

AN AGENDA FOR SUSTAINABILITY AND WELLBEING FOR WESTERN SYDNEY

1. Urban Form and Nature
 2. Transport
 3. Economic Development
 4. Social and Cultural Infrastructure
 5. Healthy, Regionally Produced Food
 6. Resource Limits and City Containment
 7. Equity
 8. Implementation
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WSROC

May 2008

Agenda [uh-jen-duh] – noun : a list or outline of things to be considered or done <agendas of meetings> 2 : an underlying often ideological plan or program <a political agenda>

Sustainable [suh-steyn-uh-buhl]—adjective ... a: of, relating to, or being a method of harvesting or using a resource so that the resource is not depleted or permanently damaged <sustainable techniques> <sustainable agriculture> b: of or relating to a lifestyle involving the use of sustainable methods <sustainable society>

Well-being [wel-bee-ing] – noun: state characterized by health, happiness, and prosperity; welfare: to influence the well-being of the nation and its people

WSROC [wes-rock] – acronym: Western Sydney Regional Organisation of Councils Inc.

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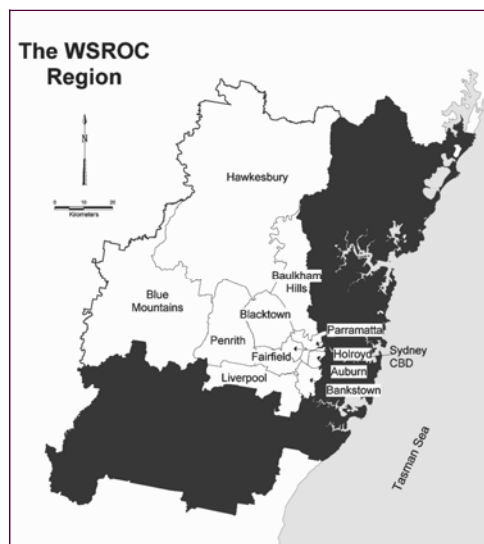
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BACKGROUND

This Agenda for Sustainability and Wellbeing in Western Sydney was prepared for the 2008 WSROC Regional Conference “Sydney – the other city: building a sustainable Western Sydney by 2030”, held in April 2008.

The Agenda evolved from work WSROC completed from 2002 -2007 in response to expected future development for the Western Sydney region and planning by the NSW Government. The first of these, “FutureWest : The Greater Western Sydney Regional Planning and Development Framework” (April 2005: see www.wsroc.com.au), proposed a vision for a sustainable Western Sydney along with strategies to achieve this vision. FutureWest was developed in close cooperation with local government and represents WSROC’s ongoing blueprint for advocacy and coordination. FutureWest provided local government input to the Sydney Metropolitan Strategy and led to further research and policy work, including the Social Sustainability Urban Renewal Project and the Sub-Regional Employment Strategy for Western Sydney , among others.

The Agenda most strongly draws from research and consultation for the “Greater Western Sydney Urban Development Health Impact Assessment” (GWS HIA: 2007) project. The GWS HIA identified key aspects of the built and natural environment of Western Sydney which most affect the health and wellbeing of the population.

Taken together FutureWest and the GWS HIA identified key issues for Western Sydney in achieving sustainable development and the wellbeing of the population, including:

- Urban Form and Nature;
- Transport;
- Economic Development;
- Healthy Regional Food Production;
- Social and Cultural Infrastructure;
- Resource Limits and City Containment; and
- Equity .

The Agenda broadly discusses these key issues, with respect to sustainability and wellbeing and lists some of the recommendations from the source research and policy work. The responsibility for action on these recommendations varies, but most would

require commitment from a range of agencies both government and non-government. The discussion is not exhaustive nor are the recommendations the only things to do, but are meant to provoke discussion and encourage the identification of common ground amongst stakeholders and the community.

Overall, the Agenda proposes to change the way we design and manage our regional centres, our infrastructure and our localities. It seeks to widen the focus of sustainability from individual behavioural change (such as, for example, reducing household water and energy use), important as this is, to developing strategies for structural changes in our places.

The Agenda is about making environments more liveable; building a mix of housing in each local area; improving transport infrastructure and service levels; preserving a level of self sufficiency in locally produced fresh food; building in opportunities for every day physical activity through safe and appealing design of our neighbourhoods; and so on.

The Agenda argues that social, environmental, cultural and economic issues need to be considered together in an ecological way. Contemporary city regions, like Western Sydney, are “human ecological systems” that are supported by, and integrated with, “natural ecological systems”. How these systems interact determines the region’s sustainability and the health and wellbeing of the population.

The Western Sydney region has a diversity of landscapes, people and places: rural, suburban and urban; old and new; multicultural; rich and poor. In this large and complex regional context, governance structures are crucial to deliver the right outcomes. To implement policy and strategies for the benefit of our diverse communities, the key issues would seem to be attention to equity of access to services , facilities and opportunities and the appropriate participation in the decision-making process by people and organisations affected or involved.

It is hoped that this document stimulates discussion, encourages ongoing collaboration and assists councils and WSROC in sustainability planning and advocacy for the Western Sydney Region.

URBAN FORM AND NATURE

The urban form structures people's everyday pattern of travel, physical activity, nutrition, 'work-life balance', social interaction and exposure to hazards. The density and pattern of development, (residential, commercial, industrial and agricultural), the mix and scale of buildings for different purposes, the barriers created by transport infrastructure, the location of open space and natural areas; in short 'urban form', all affect a city's sustainability and the wellbeing of its residents.

Characteristics of urban form that help or hinder physical activity and social interaction are: the presence of local destinations; pleasant walking and cycling environments; walking and cycling infrastructure; and direct routes of travel. The inherent safety of urban and suburban spaces (in terms of lighting, passive surveillance and the separation of vehicles from walkers and cyclists) is a major factor in encouraging people to use or traverse public spaces. Local public places that are conducive for people to walk to, meet friends and take part in local activities, are beneficial for individual health and have less transport impact on the environment.

A development mix, coalescing business, housing, recreational, social and cultural facilities in local centres, is necessary to create local destinations, local employment and to house a diverse population who will use them. A diversity of housing, and housing affordability are therefore key parts of this mix. In the context of 'peak oil' and climate change, local diverse and walkable communities are crucial to re-

ducing emissions and retaining standards of living for those in the community whose capacity to travel will decline, particularly with age. A crucial issue in creating a mix of development in existing areas is assembling the necessary land for the various uses.

The presence of natural places within, or on the fringes of, urban areas is of particular importance, in light of the high value placed on access to natural areas in Australian society. Parks and gardens, natural bushland, rural areas and areas of broad open space are central to our culture's approach to children's play and development, physical activity and recreation. Community gardens also provide a source of fresh and healthy food as well as the social and health benefits of collective gardening.

Moreover, a development pattern that involves the total clearing of natural vegetation and its replacement with dark heat-absorbent surfaces increases average temperatures and extreme heat days in urban areas. This effect, known as the 'urban heat island effect' has been shown to be significantly affecting Sydney over the past 50 years.

The urban form in Western Sydney's is characterised by large areas of single land use, particularly the so-called 'dormitory suburbs' and large industrial or business 'estates', linked by roads, with some rail lines. This structure discourages local community development, and entrenches the use of vehicles, to the detriment of the livability of the urban environment, air quality and greenhouse gas emissions.

Recommendations from the Research

- ~ *develop programs for improvements to local amenities and provide more public civic spaces especially around local retail areas*
- ~ *devise mechanisms to enable site assembly to improve the renewal of old residential areas*
- ~ *develop a revegetation policy aimed at halting and reversing the loss of vegetation in the region*
- ~ *create shaded and sheltered pedestrian and civic environments*
- ~ *create more regional nature reserves with the priorities being the protection of core habitat in areas threatened by urban expansion, healthy riparian zones and buffer zones between land uses*
- ~ *ensure that local planning regulation is effective to create a mix of facilities in local areas*
- ~ *develop strategies for 15% of new housing to be affordable*
- ~ *monitor and periodically review targets and strategies for air quality, particularly ozone concentrations and particulate pollution*
- ~ *develop regional urban form and natural environment goals, measurements and strategies*
- ~ *support the development of community gardens for residents of medium and high density housing*

TRANSPORT

Transport systems (modes, networks and service levels) are internationally recognised as being key determinants of sustainability and wellbeing in the community. Vehicle emissions affect air quality and greenhouse gas concentrations. Whether people are prepared to walk and/or cycle is strongly influenced by how safe they feel doing so, which is determined by vehicle congestion, speed and road design. Commuting affects stress levels and available time spent with family and for recreation. Public transport modes and service levels affect all of these things.

The predominance of the private car for travel is a cultural and structural characteristic of Australian society and our cities. In Western Sydney there are greater numbers of vehicles per household and people generally travel further than those in other parts of Sydney, magnifying the impacts of transport.

In Western Sydney key transport issues are inequity in the availability of public transport (with some areas well served with rail and bus services and other areas not), and the lack of within-region transport infrastructure and services, as most major roads and rail lines are mainly designed to take people to the Sydney CBD.

The transport challenge is therefore a twin task to shift people from their cars to more sustainable transport modes, while reducing the amount of travelling people do. Improving public transport involves a combination of new within-region transport infrastructure and increased public

transport service levels and amenity. Increased “active transport” (walking, cycling etc) requires more facilities and safer travel environments for these modes. Land use and infrastructure decisions affect these strategies, as discussed in Urban Form and Nature.

Motor vehicle injury and fatalities, while generally decreasing, are disproportionately high in Western Sydney compared to other parts of the city. Reducing vehicle speed and vehicle kilometres travelled, along with improvements to pedestrian and cycling facilities, are key strategies for the region, in light of the high car use rates and relative lack of investment in pedestrian and cycling safety and amenity.

Reliance upon car travel also affects levels of individual “incidental physical activity”, this being exercise taken as a part of day-to-day activities. Public transport usually involves “active transport” to-and-from transport access points, while car use often is “door-to-door”. This incidental activity is crucial to levels of person fitness, being regular even if relatively small doses of exercise.

Air quality improvements in some measures (CO, NO₂, particulate matter,) have been observed in recent years, attributed to technological advances in engine efficiency. However, the formation of low level ozone continues to increase and the growing numbers of vehicles and kilometres travelled could reverse any benefits from technological advances.

Recommendations from the Research

- ~ *develop regional public transport corridors and public transport service in established and urban expansion areas which link to major centres and employment areas*
- ~ *construct infrastructure for intra-regional travel, particularly the Parramatta to Epping rail line*
- ~ *develop intra- regional public transport services as core services along the regional corridors*
- ~ *improve public transport services, including service frequencies, information and support facilities*
- ~ *improve interchange facilities and connections with footpaths and cycle ways*
- ~ *upgrade regional arterial road networks to support population growth*
- ~ *implement Action for Bikes 2010, particularly funding off-road cycleways with viable routes*
- ~ *ensure that public transport to new residential areas and new employment centres is provided in a timely manner*
- ~ *encourage long term, ongoing growth in the proportion of freight transported by rail*
- ~ *ensure that there are safe and sufficient areas for children's play, and routes for pedestrians and cyclists*

ECONOMIC DEVELOPMENT

As economic conditions are fundamentally volatile, sustainability and wellbeing rely upon an ability to respond to change. A diverse economic structure and industry base can provide the range of skills and investments necessary for this responsiveness. Industry diversity requires education and training services that produce a workforce with a broad range of high level skills, along with high standards of connectivity in both transport and communication.

Western Sydney's economic structure has historically been dominated by manufacturing, construction and service industries along with high level of commuting to work outside of the region. Also important are agriculture, petroleum refining and mineral and extractive industries. Coal, coal based methane gas, clay, sand, poultry, intensive horticulture all exhibit high value economic returns. Other high value industries in finance, new technology, arts / culture and communications are less developed in the region . The region's workforce has lower levels of post school qualification while education and training facilities are relatively few and dispersed. Many of the migrants settling in the region need to be equipped with the right skills for the Australian workforce. Entrenched Indigenous educational disadvantage also needs to be redressed.

When people travel out of Western Sydney for educational opportunity they may not return to the region to work. Other people without the means to move or travel for their education in their chosen field, can simply miss out. Consequently many people in Western Sydney are stereotyped as poorly

educated or low skilled and parts of region are stigmatised, discouraging businesses to locate there. Increased educational opportunity in Western Sydney is a key issue for both individual opportunity and economic development.

Economic development is also linked to planning of land use and infrastructure, which allocates appropriate land for business purposes and serves industry with communication and transport connectivity. The distribution of employment and housing are key issues for the 'work-life' balance. Time and stress associated with commuting impacts on time with family and for recreation. Research shows this is a key factor in where workers, particularly the high skilled/valued workers the region needs to attract, want to live.

The nature and pattern of economic development has impacts on individual health and wellbeing. Employment is a prerequisite for wellbeing, but the type of work and workloads, combined with commuting times, influence the work-life balance and influence stress and mental health. Employment is also a major means of social connectivity and personal development.

Also important are urban form and nature. People want to live in quality and diverse urban and natural environments supplied with social and cultural infrastructure. If they are well paid in highly valued professions, they will move to such places. Major limitations for Western Sydney in diversifying and growing its economy are its social and physical infrastructure limitations and the perceived (and real) quality of its living and working environment.

Recommendations from the Research

- ~ *develop strategies through partnerships between business, government, non-government agencies for regional growth in banking, finance, business services, health and medical, IT, arts and cultural industries, research and education, particularly for the North and South West Growth Centres*
- ~ *also to achieve 30% of total employment located in the regional centres*
- ~ *conduct an audit of skill deficits in the region*
- ~ *provide diverse training and education opportunities, particularly in areas of high unemployment*
- ~ *improve public transport services such that 80% of residents can access a major centre within 30 minutes by rail or bus*
- ~ *create quality living and working environments and diverse lifestyle choices (see Built Form and Nature)*

SOCIAL AND CULTURAL INFRASTRUCTURE

'Infrastructure' is a familiar term, usually referring to physical structures for what are considered to be 'essential services', such as transport, water supply, electricity. 'Social and cultural infrastructure' similarly refers to the physical structures for social and cultural purposes, such as schools, galleries, theatres, sporting stadiums, libraries, etc.

Knowledge, cultural identity and artistic expression are just as essential to a healthy human condition as water, food and energy. Knowledge and culture are also the avenues through which people understand and value their city and the natural world within and around it.

Social and cultural facilities provide basic community needs and venues for activities. In doing so they encourage social connectivity, through spontaneous conversations, exchanges of advice and support. They also facilitate organised local collaborative effort, through local committees, resident action groups, fund raising activities, etc. In this way social and cultural infrastructure supports the development of 'social capital' and 'community capacity', processes which it has been found enhance sustainability and wellbeing in the economy and society.

Social and cultural facilities are also often the focus of local community identity and community ownership of place. These institutions, particularly

galleries and museums, present local community stories and engender civic pride, as demonstrated by the large volunteer numbers associated with regional facilities. They also provide opportunities for local artists to pursue professional career pathways through exhibition, performance and training.

Libraries provide access to information, support and access to the internet, particularly important to students without their own communication resources or study spaces. They also provide training pathways to mainstream education for new migrants.

Western Sydney has a legacy of underinvestment in social and cultural infrastructure. Residents commonly have to travel out of the region to access opportunities for education, entertainment, recreation and inspiration, both cultural and natural in source.

The timely construction of social and cultural infrastructure to accommodate new development has been problematic in Western Sydney, due to funding inadequacy and delay. As the majority of Sydney's population growth is anticipated to be absorbed by Western Sydney, current inadequacies will be exacerbated unless new infrastructure is provided in both established and new residential areas.

Recommendations from the Research

- ~ *conduct an analysis of existing social infrastructure and service deficits in established areas, the likely services requirements of new residents in these areas, and the best means of increasing service levels to meet these needs*
- ~ *develop a funding model for the delivery of social infrastructure that includes a nexus between population growth and service delivery*
- ~ *provide more early intervention and early childhood services that are affordable and appropriate for lower income or otherwise disadvantaged people*
- ~ *conduct a needs analysis for cultural infrastructure focusing on underdeveloped art forms, production spaces for artists and support for new creative industries*
- ~ *ensure that land is identified and allocated/zoned for community use at the time of residential development*
- ~ *ensure that social infrastructure is provided in the Growth Centres as residents move in*
- ~ *ensure that new suburbs are developed sequentially with due attention to links with existing communities and social infrastructure.*

HEALTHY, REGIONALLY PRODUCED FOOD

The importance for individual health and wellbeing of an affordable and ready supply of healthy food is self-evident. This is particularly the case for people on lower incomes, as research indicates that this group suffers from poorer levels of nutrition and overall health.

There are also sustainability arguments for large urban areas to source significant amounts of food from their hinterlands. Long distance transport not only affects freshness of some foods, but also adds transport emissions to the ecological footprint of food production.

In the case of Western Sydney, the region also has the advantages of fertile soils and more reliable rainfall than agricultural areas west of the Great Dividing Range. This could be particularly important if climate change results in more severe reductions in rainfall in inland areas, as is anticipated.

Agriculture in Western Sydney contributes significantly to the regional economy and provides jobs to many people with farming skills who otherwise may not find employment in the region.

Close proximity of farming activity affords the opportunity for urban dwellers to visit and appreciate the natural and cultural processes of food production, encouraging a broader attitude to the

values of conservation and sustainability. International recognition is now afforded to these values of urban agriculture and governments of many cities across the world actively support their farming communities.

A major issue for Western Sydney food production and farming lifestyle is the threat to agricultural lands from expanding urban development. A large proportion of the most productive agricultural land in the Sydney basin is within the two Growth Centre areas. Also of concern is the declining viability of some food production as a result of being in too close proximity to urban areas. This can result in limitations to water supplies, which may have to be shared with urban users, constrain the use of some farm chemicals and elevate land prices, among other effects.

Another issue not adequately considered in urban management is a mechanism for encouraging local retail supply of healthy foods. The complaints that “big-box” shopping centres source their food from distant areas and are also “killing the local shops” is often heard. The economic imperatives of building large scale retail complexes at the expense of local outlets has yet to be challenged by a sustainability and wellbeing analysis.

Recommendations from the Research

- ~ *develop strategies to make fresh, regionally produced food more affordable and better distributed throughout the region, particularly to disadvantaged areas, through partnerships between producers, local and state government agencies, community organisations and small business outlets*
- ~ *support the development of community gardens for residents of medium and high density housing (see Urban Form and Nature)*
- ~ *conduct detailed mapping and assessment of existing agricultural land in the Growth Centres and adjacent areas and the relationship between agricultural land to the sites of planned residential, infrastructure and commercial development*
- ~ *develop strategies to preserve agricultural production, including long term reservation of land for agriculture, and targets for sustainable production of significant amounts of food for the Sydney population*

RESOURCE LIMITS AND CITY CONTAINMENT

The population of Sydney has passed 4 million and urban development continues to expand to the west, south west and north west. Finite limits to resources, particularly land and water, constrain Western Sydney's growth, how many people live in the region and where different land uses can occur.

Within these limits there is a 'desirable' population carrying capacity determined by community expectations on population density and what the city should contain. If the Western Sydney community wants large native vegetation areas; biodiversity; viable agriculture; unspoiled natural features; the choice of large house lot sizes; heritage; lifestyle choices; new business and industry; cultural and recreation facilities, then priorities must be set to allocate land and resources for each of these values.

Research indicates that before 2030 available potable water supply to Western Sydney from existing sources will be inadequate even for domestic internal use, let alone industry, external use, playing fields and agriculture. This is a result of both growing use of water and reducing water yields in catchment areas, due to climate change. All alternative sources, grey water, stormwater, groundwater, desalination and recycling, have environmental constraints and limited or unknown volume potential. More research is needed to determine realistic volumes, costs and impacts of these sources in order to plan a sustainable future for water.

Waste generated by Western Sydney continues to grow with the population, although initiatives for recycling, reuse and harvesting for energy and by-products are checking this growth to some extent. However large volumes of waste are still deposited in land fill within and outside the region.

Western Sydney is a major contributor to demand for electricity in NSW due to its growing population and increasing household consumption rates. Current generation methods are unsustainable, relying heavily upon burning coal and gas. The generation within the region of renewable and emissions free energy is being investigated and promises a more sustainable energy future for a growing population. However, individual household generation is constrained by cost and institutional barriers preventing full integration with the electricity grid.

In the past Western Sydney has often been treated by many decision makers to be little more than a dormitory for workers in the Sydney CBD. The region's contribution to Sydney's food supply has not been adequately acknowledged. The conservation value and aesthetic landscape features of Western Sydney are often considered to be inferior to eastern Sydney's harbour and beaches. Consequently the region's agricultural lands have been encroached, its rivers despoiled and natural vegetation largely cleared. This treatment of the land is unsustainable and if continuing will diminish the value and diversity of the region to its residents and Sydney overall.

Recommendations from the Research

- ~ foster community debate on the future of the region and its various values and land uses
- ~ establish an urban/rural edge with a managed interface
- ~ undertake detailed investigation of the urban fringe lands and develop a regional rural strategy
- ~ protect remnant vegetation particularly the north-south creek corridor
- ~ research all alternative water sources to determine realistic volumes, costs and impacts
- ~ stormwater harvesting and water sensitive urban design should be expanded, monitored, improved and assessed as water conservation and supply mechanisms for Western Sydney
- ~ barriers to renewable energy generation in urban areas needs to be removed and pilot projects (such as the Solar Cities Project) expanded and made permanent
- ~ recycling, reuse and harvesting of by-products and energy from waste must be increased
- ~ commence planning for the Sydney Basin beyond 2030, including decentralisation out of the Metropolitan area and the required inter-regional land-based transport infrastructure

EQUITY

The pattern of Equity in a city is one of its defining features. The distribution and quality of infrastructure (physical, social and cultural), of opportunities (for education, employment, fulfilment) and the quality of environments in various parts of the city, determine who lives where. City planning and design may not create the division between 'rich and poor' in a society, but can entrench these differences, stigmatise places and deny people the connectivity and opportunity to live the lives they see are available to others.

The history of the development of Western Sydney has been one of inadequate and inequitable provision of all types of infrastructure, compared to eastern Sydney. Poorly serviced and run-down localities with cheap, low quality housing, become home for only the poorest people. These places and their people become stigmatised and their expectations limited.

The onset of climate change has highlighted that social inequity limits the ability to achieve environmental sustainability. Differences between people in their energy and water use, waste management and regard to the environment, are all related to their capacity to pay, their levels of awareness and education and their sense of social inclusion. The need to respond to climate change, either to reduce its causes or to adapt to its impacts, will be constrained by social and economic inequities.

This is understood at a global level, as developing countries cannot be denied the benefits of economic prosperity that developed nations enjoy. At a city and region level too, the responses to climate change will affect all, and those with fewer resources will either suffer more and/or participate less in the necessary changes. Equity must be a consideration in 'who pays' for climate change responses.

Social sustainability is also linked to social equity. Unrest and conflict is either caused or fuelled by real or perceived inequities between groups in society. Equitable treatment by government and institutions sets the standard for relations within society. In contemporary Australia, as elsewhere, the power of state and institutional structures to control unrest between people treated inequitably, is lessening.

All in all, a more healthy and sustainable future will be a more equitable one.

Research has identified significant health inequities in the region, broadly reflecting socio-economic differences of the population. How growth is managed is crucial to avoid worsening these differences and could help to lessen them. New development has the potential to do things better in urban design, amenity and environmental conditions. But development can make inequities worse if improvements are made in the way new places are built without any benefit to existing communities.

Recommendations from the Research

- ~ *promote the long-term redistribution at the metropolitan level of facilities and services*
- ~ *develop strategies to make fresh, regionally produced food more affordable and better distributed to disadvantaged areas (see Healthy, Regionally Produced Food)*
- ~ *develop strategies for 15% of new housing to be affordable (see Urban Form and Nature)*
- ~ *develop programs for improvements to local amenities and provide more public civic spaces especially around secondary retailing areas (see Built Form and Nature)*
- ~ *ensure that the costs of climate change responses are shared equitably*
- ~ *conduct an audit of skill deficits and provide diverse training and education opportunities in areas of high unemployment (see Economic Development)*
- ~ *set targets for, and monitor, increases in employment in areas of high unemployment (see Economic Development)*
- ~ *increase to 80% the proportion of residents who can access a major centre within 30 minutes by public transport (see Economic Development)*

IMPLEMENTATION

Governments have the responsibility to engage the community in deciding what and how to implement policy . They also have the responsibility to design and manage the processes to secure both the cooperation of the agencies involved in, and the funding for, this task.

While the sustainability and wellbeing issues discussed in this Agenda are based upon detailed and multi-disciplinary research, analysis and

contemporary urban management thinking, there is much more to know to inform these various players.

To this end governments should develop greater knowledge and informed policy on the links between sustainability, wellbeing and urban development in contemporary urban Australia, and Western Sydney in particular.

Recommendations from the Research

- ~ *develop a clear and appropriate delineation of responsibility between agencies (including NSW State Government Executive, State Government agencies, Local Government, ROCs, non-government agencies and business)*
- ~ *develop a process for the identification of priorities based upon sustainability and wellbeing that involve mechanisms for regional engagement and partnership, coordination of networks and measures of performance*
- ~ *develop an effective community engagement in this process*
- ~ *develop a process of ongoing monitoring and reporting at a regional level*
- ~ *development of, and commitment to, appropriate timetabling of infrastructure*
- ~ *underwriting by governments of risk in infrastructure funding*
- ~ *establish a Sydney Metropolitan Urban Development research facility focused on Sustainability and Wellbeing*
- ~ *through partnerships between this facility and academic institutions, governments and research agencies (such as the CSIRO), research should be conducted in the following areas*
 - ~ *incidental physical activity levels related to public transport*
 - ~ *the 'urban heat island effect' in Western Sydney and the potential for amelioration*
 - ~ *a review of Western Sydney rural lands and sustainable agricultural production targets*
 - ~ *the spatial distribution of transport disadvantage, particularly in respect of ageing of the population and the anticipated impacts of future fuel scarcity*
 - ~ *benchmarks for visitation and physical activity in parks and open space*
 - ~ *measures and targets for regional business growth*
 - ~ *strategies to reach target of 30% of employment being located in regional centres*
 - ~ *realistic targets for tertiary and vocational education for Western Sydney residents*
 - ~ *new ways of providing open space in established areas and major infill developments*
 - ~ *appropriate targets for reductions in unemployment in disadvantaged areas*
- ~ *ensure that existing urban planning guidelines and procedures already developed by the NSW Government and other agencies are widely promoted and practiced*
- ~ *develop new guidelines for*
 - ~ *encouraging quality food availability and affordability at a local level*
 - ~ *encouraging mixed use development*
 - ~ *plantings to provide sheltered pedestrian environments and revegetation*
 - ~ *improving public awareness of travel-to-school patterns for physical activity*