



## BRIEFING NOTE

# Regional cities must manage their own development

Regional cities must manage their own growth. In particular, they need to develop a master plan to align urban development with the rollout of the rail network. They also should examine the opportunities for development of the station and the station precinct, and for rollout of metro transport services within the city.

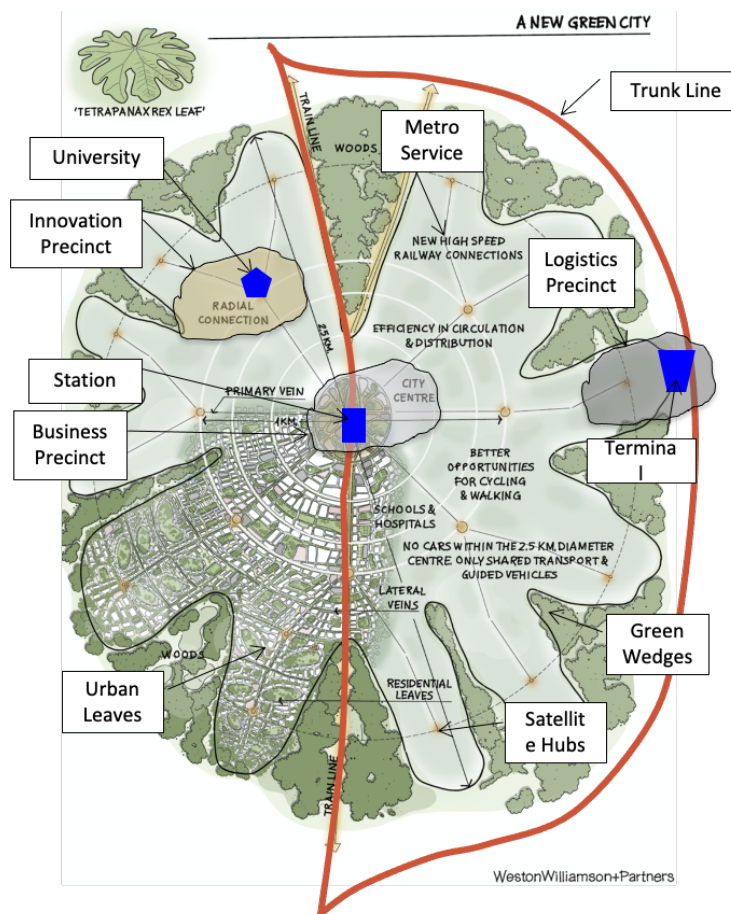
### Integrated Transport Planning

China demonstrates that urban development of regional cities goes hand in hand with the rollout of its high speed rail network. In China, the municipal government is responsible for the development of urban precincts around the new HSR station. This leads to land value uplift, which provides significant revenues for the government through land sales to developers.

The same approach can be applied to regional cities in Australia. Each regional city should enter a 'city deal' with the federal and state governments to agree what will be done.

### Master Plan

The first step is to develop a master plan that shows the land use and transport infrastructure to be delivered. It should adopt best practice for urban development, which means creating a network of higher density activity centres linked by public transport. These centres would be surrounded by suburban areas, that are generally within walking distance of the nearest activity centre, and are interspersed with 'green wedges' for the health and wellbeing of the city's residents.



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### Station development

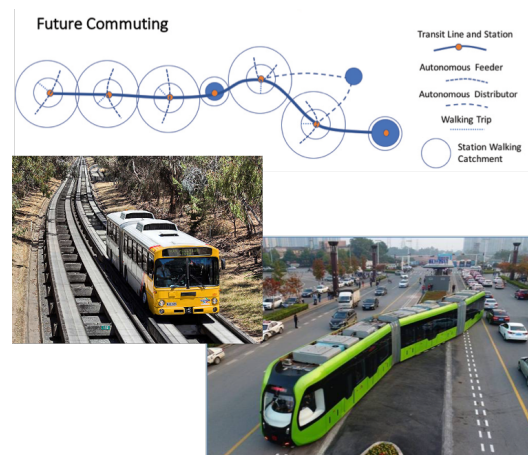
The new station should become more than just a hub for transport services. Being in the heart of the city, the new station can become a destination in its own right. They should provide shopping, food outlets and leisure services, and could also provide business services similar to most international airports.

### Precinct development



The station precinct should be redeveloped for mixed use, but predominantly for business activities, especially offices. This will encourage business to relocate their activities from existing locations, probably in larger cities, into the regional city – which is the main driver of economic growth in the regional city. Precinct development can also create revenue for the city through capture of the land value uplift in the area, which can be used to fund social infrastructure such as parks, open space and community services.

### Metro services



The regional city must also think about the connectivity within and between its activity centres. Regardless of the public transport technology used, consideration needs to be given to acquiring corridors for dedicated rights of way to support inter-urban services operating between activity centres that allow the city to function.

### Conclusion

Each regional city must take responsibility for the development of their city. In particular, they need take the opportunity to develop the new station and its surrounding precinct, and plan how it is connected to activity centres within the city.

#### For more information

Please go to <https://www.fastrackaustralia.net/>