“TOD lifestyle, a lifestyle that also puts money back into our pockets”

- Urban Land Magazine

EVENT OVERVIEW

How will the future city look like? As Australia is projected to grow a population of 35 million to 42 million by 2040, between 2011 and 2031, almost three-quarters of our population growth will occur in Sydney, Melbourne, Brisbane and Perth. This growth presents challenges and opportunities for the transport sectors, local and federal government bodies as well as developers.

Australian cities are really struggling now because there has been an extended residential growth boom without the enhancements to transit capacity, the public realm and services that would have been required. Transit Oriented Development (TOD) is vital to managing social and economic growth challenges and is turning out to be progressively eminent in urban centres intended for and exceedingly reliant on private vehicle travel and enduring the detriments of the subsequent urban sprawl.

Trueventus Transit Oriented Development event acts as a strategic think-tank, idea explosion, discussion and network platform with the objective of helping to shape Australian TOD in creating sustainable modern cities that promotes walkable urban neighborhood with convenient access to mass transit. Government officials, policy makers, local councils, urban planners, developers, investor and community representatives are gathering to address the importance of TOD and to identify the underlying ingredients for successful TOD projects with effective government and private partnership.

7 FACTORS DRIVING TOD PROJECTS:

1. New government policies will encourage more densification near rail transit corridors and stations

2. Decrease in productivity with more time spent on travelling to work, and evidence shows how this erodes urban lifestyles and living standards

3. A range of project and infrastructure funding sources now recognise the benefits of integrated TOD projects, which provide a higher return on investment

4. Growing rates of urbanisation and city sprawl are leading to unsustainable increases to traffic congestion and declining demand for outer-suburban living

5. Business and consumer preference trends to have access to public transport services, diverse services, better schools and healthcare, and high quality work and living environments

6. A more innovative and energised development industry is realising the value in mixed-use TOD developments, which can create much valued social spaces for families and young people

7. Government is shifting its focus toward public transport and more diverse economic precincts as a means of managing traffic congestion
**ARE YOU...**

---

**01**
Government Bodies, City Planners, & Planning Authorities

Understand how to leverage your region’s transit network with land use policies that support housing and employment near your existing and future subways, buses and rail lines.

Pursue local and federal funding for TOD infrastructure and implementation of projects.

---

**02**
Property Developer, Construction Companies & Real Estate Professionals

Identify properties for new development, and take advantage of city investments in station areas.

Take on the responsibility of constructing office, retail, and a mix of housing options within transit areas necessary to increase the walkable, urban nature of the city and reconnect all of neighborhoods together.

---

**03**
Transit Agencies, Transportation Authorities, Transport Planners & Transportation Engineers

Create development frameworks for station areas that account for the operational needs of transit agencies and opportunities to create value and catalyze real estate development.

Maximise transit connectivity with existing neighborhoods and new development opportunities.

---

**04**
Urban Planners, Master-Planners, Architects & Design firms

Develop specific plans for the areas around transit - zoning, design standards, parking requirements, and street connectivity for a successful TOD.

Create sustainable development hubs around key transport links and incorporate positive social, cultural, economic, and community benefits for residents and visitors to the region.

---

**ASSOCIATE PARTNER**

**MEDIA PARTNER**

---

For further details, contact
John Karras
T: +603 2775 0001 | F: +603 2775 0005 | E:johnk@trueventus.com
FEATURING PRESENTATIONS AND CASE STUDIES BY DISTINGUISHED EXPERTS:

Charles Johnson  
Board Member  
Metropolitan Redevelopment Authority  
Chair  
Central Perth Land Redevelopment Committee WA, Australia  
Speaking on: Revitalising underutilised precincts with TOD fostering significant economic and social growth- Perth City Link

Professor Peter Newman  
Professor of sustainability  
Curtin University WA, Australia  
Speaking on: Demystifying Transit-Oriented Development: Capturing opportunities and growth

Dr Chris Hale  
Urbanist and mass transit infrastructure planner  
Hale Consulting VIC, Australia  
Speaking on: Achieving Balance - analytical and policy requisites for capacity-appropriate development and planning

Craig Czarny  
Director of urban design  
Hansen Partnership VIC, Australia  
Speaking on: Financing TOD development with land value

Sarah Zhang  
Transport and Pedestrian Planner  
AECOM NSW, Australia  
Speaking on: Transport Planning for TOD-Fully integrating TODs to include pedestrians

Stephen Albin  
Chief Executive Officer  
Urban Development Institute of Australia NSW, Australia  
Speaking on: Creating liveable communities and affordable housing around TOD developments

Toby Lodge  
Principal  
HASSELL QLD, Australia  
Speaking on: Planning for Master planning: Key ingredients in getting TOD right

Kevin Brake  
Business Leader - Mobility Oriented Development (MODe)  
Arcadis NSW, Australia  
Speaking on: Mobility-oriented development: The next generation of TOD

Antonio Gomez-Palacio  
Founding partner  
DIALOG, Canada  
Speaking on: Finding a working model for PPP collaboration and dealing with competing interests

Steven Burgess  
Principal Consultant Regional Manager (Victoria)  
MRCagney Pty Ltd. VIC, Australia  
Speaking on: TOD placemaking: Balancing community fit with travel modes

Professor Edward Blakely  
University of Sydney  
West-Central District Commissioner, Greater Sydney Commission, NSW  
Speaking on: Last mile- from station to home

David Tang  
Property Director  
MTR Corporation, Hong Kong  
Developer’s perspective on TOD- unlocking the development opportunity adjacent to transit hub

Dr. Vimal Gahlot  
Senior Urban Transport Engineer  
Department of Public Works, India  
Speaking on: People oriented development - How cities can grow to become more sustainable and liveable through TOD

Kim Dovey  
Professor of Architecture & Urban Design  
Melbourne School of Design, University of Melbourne  
Speaking on: TOD and the Urban DMA: A Multi-Scalar Approach
Day One - 15th March 2017

0800  Registration and coffee
0845  Opening address by chairperson

0900  Session One
Demystifying Transit-Oriented Development: Capturing opportunities and growth
- Exploring the trends pushing the demand for TOD
- What can transit-oriented development do for cities? - Analysing direct benefits TOD can provide
- Where are we with TODs today?
- Weaving sustainable mobility, placemaking and economic competitiveness

Professor Peter Newman  Professor of sustainability
Curtin University, WA, Australia

0945  Session Two
Achieving Balance - analytical and policy requisites for capacity-appropriate development and planning
This session will look at the analytical foundations for clearer understanding of population growth relative to transport, social and other needed infrastructure supports. It is suggested that over-simplification has prevailed during a decade of Australian TOD discussion so far, but a slightly more sophisticated approach should allow better accommodation of population growth with more sustainable conditions and outcomes.

Dr Chris Hale  Urbanist and mass transit infrastructure planner
Hale Consulting, VIC, Australia

1030  Morning refreshments

1100  Session Three: Joint Discussion
Planning for Master planning: Key ingredients in getting TOD right
In order to ensure a coordinated, inclusive and productive TOD planning process it is important to bring the right people to the table. A TOD working group can spearhead the planning process, and should include elected officials and staff from related agencies as well as community groups.
- Adopting city level planning approach
- Develop a robust strategy for public involvement
- Create an inventory of existing plans

Toby Lodge  Principal
HASSELL, QLD, AUSTRALIA

1145  Session Four
Mobility-oriented development - The next generation of TOD
- Presenting global insights on MODe (mobility orientated development) - a modern and holistic ‘next generation’ approach to planning transport infrastructure
- How to best integrate transport into an area to create a community-focused precinct to achieve the highest possible community benefit and value from transit investment?
- Sharing global best practice examples where the MODe approach has been used to assess projects such as London King’s Cross St Pancras station and Crossrail

Kevin Brake  Business Leader - Mobility Oriented Development (MODe)
Arcadis, NSW, Australia

1230  Networking luncheon

1400  Session Five
TOD and the Urban DMA
This presentation stems from an ARC research project on the urban design dimensions of TOD in Melbourne including existing heavy rail nodes as well as disconnected shopping malls and university campuses. An effective TOD emerges from a synergy of density, mix and access - the urban DMA. TOD is the actualization of such capacities embodied in the existing city at multiple scales from architecture to metropolises.

Kim Dovey  Professor of Architecture & Urban Design
Melbourne School of Design, University of Melbourne

1445  Session Six
Financing TOD Development with land value
This session will focus on the use of “development-based land value capture” mechanisms to help overcome this financial hurdle. Coupled with supportive land use regulations, development-based land value capture (LVC) helps “capture” property value increases due to transit investments.

Craig Czarny  Director of urban design
Hansen Partnership, VIC, Australia

1530  Afternoon refreshments

1600  Session Seven
Finding a working model for PPP collaboration and dealing with competing Interests
This session seeks to highlight different kind of mechanisms that is applicable into innovative PPP projects. The delivery of the project relies on few factors such as project preparation, financial planning, risk planning etc. If the tools to convey the TOD project are properly determined, there should not be any problem with its on-time delivery. Implementing innovative PPP for TOD it’s not a dream anymore but a real opportunity for the developer to build a new transportation hub within the city.

Antonio Gomez-Palacio  Founding partner
DIALOG, Canada

1645  Session Eight
Creating liveable communities and affordable housing around TOD developments
Ensure your TODs are equitable and accessible to all income groups will not only benefit low income residents, but transit ridership and ultimately the environment as well.
- Highlighting the importance of equity, inclusive development, affordability
- Ensuring the benefits of transit improvements are shared throughout society requires affordable housing in station areas
- Examining the progress and continued challenges of developing affordable housing in opportunity and transit-rich neighbourhoods

Stephen Albin  Managing Director
RICS Oceania, NSW

1730  End of day one
Day Two -16th March 2017

0800 Registration and coffee

0845 Welcome address by chairperson

0900 Session One
Transport Planning for TOD - Fully integrating TODs to include pedestrians
- Encouraging mixed-use and pedestrian- and transit-oriented development
- Improving pedestrian access at all the comprehensive design solution, fully integrating all
- Realise integrated transit/land use outcomes transport planning processes, fully integrated with the land use planning process
Sarah Zhang Transport and Pedestrian Planner
AECOM, NSW, Australia

0945 Session Two
Last mile connectivity - From station to home
Transit oriented development is not transit over development, but it includes many places beyond easy walks. This session will cover discussion around:
- How do we plan for community with transit?
- What is the access and movement strategy?
- Who and what meets the range of movement beyond the transit stop?
Professor Edward Blakely University of Sydney
West-Central District Commissioner, Greater Sydney Commission, NSW

1030 Morning refreshments

1100 Session Three
People oriented development - How cities can grow to become more sustainable and liveable through TOD?
Transit-oriented development (TOD), a planning strategy that supports mixed-use residential and commercial areas, access to public transport, and a range of mobility options like cycling and walking, holds the key to creating sustainable, livable urban communities. Best practices from existing communities and design guidelines for creating healthy, sustainable, people-oriented cities
- Components of people-oriented design
- Specific policy and design components necessary to its implementation
Dr. Vimal Gahlot Senior Urban Transport Engineer
Department of Public Works, India

1145 Session Four
Developer’s perspective on TOD - unlocking the development opportunity adjacent to transit hub
- Highlighting the growing demand for housing in transit-rich communities
- Developers see potential for synergy between TOD and affordable housing
- Reform of zoning and other regulations appears crucial to TOD
- Expanding and diversifying quality transit is critical to regional-scale TOD
David Tang Property Director
MTR Corporation, Hong Kong

1400 Session Five
Integrating parking facilities into TOD developments
- Getting the parking right for TOD with effective parking strategies
- Effective integration of structured parking
- Tackling the challenges associated with the planning, design and financial feasibility of TOD and smart growth is the need for structured parking

1445 Session Six
People, Places + PARKING
- What transport and movement opportunities are delivered by TOD?
- Exploring the big opportunities for authorities, developers, and users.
Steven Burgess Principal Consultant Regional Manager (Victoria)
MR Cartney Pty Ltd., VIC, Australia

1530 Afternoon refreshments

1600 Session Seven
Ferry-oriented development and its impact to the community: Citycat Case Study
- Discussing the best practices involved in developing Citycat ferry service
- Measuring the effects of ferry-oriented development to the areas
- Evaluating the economic growth and opportunities as well as the commuters’ pattern behaviours deriving from ferry-oriented development

1645 Session Eight
Revitalising underutilised precincts with TOD fostering significant economic and social growth – Perth City Link Case study
TOD aims at revitalising regions as well as promoting new lifestyles. Perth City Link, is a collaborative project between the Australian Government, the Public Transport Authority (PTA), the Metropolitan Redevelopment Authority (MRA) and the City of Perth. Public transport will play a central role in the Perth City Link, with the project involving the sinking of the central city section of the Perth to Fremantle railway line, as well as the construction of a new underground Wellington Street bus station.
Charles Johnson Board Member Metropolitan Redevelopment Authority
Chair Central Perth Land Redevelopment Committee
WA, Australia

1730 End of conference
COMPANY DETAILS

Name: [Name]  
Industry: [Industry]  
Address: [Address]  
Postcode: [Postcode]  
Tel: [Tel]  
Fax: [Fax]

ATTENDEE DETAILS

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Job Title</th>
<th>Tel</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

APPROVAL

NB: Signatory must be authorised on behalf of contracting organisation.

Name: [Name]  
Email: [Email]  
Tel: [Tel]  
Fax: [Fax]  
Authorising Signature: [Signature]

COURSE FEES

<table>
<thead>
<tr>
<th></th>
<th>Corporate</th>
<th>Government</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st January 2017 to 31st January 2017</td>
<td>AUD 2495</td>
<td>AUD 1795</td>
</tr>
<tr>
<td>1st February 2017 onwards</td>
<td>AUD 2995</td>
<td>AUD 1995</td>
</tr>
</tbody>
</table>

All options inclusive of documentation pack, lunch, refreshments.

PAYMENT DETAILS

Payment is due in 5 working days. By signing and returning this form, you are accepting our terms and conditions.

Please debit my:  
☑ VISA  ☑ MasterCard

Card Number: [Card Number]  
CVV2: [CVV2]  
This three-digit CVV2 number is printed on the signature panel on the back of the card immediately after the card’s account number.

Card Issuing Bank: [Card Issuing Bank]  
Card Issuing Country: [Card Issuing Country]  
Cardholder’s Name: [Cardholder’s Name]  
Cardholder’s Email: [Cardholder’s Email]  
Expiry Date: [Expiry Date]

TERMS & CONDITIONS

1. The course fee is inclusive of the event proceedings, materials, refreshments and lunch.

2. Upon receipt of the complete registration form, invoice will be issued. Trueventus request that all payments be made within 5 working days of the invoice being issued. Full payment must be received prior to the event. Only delegates that have made full payment will be admitted to event. Clients are responsible for their own banking fees and banking fees will not be absorbed into the booking price.

3. Substitution & cancellations policy. Should the registered delegate be unable to attend, a substitute delegate is welcome at no extra charge. Written notifications of all substitutions is required 5 working days prior to the event. Trueventus contracts carry 100% full liability upon receipt of registration. Non-payment does not constitute cancellation.

A 100% of cancellation fee will be charged under the terms outlined below. Trueventus reserves the right to make substitutions as long as the client has agreed to book and confirm the seat for the client upon issuance of invoice. Upon signing of this contract, client agrees that in case of dispute or cancellation of this contract Trueventus will not be for total contract value. If a client does not attend the event without written notification at least 5 working days prior to the event date, he/she will be deemed as no show. A no show at the event still constitutes that the client will have to pay the invoice amount that was issued to them. Trueventus does not provide refunds for cancellations.

By signing this contract the client also agrees that if they cancel that Trueventus reserves the right to pursue monies owed via the use of local debt collection agency were the client is situated. Furthermore the client will be held liable for any costs incurred in collection of outstanding monies. When any cancellations are notified in writing to Trueventus 5 working days prior to the event, a credit voucher will be issued for use in future Trueventus events.

4. Trueventus will at all times seek to ensure that all efforts are made to adhere to the advertised package, however should for any reason, Trueventus decide to make changes to the fee or programme, Trueventus reserves the right to make substitutions and to make reasonable attempts to adhere to the advertised package, however, if a delegate is unable to attend the event, Trueventus reserves the right to replace / change the delegate at no extra charge. Written notifications of all substitutions is required 5 working days prior to the event. Written notifications of all substitutions is required 5 working days prior to the event.

5. Upon receiving this signed booking form, you the client hereby consent to Trueventus to keep your details for the use of future marketing activities carried out by Trueventus and third party organisations & partners.

6. Copyright and Intellectual Property. Any redistribution or reproduction of part or all of the contents in any form in connection to this event is prohibited without prior written consent by Trueventus.

7. Client hereby agrees that he/she exclusively authorizes Trueventus to charge the credit card on file with details listed above for the amount provided herein; this registration form serves as a contract that is valid, binding and enforceable. He/she at any time will have no basis to claim that the payments required under this Contract are unauthorized, improper, disputed or in anyway.

For further details, contact
John Karras  
T: +603 2775 0001  |  F: +603 2775 0005  |  E: johnk@trueventus.com