiding the traditional high labour costs and allowing a significantly expedited delivery time of 18 months.

### *Session 6c: Public Realm*

**“Taking it to the streets: Reducing barriers to street vending” – Mark Tirpak, PhD Candidate, Transforming Cultures, Research Centre, University of Technology, Sydney, New South Wales.** (Councillor Eagle)

In many countries and communities, including ‘developing’ nations and low-income areas, ‘honest’ street vending is a valuable and welcome component of local culture and economy. Higher-end street vending offerings (including gourmet food trucks) have captured the attention of entrepreneurs and planners. This interest has in some instances led to new and overly complex regulation that can limit who participates in these traditionally more low-cost, egalitarian and self-sufficient practices. The session looked at what happens when communities ‘micro-manage’ street vending. The Sydney City Council currently reintroduced a food truck culture from the top down – complete with public trials and consultations, development applications, permits and restricted zones of operation. The was discussion about the barriers to street vending, the potential rise of (and responses to) ‘over-planning’ and ‘planning fatigue’ as well as current street vending practices in Australia and beyond. The dialogue assisted to inform emerging research related to ‘preserving’ and sustaining street vending.

### *Session 6d: Creative and Cultural Cities*

**“Ipswich Rail Yards: Adaptive re-use from Wasteland to National Asset” – Jo-Ann Bayham, Principal, Urban Design, RPS Group, Brisbane, Queensland and Nicole Lennon, Principal, Town Planning, RPS Group, Sydney, New South Wales** (Councillor Gill)

Ipswich is a city in South East Queensland, 40k west of Brisbane. It is a major commercial and industrial area undertaking major transit orientated urban renewal. It began as a mining settlement and became a city in 1904. The rail workshops were from where the first train to run in Queensland, steamed to Bigges Camp – 145 years ago. For decades the site has been the centre of construction, maintenance and technology for the Queensland rail industry. In its time over 200 steam locomotives were produced there. Today, the site has a first class museum. In 2008, a vision plan was identified for the Precinct as one of the outcomes of the Ipswich Regional Centre Strategy, to be the catalyst in close proximity to Ipswich City Centre. It recognised the site as a key tourism opportunity supporting sustainable development of tourism in the wider Brisbane area. The purpose of the plan is to provide a vision and staged framework for the potential redevelopment of the rail yards precinct into a significant heritage and tourist destination. Approx 18 highly significant heritage buildings, together with the museum and the Queensland Rail Heritage restoration activities could evolve into a world class precinct. This would be achieved through staged adaptive reuse of the heritage buildings.

- Additional museum facilities – working rail displays, power house museum
- Teaching and Education – heritage artesian skills, arts and crafts studios
- Visitor recreation- increased steam train experiences, sound and light shows, night tours
- Private sector partnerships – conference centre, hotel and sleeper carriages

The staged development predicts at Stage 1, visitation would increase by 93% with an additional 139 jobs and \$9 million spent in the region. Stage 2 would generate a further 42,000 additional visitors, 72 more jobs and an additional \$5 million spent in the region. Stage 3 a further 133,000 additional visitors, an additional 127 jobs and \$12 million regional visitor expenditure.

*Session 7 included 15 workshops divided into 4 concurrent sessions covering Place Making, Futuristic Cities, Development Challenges and Transport & Active Transport*

*Session 7a: Place Making*

**“Some Will, some Won’t, Some Need a Lot of Lovin’ and Some Don’t: Taking Business on their BID Journey” – Isaac Smith, Councillor, Lismore City Council, Lismore, New South Wales.** (Councillor Eagle)

This session outlined the strategies employed by Lismore City Council’s Business Improvement District (BID) Manager and the Board of “Lismore-Come To The Heart”. It included enabling the businesses keen to get involved, how to negate the ones who weren’t, empower the ones that need the extra motivation and unleash the ones who didn’t. As in many BIDs, the experience within Lismore represented the ongoing struggle to balance and compete with established business practice and established business process. It was very important to have a primary focus on the balance aspect of representing the needs of local businesses, but the unique position the BID occupies between public and private spaces is rife with competition and political attitudes. As the modern BID pushes more into the grey areas between public/private spaces, more areas of contention emerge. Where placemaking was naturally located within the council, it was not embraced by many in the private realm.

*Session 7b: Futuristic Cities*

**“Why wait for a Natural Disaster” – Peter Smith, Chief Executive Officer, Adelaide City Council, Adelaide, SA.** (Councillor Eagle)

This session questioned how the Federal and State Government currently works with communities and argued that the central role of Government should be to build community capacity and resilience rather than build Government capacity. It examined some of the reasons why Federal and State Governments operate as they do and explored a more developmental model of Government

which was proactive and focusses on galvanising community spirit, leadership, understanding of community and place making, without having to wait for a disaster or major event to trigger action. It also illustrated that in times of natural disaster, Government services and systems become quickly overloaded and at these times, community spirit, leadership, volunteering and entrepreneurship come to the fore and there is a rapid increase in community capacity. Often this is long lasting as the community discovers it can self-manage many issues and has the community spirit and optimism to determine its own destiny. Government services also learn they can operate differently and can work in a different way with the community. The current paradigm in which Government operates is akin to a natural disaster and the time has come for a bipartisan approach to work with communities in a different way.

### *Session 7c: Development Challenges*

**“Delivery Vehicles for Local Government Town Centre Projects” – Guy O’Connor, Partner, Property, Maddocks, Melbourne, VIC.**  
(Councillor Eagle)

Taking into account the increase in volume and scale of the town centre projects that local government has been undertaking in the last 5 years and the increase in the scrutiny of government practices, this session examined the developing trend from traditional models used to procure town centre projects through to some of the more innovative procurement models that have been used in Australia and the UK. We were taken through: a) the traditional procurement model – design and construct contracts, b) Land Exchange Agreements, c) Development Agreements, and d) PPP initiatives. A practical insight into the use of these models was outlined to assist in understanding the process involved in procuring a town centre project and the considerations to take on board when selecting a procurement delivery model. Local government around Australia is being asked to consider its long term asset management strategies and to achieve sustainability in each and every development project that it embarks upon. This focus on long term asset management and sustainability in development creates an opportunity for local government to reconsider its more traditional approaches to the procurement of town centre projects and, where appropriate, to use alternative procurement models to extract the best value for money solution. These alternative procurement models may include harnessing private sector expertise, experience and finance.

### *Session 7d: Transport & Active Transport*

**“Gold Coast Transport Strategy 2031” – Athol Twine, Manager City Transport, Planning Environment Transport, Gold Coast City Council, Gold Coast, QLD.** (Councillor Eagle)

The presentation outlined current transport trends, emerging issues and key challenges facing our city. Gold Coast City Council’s last Transport Plan, endorsed in 1998, helped the Gold Coast to secure the Rapid Transit project which began a co-ordinated long-term planning for better roads, public transport and connected cycle and pedestrian paths. Gold Coast City Council is

developing a new transport strategy to set a direction for the city's transport future over the next 20 years. A key theme under our Bold Future Vision is a city connecting people and places. The new "Gold Coast City Transport Strategy 2031" will shape and guide the development of the transport network. It will provide the direction for our city in order to connect people and places. Council recently launched a discussion paper "Our Transport Future, the first step in developing the Gold Coast City Transport Strategy 2031".

*Session 8 included 12 workshops divided into 4 concurrent sessions covering Place Making, Climate and Responsive Cities, Regional Strategic Planning and other Topics*

### *Session 8a: Place Making*

**"A tree and a seat for "People from everywhere" Key outcomes and challenges of the Auburn Town Centre Public Domain Plan"– Monica Cologna, Team Leader, Planning and Environment, Auburn City Council, Auburn, NSW (Councillor Gill)**

Auburn City is 17km from Sydney CBD. Auburn is extremely diverse and multicultural – 124 nationalities with 53.2% of residents being overseas born. Auburn has the highest percentage of new arrivals from refugee backgrounds than any other local government area in NSW. There are multiple families living in the same apartments and the culture of street living is rife, especially with the African and Middle Eastern cultures. The streets are busy with a high number of men sitting outside especially on a Friday night. (Islamic Men) There is gender segregation resulting in intimidation for women and children. Pedestrians are a law to themselves and double parking a given. The Auburn City Council made \$7 million available for public domain plans for five streets. It included objectives and principles for the public domain particularly streetscape to suit the environment and culture. There have been challenges to the construction plan for example getting rid of the plastic blinds. Council has purchased the umbrellas for outdoor dining. It is important to know the community. The aims included pedestrian friendly, a place for people and a place for commercial activity. There has been an importance of a working collaboration (traffic). Lighting Bays have been installed to improve the safety of citizens, trees have been planted and sight lines are not impaired. Open space has been improved and footpaths are more than footpaths. Linkages to open space have been improved. Spaces have been created to meet the needs, such as wide open sitting spaces where groups of men no longer intimidate women.

**"Grit versus Gloss: Trials and tribulations in the place making game"– Vanessa Walker, Principal Placemaker, Village Well, Melbourne, Victoria (Councillor Gill)**

Vanessa Walker talked about how her company works and how they deliberately keep the "grit" in projects. Placemaking is about the holistic combination of all activities. Looking from different angles – community, planet, economic and physical environment". She talked about working with activists, the community, property trusts and shopping centres. She spoke about Rundle

Mall, a premier shopping destination in Adelaide and Murray Bridge, the largest town on the Murray River in South Australia. Technology is changing – there is a merging of the living and working activities. “We have lost faith in big business and the relationship to local – we want access not ownership”. There is a collaboration consumption – mixed uses in malls where people meet and socialise, work in cafes and parks and squares are homes away from homes. Places have many layers – Libraries and Laundromats have become meeting rooms. Grit and Grime should remain alongside the glossy teflon approach. The grit is raw and not perfect. She showed pictures of laneways where art and murals have been used – people now strolled through instead of running. Soft toys have been left in some lanes.

### Jewell Station, Brunswick, Melbourne

In June 2012, Victoria Track released its plans to redevelop Jewell Station’s run down parcels of land. Jewell Station is a heritage listed building but bordered with derelict industrial buildings on the eastern periphery. The plan envisages apartments with a mixed used of businesses. In the meantime activities are occurring as to how to use the space is utilised to bring a perception of safety. This is being achieved by interactive activities and public art. A restored confidence is especially needed after the rape/murder of Jill Meagher.

### Preston Market

Preston Market has been running for 40 years and is one of Melbourne’s traditional markets. There are over 130 shops including 12 greengrocers, 7 deli’s, 6 fish shops, 12 butchers, 2 supermarkets and a variety of small goods shops. The atmosphere is unique with a diverse mix of traders and multi cultural performers. It is noisy but this is part of the experience. It is gritty and attracts thousands. It celebrates local products and the production of food. However, the market is only open for half of the week. It is dark and scary when the market is not used. Someone has now donated a piano. It just sits there – no one has attempted to steal it. People play it as they walk through and there has been a perception of safety established since it arrived.

## *Session 8b: Climate and Responsive Cities*

**“Adaptive Urbanism” – Bernd Gundermann, Principal, Stephenson & Turner, NZ Ltd, Auckland, NZ. (Councillor Eagle)**

The presentation began the discussion about applying urban response strategies that early so it would lead to resilient and better living environments for mankind and nature. One threat our entire civilization is facing is climate change. While most mainstream discussion still focuses on topics like greenhouse gas reduction, this presentation explored the impact that sea level rise (caused by climate change) will have on coastal cities and areas around the world that are estimated to house 6 billion people in 2020. Going beyond the debate as to whether climate change is a reality or not, and bypassing the alarmist scenarios of submerged metropolises, this presentation introduced constructive response options including: a) Barricading single buildings, b) Hard engineering shores by seawalls, c) Retreat from the coasts, and d) Soft

engineering and adaptive urbanism. The presentation highlighted the current stage of research, including studies undertaken by Princeton and Duke Universities in the USA. It also discussed case studies developed in a recent Masters seminar at the University of Auckland's School of Architecture and Planning, led by Bernd Gundermann (with the principles derived from the research being generic in nature and could be applied anywhere.)

### *Session 8c: Regional Strategic Planning*

**“Cities in Transition – Forward Planning for the Regional City of Tomorrow”– Jo –Anne Baynham, Principal, Urban Design, RPS Group, Brisbane, QLD. (Councillor Eagle)**

This presentation focused on urban design and place making opportunities inherent to the structure planning process that were maximised to ensure that the preconditions for positive urban performance were set up for long-term incremental growth. The case study discussed was the recently completed Precinct Structure Plan (PSP) for Thurgoona Wirlinga (Albury, NSW). This PSP covers an area in excess of 4,000 hectares and caters for a future ultimate population of 50,000 people. A comprehensive community consultation process was undertaken by Albury City Council and the consultant team, that helped shape the objectives and vision for the study area that was then transformed into a PSP. Key issues addressed include for example; interfacing with environmental corridors and adjoining rural lands, movement and access, densities and housing affordability and economic development.

### *Session 8d: Other Topics*

**“Taking Downtown Upmarket”– Stephen Goode, Chief Executive Office, Town of Claremont, Claremont, WA and Liz Ledger, Manager Executive Support, Town Of Claremont, Claremont, WA (Councillor Gill)**

Claremont is an upmarket suburb of Perth, WA. The heart is Claremont Town Centre which was established in the early 1900's. Claremont Town Centre streets and laneways had become tired and associated businesses were facing economic downturns. The reason for this was that a major shopping centre had been constructed and online shopping was reflecting on day to day shopping. The Council felt the solution was revitalise the streets and laneways through creative strategies that could activate the town centre and foster economic development. The aims were to:

To reinstate the town centre as an interesting, pleasurable place, using placemaking principles

- Create and foster partnerships
- Redesign for functionality
- Clear Regulatory hurdles
- Keep being responsive

The Focus would be:

- Business Association
- Street and Laneway Activation
- Regulatory Changes
- Funding
- Redevelopment of Bay View Terrace

The Business Association was vital as they worked as a unified group with direction.

### Claremont Now

Vision Statement: Claremont would be a premier place to shop, dine and be entertained with thriving businesses.

- Street and laneway activation has been achieved through:
- Annual Baseline Data Research
- Public Art
- Festivals and Events
- Regulatory change has meant changes to local laws and the introduction of a BID policy

The funding included \$5 million for the Bay View Terrace Improvements, \$400,000 per annum for the Town Centre maintenance, \$250,000 for public art and for the Claremont Now project \$120,000. This was supported by a targeted rate in the 2012/2013 financial year to businesses in the Claremont Town Centre equating to \$60,000.

The Bay View Terrace is the main street on Claremont and it was decided this would become a shared space with the creation of a high quality shared pedestrian/vehicle space.

The Key Principles:

- Pedestrians would have priority
- 3.0m preferred pedestrian refuge either side
- Maintain the same number of car parks
- The proposal would have to fit in the existing parameters
- Significantly improve amenity and quality of space

Bay View Terrace had previously been a place where cars had priority, there was kerbing and the shops were dissected by a road. The presentation finished off with what could be achieved. The Terrace would consist of TO traffic not THROUGH traffic, kerbing has been taken out and it is a vibrant and highly activated setting with a variety of activities. The shops are connected.

### **3. Circulation**

There was no material for circulation

#### **4. Benefit to Council/Elected Members**

The Councillors feel that the Council has benefited from the attendance. It was unfortunate that more Councillors could not attend so that more workshops could be covered as many were held concurrently. There were sessions covered that could further help with urban design principles in Wellington and act as drivers in the economic strategy.

The ideas gathered at the conference can help to add substance to policies and strategies at the Council Table.

Did the conference increase your understanding of the subject area? The workshops did increase our understanding. They also showed that Wellington City Council was well placed in already undertaking many of the principals of place making.

There an opportunity to network with other attendees. This was a useful opportunity to talk further with presenters and seek ideas that may influence Wellington City.

Many of the ideas coming out of the sessions could be incorporated straight into Wellington such as the Lane Cove App and Adelaide Splash. The Bay View Terrace Upgrade had many similarities to Lower Cuba Street but appears to work better.

A local doctor was enlightening from a constituent perspective. The Rapid Transit Rail was starting to be constructed outside his surgery. He believed the cost of up to \$1.8 billion or \$135 million a kilometre was a complete waste of money and that a good bus service was more appropriate. The Rapid Transit Rail was not linking up with the heavy rail and he believed it was going from nowhere to nowhere. His parting thought was that the solo mothers with children should get the money.

Report prepared by: *Councillor Leonie Gill and Councillor Paul Eagle.*