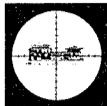


SINK THE TAIPANIC



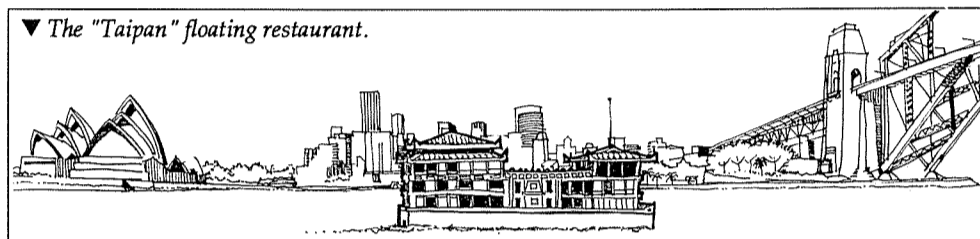
The mid 1980s tourist boom and the runup to the Bicentenary celebrations launched some strange craft onto Sydney Harbour, and one of the more bizarre of these was undoubtedly the floating and highly mobile Chinese style restaurant M.V. 'Taipan'.

Its orange and green painted box-like forms capped with hipped orange tiled roofs soon raised a storm of public protest and derision as it began a regular round of appearances near such harbour icons as the Opera House, the Bridge, and the 18 footer races. Professionals and academics resorted to 'Letters to the Editor' and talkback radio protests while some of the more larrikin Harbour users turned to direct action in the form of salvos of empty tinnies.

The Maritime Services Board of New South Wales, as the consent authority for Harbour craft, acknowledged a problem while pointing out that its legislation allowed it to rule on safety issues only.

It then asked that a study being conducted on Design Guidelines on Sydney Harbour's Foreshores advise how design guidelines might be applied to vessels.

Chill economic winds also blew the Taipan northwards into warmer, friendlier waters, but it has left behind it the worthwhile principle that everything must be considered in design terms when dealing with a resource of regional, state and national importance like Sydney Harbour.



▼ The "Taipan" floating restaurant.

• Come In Local Government •

Thanks to the financial support of the Visual Arts/Crafts Board of the Australia Council, we are now able to extend our distribution to all Local Government authorities in Australia. (Let's face it -

Local Government is where most urban design happens). The response to UDF continues to be encouraging and we thank everyone who contributes energy and creativity to make it happen. - Eds.

ON STREETSCAPE MANNERS FOR CLEVELAND

In 1842, the coastal town of Cleveland nearly became the capital of Queensland but, at the last moment, the Governor of New South Wales got stuck in its muddy foreshore and decided on Brisbane instead.

Cleveland remained a small, quiet coastal town in the 'salad bowl' of Brisbane. Centre to an agricultural area characterised by rich red soils and a heritage of some significant coastal environments.

Benefits of missing out

Having missed out on the rapid redevelopment of the 1970's, which destroyed the essence of many towns in the Brisbane region, Cleveland managed to keep its pleasant street manners - with shade from its hatlike poinciana trees, a generous view of sky and a humane, rather domestic, sense of place.

Most 'by-passed' coastal towns in Eastern Australia have a similar story. Whilst these places are generally not epic urban design statements, they belie a kind of quality which we in Australia seem to find hard to define and even harder to foster - livability.

This livability in Cleveland is represented by a human scale and speed in the general flow of the town, manifested both in the physical form and in the conceptual use of the place. Cleveland has a sense of 'personality' and a sense of ease for being in. How can one foster such urban design subtleties?

Two Outputs

Out of a process of over five intimate years of discussion and analysis about these qualities of Cleveland - which included cognitive mapping and community value assessments - arose two outputs: a Development Control Plan for the private

realm, and a streetscape strategy for the public realm. Both of these actions were carried out simultaneously, and interlock to deal with future change, both to built forms and to the open spaces around them.

Good Manners

The intent of these guidances is to encourage good manners when dealing with the town's sense of place. The D.C.P. document and plan is unique in Queensland for its generous attention to urban design quality in a small town. Likewise, the streetscape strategy is comprehensive and conceptually detailed. Thus new development in the town will be knitted into ongoing streetscape improvements fostered by the Redland Shire Council in order to help the town prosper and to connect it back to the sea.

The Streetscape Strategy takes a common sense approach to extending Cleveland's 'person' ality by planning to civilise the car rather than remove it, to ensure that people can easily use open spaces and streets, to ensure that talking, sitting or viewing in to town is comfortable, and to build on the identity of the town where it is weakest.

Rather than a grand Vision, it is a way of thinking about public life in Cleveland, focusing on people'.

John Mongard is a principal of Terrain - Landscape Planners and Urban Designers, and a lecturer in Landscape Architecture at the Queensland University of Technology (Q.U.T.).

Eds. The urban design initiatives created for Cleveland will be presented at the next Brisbane Urban Design Forum. Tuesday March 5th, 1991 at 6.00pm. R.A.I.A. Queensland Premises 88 Merivale Street, South Brisbane.

FOCUS ON NEW SOUTH WALES

This edition of Urban Design Forum focuses on some exciting urban design initiatives in New South Wales.

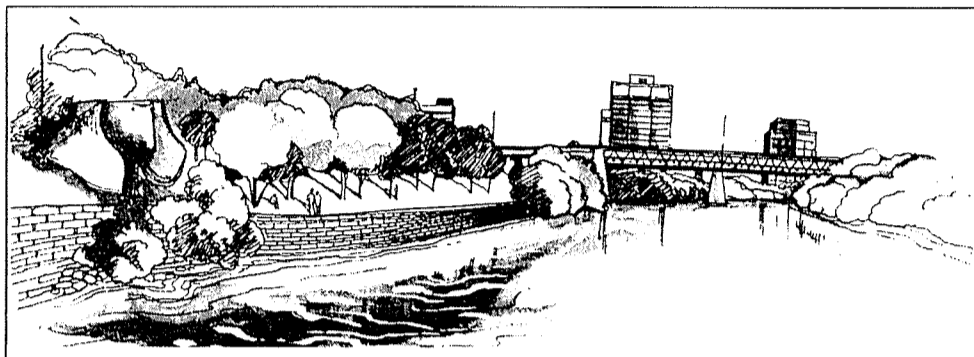
The main NSW articles were prepared by the following members of the Urban Design Unit of the NSW Department of Planning: Peter Moffitt, Libby Ozinga, Neil Wilson, and we thank them for their contributions.

The Urban Design Unit was established within the Department of Planning and commenced operation in January 1986, with the role of developing, advancing

and advising on concepts of good urban design and assisting in the practical application of these concepts at State and regional levels.

The material described in the articles represents a good cross-section of the Unit's work as part of its own program, in conjunction with regional planning branches, in special project planning teams within the Department of Planning and with combined planning teams with Local Government, particularly with the Council of the City of Sydney.

Sydney Harbour and River Guidelines



▲ Parramatta River at Parramatta

In view of the Harbour's importance for Sydney's identity it is surprising that it was not until 1990 that it was "brought under planning control". Perhaps the thought was that it could not be improved by planning and was best left well alone.

However, the foreshores were under threat, not only from developers and owners of waterfront properties but also from public authorities. Land in public ownership such as the curtilidge around Macquarie Lighthouse designed by Greenway, prominent, historic, iconographic, could be assumed to be safe from development. Even though it meant stating the obvious, the positive attributes of every significant place on the Harbour and River needed to be noted and its retention advised.

This advice was included in the guidelines prepared by the Urban Design Unit and attached to Regional Environmental Plans for Sydney Harbour, Middle Harbour and the Parramatta River. The guidelines are referred to in the REPs as a matter for consent authorities to consider in determining development applications.

Vegetation and Buildings

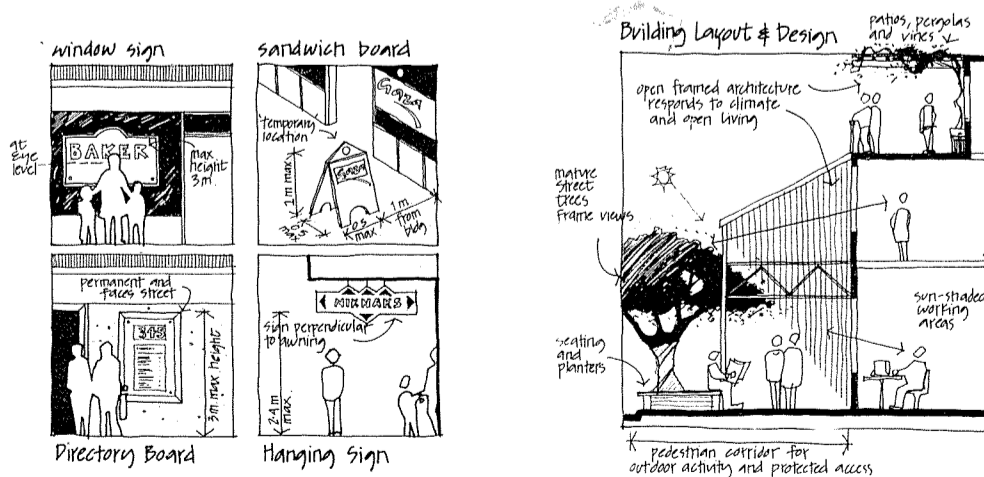
The guidelines also cover the usual range of issues - siting, building form, colour, materials, planting ... inspired by the observation that some of the very finest environments on the Harbour are mixtures of vegetation and buildings, and some of the most dramatic are buildings on or over the water's edge.

More unusual topics in the guidelines concern matters that are particular to the Harbour and River. Beaches are identified and the importance of their accessibility noted. Jetties and wharves are encouraged, to increase the interaction between land and water. The retention of the remaining boatyards is encouraged in the face of redevelopment pressures and some disapproval from nearby residents. The most appropriate treatment of the water edge is discussed: if sea walls are necessary sandstone is preferred. Vistas of prominent landmarks from the waterway are noted for retention. General guidelines are applied to the form and character of backdrop areas, especially the skyline ridges.

Pubic Access Vital

Few issues stir Sydney people more than perceived threats to their access to the Harbour, particularly threats to existing waterfront parks and potential foreshore parkland. Few public facilities are more popular than the several walkways that have been constructed around the Harbour's edge.

The guidelines respond by stating that "wherever possible, public access to and along the foreshore should be secured or improved". Links between existing public open spaces and walkways are most desirable, either as dedicated rights of way, or acquired strips of land, or below high water mark by boardwalks or across beaches and rock platforms.



▲ Sketches from Redland Shire Council publicity broadsheet.

New South Wales Main Street Program



Effective urban design is just one outcome of a Main Street program. Increased community pride and business enterprise are equally important in this comprehensive new program initiated by the NSW Department of Planning.

Main Street NSW is a community based program intended to revitalise the town centres of New South Wales. Its capacity for success lies in the strength of its grass roots support from local government, local communities and businesses, and in developing a partnership between these groups.

Self-help programs work

In the Main Street approach, physical improvements to upgrade the urban design qualities of the street go hand in hand with business promotions and improved retailing. The physical and commercial improvements are interdependent and mutually supporting and are achieved through local self-help programs which really work.

The Main Street approach to revitalisation of commercial centres has five main strands: Organisation, Design, Heritage, Conservation, Business Development and Promotion. The strategy is structured and comprehensive and its basic methodology is equally appropriate for towns of 5,000 or 50,000, country or suburban.

The Main Street Program, with origins in U.S.A and Canada, has evolved in New South Wales over the last two years, with many communities across the State now undertaking programs. The most exciting factor is the degree of interest and the tangible results which are now being seen.

In order to promote the program the NSW Department of Planning has produced a Main Street Handbook and video package which is proving to be most effective in stimulating interest and initiating projects in New South Wales and beyond. Main Street, Lithgow (its real name) and Oxford Street, Paddington are presently the two most advanced projects.

Lithgow, a good example

Lithgow has always had a boom/bust economy, regulated by the coal industry. In the good times, people were too busy to worry about improvements, in the bad times they didn't have the money. A shopping complex, established about two kilometres away from the city centre, had divided the shopping centres in half. Due to Lithgow's proximity to larger centres such as Bathurst, Katoomba, Penrith and Parramatta, shoppers found it easy to take a trip out of town to shop, further fragmenting shopping patterns.

A meeting was held at Lithgow to explain the structure of the Main Street Program. It was attended by key business people, Lithgow Enterprise Development Agency (LEDA), council representatives, the Chamber of Commerce and Industry, and the Main Street Coordinator from the Department of Planning.

The program was officially launched at a one day seminar in August, 1989. The seminar was hosted by LEDA and the Greater Lithgow City Council, and was organised by the Department of Planning and the Arts Council of NSW. The day was an outstanding success! It created awareness and generated the necessary enthusiasm to proceed with a Main Street Program.

The local radio station produced a Main Street jingle, which has been used to explain the Main Street Program to the community, and the local newspaper has also given the Main Street Program its own column. This has helped to promote the program to the local community. A plaza at the centre of the long main street was selected as the focal point of the program. It is being revamped, used as an entertainment area and as a place to display information.

Business improves dramatically

As a result of the first promotional campaign, business on Main Street improved dramatically. Over half of the shops which were once empty are now

doing business. Retailers have started to see the benefits of joint promotions. Six buildings have been restored, with 12 more on the drawing board.

Communication and cooperation between businesses has improved. Healthy competition is evident between Main Street and the Shopping Centre, and business in Main Street has increased between 15% to 25%, indicating that fewer people are shopping out of town.

The Department of Planning is responding to enormous interest in this program from within NSW and all other States and New Zealand. For more details contact the coordinator Libby Ozinga on (02) 391 2255.



▲ Main Street, Lithgow NSW.

NSW COASTAL POLICY HAS URBAN DESIGN CLOUT

Last September, the NSW Government released "The New South Wales Coast - Government Policy". This policy is to be implemented through the planning legislation by requiring its contents to be taken into account by consent authorities when considering development applications, and also when preparing new local environmental plans.

The policy covers the entire NSW coast except for the metropolitan areas of Sydney, Newcastle and Wollongong (because of their complexity and intensity of land uses) It applies to the strip of land extending one kilometre inland from the coastline. This distance can be increased or additional areas can be nominated where necessary to include estuaries and the like.

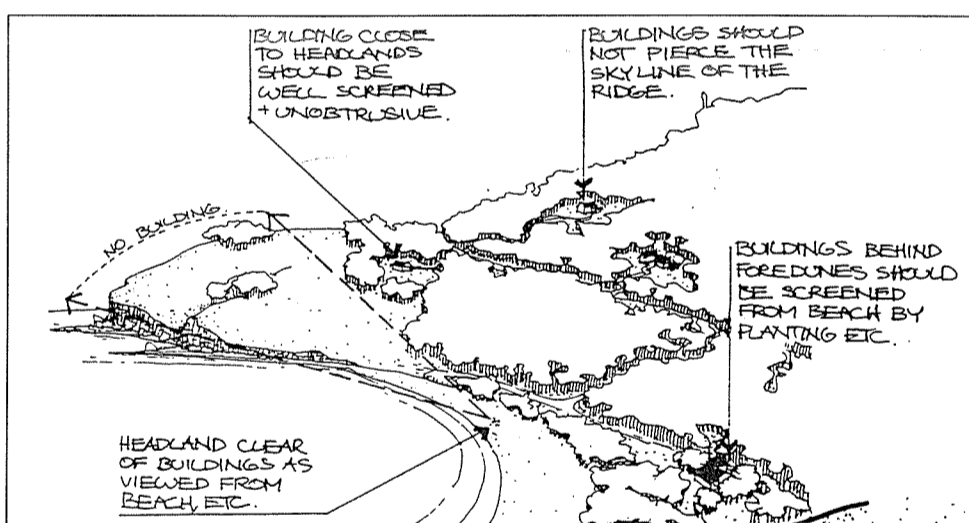
Urban design principles

The Coastal Policy includes the following principles which must be taken into consideration for the purposes of development control and plan making:

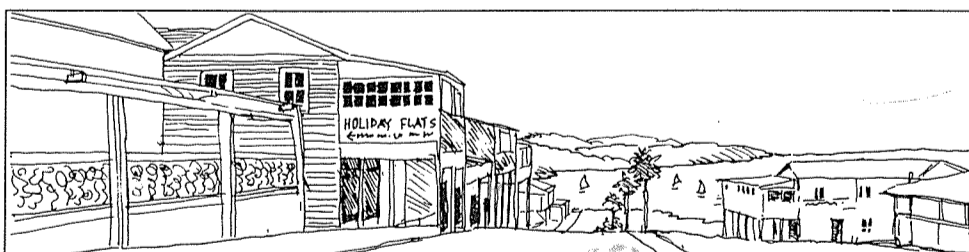
- Development on frontal dunes, beaches and undeveloped headlands is to be prohibited.
- Any new development on headlands which are already developed, is to be strictly limited to a height and scale no greater than existing buildings and is to require an environmental assessment, including an assessment of visual impact from adjoining beaches.
- Beaches and waterfront open space is to be protected from overshadowing.
- Buildings taller than four storeys are not to be permitted outside of existing cities,

towns and growth centres except where environmental considerations could justify an exception to this rule.

- Applications for buildings taller than 14 metres within existing cities and towns are to be assessed on their merits, having regard to the prevailing scale of development.
- Development setbacks from beaches, foreshores, foredunes and undeveloped headlands are to be determined by consent authorities on a case-by-case basis. Public access requirements, rates of shoreline recession, local topography, scenic factors (including impact of any development as viewed from waterways and foreshore areas), coastal hazards, and building design criteria are all to be considered. No new development is to be permitted to impede public access to foreshore areas.
- Apart from minor structures required for public access or enjoyment of the foreshores, no development is to be permitted seaward of this setback line. As a condition of development consent, developers will be required to dedicate this land to the Crown for public use, or enter into a satisfactory agreement for ensuring public access and maintenance of the area to a suitable standard.
- Any tourist or recreational development which proposes to use the natural assets of a National Park, Nature Reserve or State Recreation Area, must be low key and should under no circumstances compromise the natural values of the area.



▲ Extract from North Coast guidelines
▼ Narooma, NSW South Coast



Urban design guidelines

To complement these principles, the Department of Planning has published urban design guidelines for the North and South Coasts. These guidelines, prepared by the Urban Design Unit, are intended to assist developers in the design of proposals and to help Councils in assessing them.

The guidelines emphasise that the buildings should blend with the natural environment and suggest, among other things:

- Provide generous setbacks; avoid steeper slopes; build along the contours; cluster buildings.
- The most suitable development for flat land with low vegetation is single storey development.

- Break up longer building masses to produce a cluster of forms.
- Ideally, colours should echo or complement the natural colours of the coast.
- The use of local materials, including stone, brick and especially timber will help produce buildings that relate to the coastal environment.

Also, in recognition that canal estate developments can have an adverse effect on coastal and estuarine environments, the Department of Planning will soon be publishing planning and urban design guidelines specifically for development of this kind.

Urban Design in City West

The 1988 central Sydney Strategy recognised Pyrmont/Ultimo as a place for residential, commercial, tourist and recreational growth. Separated from the CBD by the waters of Darling Harbour, joined to the CBD by the development called Darling Harbour, and sharing a central hub at Central Railway Station, the peninsula offered "substantial new opportunities for innovative types and forms of development". The 1988 strategy recommended that a detailed study be prepared which addressed "urban design and heritage issues such as the typography of the peninsula and the scale and height of the wool stores and warehousing which contributes to its special character". Urban design was on the agenda at an early stage.

The central Sydney Strategy did not have statutory status, but these simple statements about Pyrmont/Ultimo were influential in lifting the lid off a pot of intense interest in the peninsula. Graduate and post-graduate students at three universities, Sydney City Council, the Department of Planning and not least, Lend Lease as consultants to CSR, the major private landholder in the area, began producing studies, reports, schemes and ideas. There was much sharing of ideas and information and most of the proposals, now included in more weighty documents from both public and private sectors, were first aired in those lively times.

Government agencies cooperate

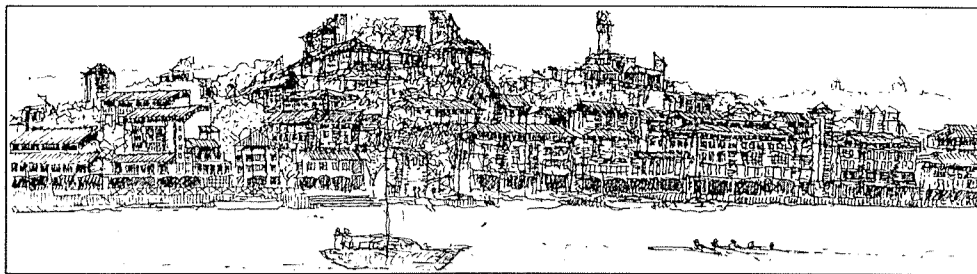
At the same time the NSW government began looking beyond the Pyrmont/Ultimo peninsula and Central Railway. There were possibilities of redevelopment of large areas of government-owned land because of changing technologies and under-utilisation of land. Thus the City Urban West Strategy was conceived as a joint exercise by seven government

agencies, with the Department of Planning responsible for preparation of the strategy document. Again, urban design was quickly established as a key objective in the planning process. The strategy covers the area of Ultimo, Pyrmont, Rozelle Bay, Glebe Island, and White Bay as well as Central Railway Station and tracks and the disused railway yards at Eveleigh. This is almost 300ha of land, with potential over the next 30 years to increase its residents from 3,000 to 30,000 and workers from 20,000 to 80,000.

A consistent theme in the City West Strategy has been the concept of mixed use development. Some areas, especially in Pyrmont and Glebe Island, can become central places where people can live and work in the same place. This is in contrast to the segregation of the city centre. Mixed use can be provided in a variety of forms, such as within a building, block or precinct. Building forms of street edge development enclosing sunlit courtyards or atria are promoted by the strategy as flexible enough to accommodate both residential and commercial use.

Design to mediate

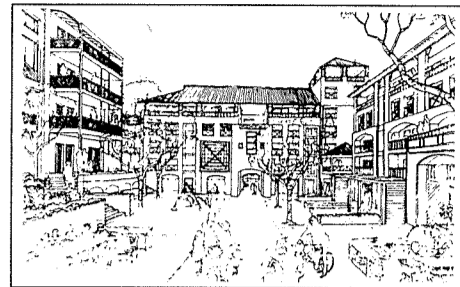
Precincts which share common characteristics of landform, waterform, builtform and land use are being identified. These will be used as a basis for detailed planning, including more precise definitions of height, scale and building envelopes. The Strategy indicates building heights which are 'medium rise', ranging from nine stories near the CBD down to two or three stories near existing low scale residential areas and on some waterfronts. The intention is to create an intensity of development that mediates in both form and function between the CBD and the surrounding inner suburbs.



▲ Pyrmont Point



▲ Pedestrian access



▲ Typical courtyard

Depends on public transport

Achievement of the intensity of development proposed in the Strategy will be highly dependant on public transport. Central and Eveleigh are already on the rail system and the existence of the Darling Harbour rail corridor offers an exciting opportunity for a new public transport system. Ultimo/Pyrmont could be particularly well served because the line loops around the peninsula in a configuration similar to the CBD underground railway.

The arterial road viaducts that traverse Pyrmont/Ultimo and Glebe Island/Rozelle Bay have environmental problems of noise, fumes and visual obstruction. These require highly innovative solutions but at least they leave the local streets for local traffic and pedestrians.

Focus on public realm

The Strategy focuses attention on the public realm. Emphasis is given to improvements which make the street footpaths safe and pleasant and which are integrated with

centres of activity and urban squares. Pedestrian pathways are possible in key places, such as along cliff lines. Continuous public access around the foreshore is proposed as a major contribution to the pedestrian and recreational amenity of the central area of Sydney. No large additional areas of public open space are proposed. Rather the Strategy suggests small parks and squares linking into the pedestrian system, a variety of open spaces and recreational settings along the foreshore, and much needed improvements and linkages to the existing open spaces such as Wentworth Park and Darling Harbour.

The heritage of the City West area is of great importance. Heritage studies have been completed for the whole area, examining items of significance such as transport, industry, power generation, port facilities and housing. The integration of heritage items into the new fabric and new activities of City West can help ensure a sense of continuity of the past and a humane approach to new development.

MELBOURNE SYDNEY URBAN DESIGN CULTURES: A PERSONAL REACTION

Esther Charlesworth

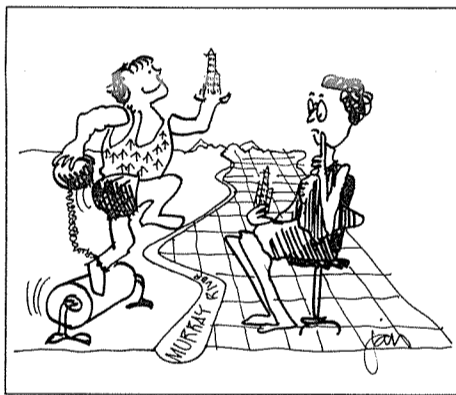
Perhaps it is the language and power structures rather than the "Yarras" and "Harbours" (ie place structures), that most defiantly separate the urban design cultures of Melbourne and Sydney.

Being a recently relocated Melbournite to this glamorous water city, I am continually struck by the change in the way one operates as any kind of designer in Sydney. I am talking here about both the reality and imaginations of not just two cities, but almost two separate countries. Sydney embraces politics, politicians, big rollers and big timers in abundance. Sydney is up front and wears its heart upon its sleeve. For example, the Bicentennial was actually taken seriously in Sydney and actively celebrated, whereas in Melbourne it was seen as a kind of an embarrassment.

Commerce and convicts

It also appears that Sydney's lust for commercial development and corporate finance goes ironically hand in hand with a nostalgic attitude towards the state's convict history in both built and cultural form. Heritage is big time and big business in Sydney. (The Rocks success is clear evidence of this). No tricks in this city, no avenues of propped up Victorian facades; what you are seeing is actually what you are getting!

Power structures in Melbourne on the other hand are more covert and seemingly anonymous. They reveal themselves not



on their yachts on the Harbour or under an enclosed VIP canopy at the opera in the park, but via their academic institutions and small introverted professional groups.

Grid religion

There is a genuine respect in Melbourne for the angst that fuels any critical debate on urban design. Led by celebrated and sometimes infamous ratbags (treated like demigods by their pupils and products of Melbourne's design institutions), it's all a bit like a philosophical poker game, the players are few but the stakes pretty high. The grid is still a serious, almost religious issue in Melbourne and any development upon its fringe (for example, the Docklands, John Elliott's Carlton & United Breweries proposal and the Jolimont Railways), is considered with the utmost precaution and normally with delay. By that time the developer has probably gone away.

In Sydney, we discuss the LEPs, the DCPs, the REPs and RMLs and concentrate on what is happening right now, and not particularly on whether it should be happening at all. There is an urgency to move on. If praxis reigns in Sydney, theory is all important in Melbourne, where over Spag Bol at Pellegrinis, we would reflect, debate the fate of our State, gaze continually upon our navels and dream of the day when Melbourne will become marvellous again.

Urban Design Controls for Central Sydney

In 1971, Sydney City Council produced a strategy plan to guide the future development of central Sydney. Although regularly updated, the strategy was never carried through, as originally intended, into the detail of a development control plan for each city precinct.

Regardless of the fine spirited objectives and policies espoused in any general strategy, it is in the nitty gritty of development control plans that the real urban design process comes to life. In 1988, the Council and the NSW Department of Planning together prepared a new Central Sydney Strategy which sets out policies aimed at guiding the growth of Sydney into the 21st century. This strategy establishes urban design principles, which will form the basis of individual development control plans to implement the strategy in each of the 19 city precincts, each precinct being defined by its own distinctive functions and physical character.

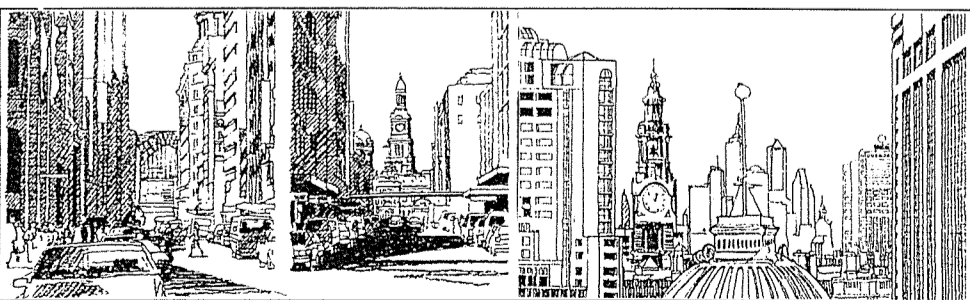
Development control plans

In March last year work began on preparing the development control plans, coordinated by the Central Sydney Planning Committee with assistance from the Department of Planning. The majority of this work has been done by seven firms of consultants with the remainder being done in-house by Sydney City Council's Planning Department.

The process began with the preparation of statements of existing character and desired future character, which were then distilled into objectives for each precinct. Consultants' briefs nominated a wide range of matters to be addressed in preparing the development control plans, such as activities and uses (particularly at street level), building facades and materials (including heights, setbacks, alignments of cornice lines and parapets, proportions, horizontal and vertical emphasis, fenestration, materials and colours), heritage conservation, views and vistas, landscaping, signage, reflectivity, building heights and alignment, city form and skyline, wind effects, overshadowing of public spaces, pedestrian circulation and amenity, access and facilities for disabled people, and parking and vehicle access. The development control plans have now been completed in draft form and are presently being reviewed by the Central Sydney Planning Committee. For ease of both understanding and administration, a single comprehensive document format has been chosen for final publication.

Enthusiasm, skill needed

It is to be hoped that the enthusiasm for a better Central Sydney which is embodied in the strategy, based on a strong concern for good urban design, can be matched by a willingness of the design professionals to adopt a corresponding enthusiasm for the design objectives, and demonstrate a high level of skill in their interpretation.



▲ Maintain vistas and views

Debra Jopson

Susan Clifford decided to become a "civic magician", making people look again at what they appreciated in their everyday lives when she was an activist with Friends of the Earth in London.

"We were trying to make ecological issues something everyone would tune into. At the end of the '70s, I felt organisations like Friends of the Earth were rather lost and had been drawn into straight science debates, with ordinary folk left out."

So in 1983, she helped form Common Ground, a unique British environmental body which aims to make people take a fresh look at their own neighbourhoods, to preserve what they value and improve what they can.

Australian tour

Sponsored by the British Council and the Australia Council, Ms Clifford is now on a five-week tour of Australian capitals to get her message about "a sense of place" over to community art workers, town planners, conservationists, and the just plain interested.

She sees Common Ground as complementary to other environmental organisations. "We have focused on the everyday landscape as opposed to the special and the spectacular, because there is already a lot of effort going into that," she explained.

Common Ground has found several ways to tap into people's feelings about their own places. Its Parish Maps project in which people draw charts together showing what they feel is important about their community, has already been emulated in Australia. The group has encouraged councils and others to commission sculptors "to crystallise feelings about their place in a public and permanent way."

It has published several books, including *Holding Your Ground*, an action guide to local conservation by Susan Clifford and fellow Common Ground founder Angela King and *Trees Be Company*, an anthology of poetry about trees.

Artists inspiring

According to Ms Clifford, the organisation turned naturally to artists because they are so good at inspiring people to fresh thinking.

"What we were saying was that our emotional contact with the land and our own place are important and then we realised that the people who were good at expressing emotions and not being embarrassed about it were the painters and poets and writers and so on - so we gravitated toward them."

According to Tamara Winikoff, the Australia Council program officer who has helped organise Ms Clifford's tour, "It's a quite complex chain of ideas she is addressing, which is similar to what the Australia Council through its Community, Environment, Art and Design program is trying to do."

Hobart conference

Invited to Australia by the Australian Institute of Landscape Architects Tasmania, Ms Clifford will be keynote speaker at a Hobart conference, Our Common Ground, during her visit there from March 11 to 24. She will also help plan gateways to major forests and take part in the celebration of a Hobart Ferry service which will feature the Tasmanian Symphony Orchestra.

She will give seminars in Sydney, Melbourne and Perth. Supported by the Ministry of Arts in Victoria and Western Australia, she will also give workshops in those States.

While here, Ms Clifford will speak especially about local distinctiveness, the people's answer to the sameness being imposed by entrepreneurs throughout the Western world. She plans to encourage people to list in alphabetical order all the things they value about their particular place, hoping that by jumbling things like animals, accents, buildings and recipes they will be "thrown off their safe way of looking at things."

Inspiration in Australia

Ms Clifford is looking for her own inspiration in Australia. When she toured in 1988 after giving a much-admired speech at The Creative City conference in Melbourne, she was impressed with Australian willingness to try new things.

And she even re-thought the whole idea of "suburb" finding ours green, less monotonous than those of Britain - and full of possibilities.



▲ Susan Clifford

For further information about Susan Clifford's seminars, please contact Tamara Winikoff at the Australia Council on: (02) 950 9032.

City Vision success

Perth's City Vision group has been having some notable successes recently.

First and most exciting is a major **urban design competition** for Perth's foreshore. This follows public discussion of our concept plan and is being run jointly by the State and Perth City Council. Organising chairman is George Seddon and City Vision's Bill Warnock is on the Committee. Judges are Anne Beer (Sheffield), John de Monchaux (MIT), Len Stevens (Melb.), Tony Ednie-Brown, Ruth Reid and Geraldine Mellet (W.A.). Registration is now closed, but entrants may be interested in conference papers

on **Foreshore Cultural Facilities** - contact AIUS (W.A.) P.O. Box 6423, East Perth 6003 - Cost \$30.00 (incl. postage).

A second success is the Department of Planning/Homeswest/PCC Task Force on **Inner City Housing**, set up at City Vision's instigation by the Minister, to examine ways and means of re-introducing significant population to inner Perth. Zoning, development codes, infrastructure, financing, rates, land tax - in fact all relevant constraining factors - not forgetting market perceptions - will be covered. City Vision will make a strong contribution to the task force, and trust something truly worthwhile will emerge.

Snippets and Rumours.....

This column can't do justice to all the snippets and rumours we hear, but keep sending them. We will follow them up at greater length whenever possible.

Geelong gets Urban Design Forum

Enthusiast Rod Charles is really stirring things along in Geelong, Victoria's second largest urban area. Rod, a lecturer in the Deakin University Education faculty and a municipal councillor, is employing his energetic interest in the built environment to focus attention on urban design problems and opportunities in the Geelong region. A group has been set up. More details from Rod on (052) 29 8494 or (052) 47 1466.



▲ A little bit of Geelong

Roxy Binno Paper

Based on his research and work, Senior Urban Designer, with Brisbane City Council, Roxy Binno, has recently published a thoughtful paper "Urban Design Issues and the Chain of the Built Form". If you would like a copy, phone Roxy on (07) 225 5548 or (07) 367 1858.

Credit Not Given

In the Allan Rodger on Sustainable Cities (UDF12), the illustration should have been attributed to the Farallone Institute, San Francisco.

Lots of Urban Art

It's a bit late (blame daylight saving if you wish) but, for those interested in urban art and art in

the landscape, get hold of a copy of "The Landscape" (No. 46 Winter 1990) published by the NZ Institute of Landscape Architects. It's a beauty.



▲ A bit of art from "The Landscape".

Docklands Still!

Despite not getting the Olympics, schemes for the Docklands continue to thrive. However, amidst the grand visions, there is yet to emerge a solid approach to the successful urban design of development which, of necessity, will be incremental.

City Square..... on the move !!

After years of procrastination and frustration, Melbourne City Council and the Victorian State Government have announced firm action to revamp the historic Regent Theatre and the City Square and turn Melbourne's main thoroughfare over to pedestrians. The vision is bold and now looks likely to be achieved. But its success will depend on creative and careful urban design detail, which has yet to be done.

Agenda, agenda

"Our best public spaces are probably football grounds and racecourses". So says Michael Dickinson in the 2nd November, 1990 edition of AGENDA, the fortnightly newsletter on development and environment. His article on pedestrian places is part of a special feature. For copies phone (02) 262 5400.

What's On, When and Where?

Cleveland Streetscape Scheme

Tuesday 5th March, 1991.
UDF Brisbane (see page 1 article).

New and Innovative Urban Design for Residential Development

Tuesday 9th April.
Forum at Australian Surveyors Congress, Albury, NSW. An interesting program with topics which include: The design quality of Permeability, Variety and Legibility; The future of the cul-de-sac; The power of the grid; Neo-traditional planning; Sexist planning; Higher Residential Densities incorporating Employment Activities; the Triple "S" approach to Residential Subdivisions; Real Communities; Traffic Management and the Pedestrian in the Urban Form.
Speakers include: Paul Murrain, Chip Kaufman, Wendy Morris, Paul Goldstone, Denis Mahon, Andrew O'Brien.
More details from Joan Heard on (03) 347 2822.

Susan Clifford Seminars

8th-25th March (see article above)

Werribee Residential Design Workshop

Friday 12th April. Speakers include: Paul Murrain, (UK) and "Chip" Kaufman, (USA). Participants will explore residential layout issues, medium density housing and energy efficiency. Contact: Yvonne Rust. Tel: (03) 628 5791

Housing and Residential Forum

30th April - 1st May, Brisbane. Another in the series led by Paul Murrain and Wendy Morris. Details from Malcolm Holtz (07) 237 1756.

Making Cities Livable

2nd - 6th July. The 10th edition of this popular conference. Location: Venice, Italy. For details phone the organisers IMCL, U.S.A. (408) 626 9080.

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