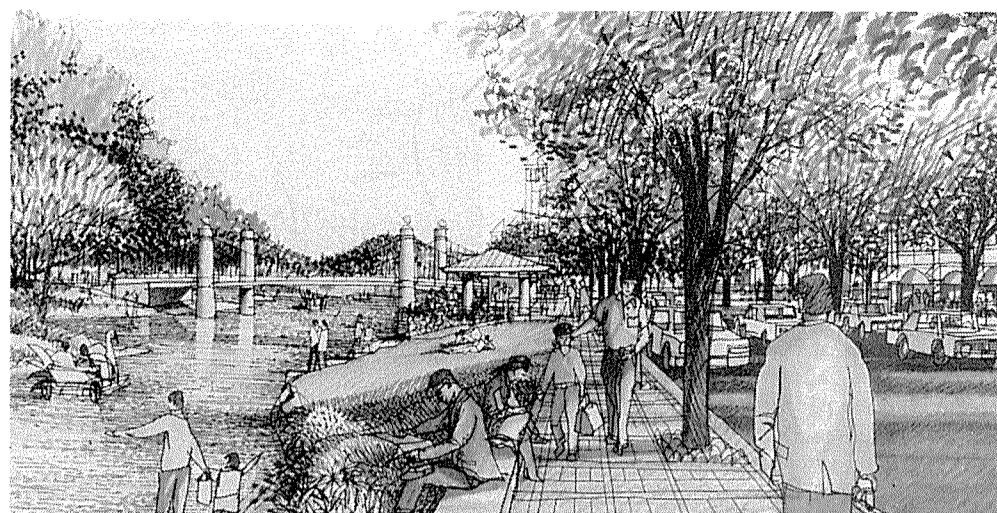


PERTH CITY FORESHORE
URBAN DESIGN COMPETITION 1991



Editors' perspective

This competition is given prominence in UDF because it is a significant urban design event at both a national and international level.

The full story of the competition will take years to unfold and, at the time of going to press, we did not have the benefit of seeing all the entries or reading the full Assessor's report. We are able to show you the winning entry together with an Assessor's view of it. This is contrasted with a view of the competition from Ralph Stanton of "City Vision," a Perth based urban design lobby group.

The competition may eventually prove to be an important influence on the future form of Perth. It should also be seen as an important prototype for other Australian cities which want to explore a range of alternative urban designs for important sites. All too often these areas are incrementally developed before alternative design "visions" are canvassed.

Mebourne's Docklands is a case in point. Over the past three years this site has been the subject of proposals for an Olympic Village, Multi Function Polis, a Garden Festival, and a Casino. They are all opportunity driven schemes, that is no sin but, there has been no satisfactory debate on alternative urban design concepts for this site despite a room full of consultant studies on every engineering, social and economic aspect of the site.

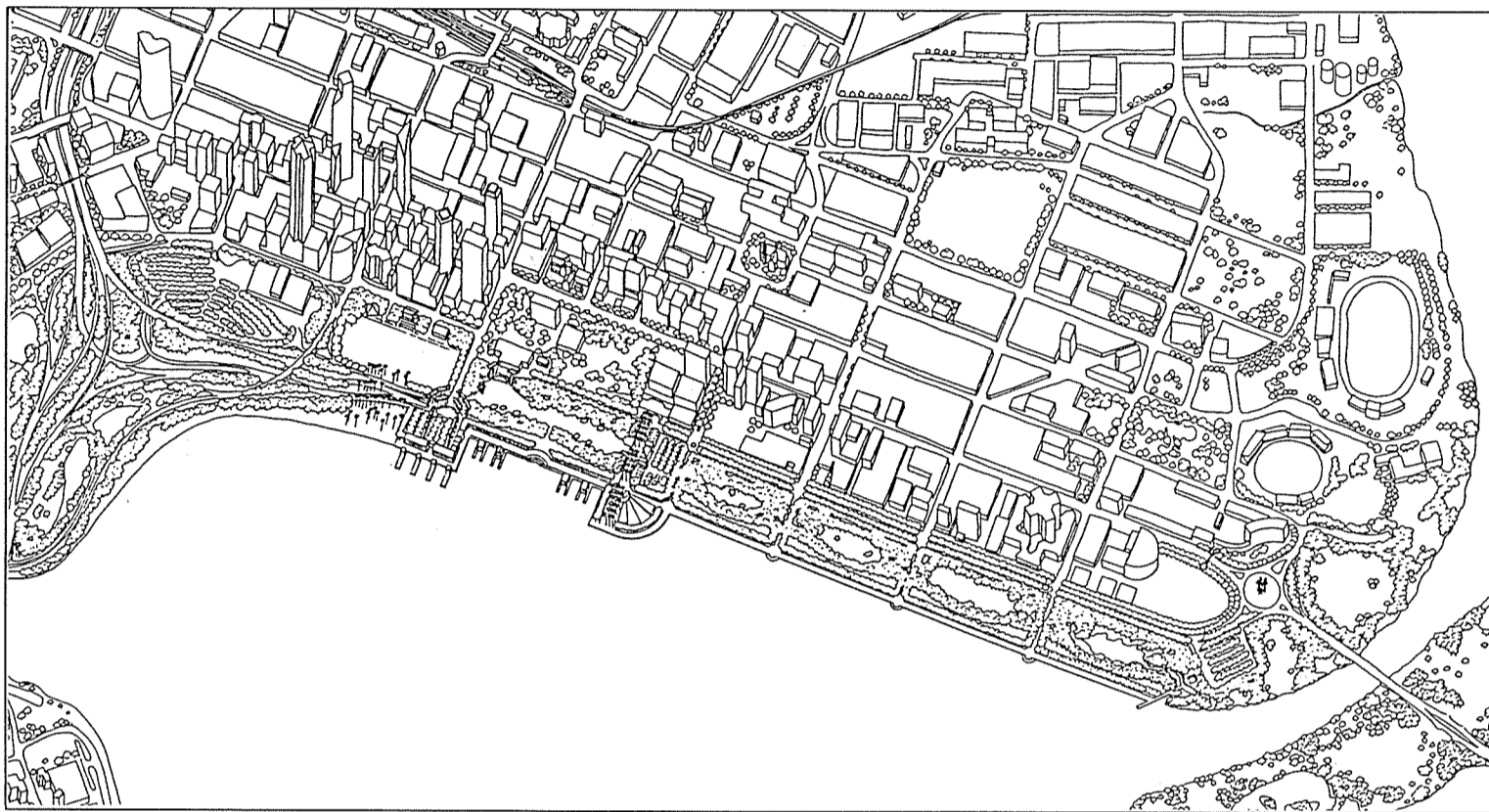
On the other hand, competitions of this type can't be taken lightly because they require considerable time, expertise and resourcing. A comprehensive competition brief was prepared over many months by Perth's Foreshore Project Group under the able leadership of Professor George Seddon.

In return for this investment the City of Perth and the State Government of Western Australia received 151 entries including 55 from countries outside Australia. This response represents a huge amount of professional time and creative energy which could be conservatively estimated to have a monetary value of about two million dollars.

Perth's commitment doesn't end with the competition, because the ideas produced have little value until they are debated in the community and evaluated by the entrants and the planning and design professions at large. Then there is the task of making a project of this scale succeed on the ground.

UDF commends the City of Perth and all participants for initiating this urban design debate. We plan to keep you informed as the project unfolds.

Bruce Echberg



The winning entry "Waterside Perth" by Carr, Lynch, Hack & Sandell, Inc. CAMBRIDGE MA USA. Plan view, and above, a perspective impression of the inland waterway

A view from the Assessors.

There were very many fascinating, well thought out schemes and the majority showed a good understanding of Perth's needs. The 151 entries provide the promoters with an extraordinary diverse and rich library of ideas.

The Assessors unanimously and enthusiastically selected the entry entitled "Waterside Perth" as the winning design concept, submitted by the eminent firm, Carr, Lynch, Hack and Sandell of Cambridge Massachusetts.

The Assessors believe that the design proposes an exciting, clear and achievable strategy for the future of Perth's foreshore. It exemplifies good urban design with coherent proposals that build a close relationship between the city and its river. At the same time, it allows for a rewarding diversity of activities and experiences for the people of Perth and its visitors.

The Winning Design Concept Waterside Perth is a realisable design concept, restrained in its call upon public resources and capable of being staged.

Its strength as the winning design lies in a number of strong and strategic design decisions:

- Riverside Drive is kept as a surface road and re-aligned.
- It proposed an 'Old Shore Creek' between Terrace Road and the re-aligned Riverside Drive, thus creating an offshore island and virtually a 'second' foreshore.
- The historic precinct of the Supreme Court and Government House is preserved and enriched.

- Barrack Square is retained and enhanced.
- A crescent shaped boardwalk makes a grand sweep into the river, echoing the curve of Mounts Bay as it once was.

Within the framework of the major strategic decisions of the scheme, there is an opportunity to develop sensitive detailed design proposals.

Notwithstanding the excellence of the winning submission, the Assessors have identified a number of matters in the design concept which require closer attention and/or reconsideration in the next phase, the testing and design development phase of the Perth foreshore project.

The Assessors have recommended to the promoters that the design development be implemented by a consortia which includes the winning design team in co-operation with professionals with expertise in specific local fields.

Commended Submissions

Certain elements of other submissions were judged by the Assessors as being of special interest. The inspiration of those elements may come to be reflected in the final design.

Pradeep Tilaye, Los Angeles U.S.A.

Uses traditional and formal geometries to achieve an attractive setting for people and buildings by the water.

Gary Banham, West Perth

Demonstrates the adroit use of the water/land edge to create places of interest and use.

Perry Lethlean, North Fitzroy, Victoria

For the celebration of Australian flora in an

ordered manner which is related to the city grid.

Werner Haller, Zurich, Switzerland

For the rich and memorable delight of the foreshore walk.

The Competition Assessors were:

- Professor Anne Beer (U.K.)
- Professor Leonard Stevens (Melbourne)
- Professor John De Monchaux (U.S.A.)
- Tony Ednie-Brown (Perth)
- Geraldine Mellet (Perth)
- Ruth Reid (Perth)

A local urban designer's view

The primary aim of the competition was "to canvass the widest range of ideas and solutions to the problem of a city severed from its river". Undoubtedly the competition has unearthed many ideas.

Perth's foreshore extends over two kilometres between Mounts Bay (now a freeway interchange) and the Causeway. It is approximately 160m wide, mostly flat, filled land occupied by Langley Park playing fields and separated from the river by a heavy traffic route. Towards its western end it encompasses the Barrack Street jetties, the Esplanade and Supreme Court Gardens. In parts it is well-vegetated but many areas are treeless; apart from organised sport and ferry passengers, its main use is by cyclists, joggers and motor vehicles.

Traditional views of Perth - from Kings Park or across Perth water - display a clean, fresh, open city, its skyline dominated by new commercial buildings behind the green foreshore setting. This external appearance masks an underlying poverty of character in internal spaces, and a lack of cohesion - in both symbolic and

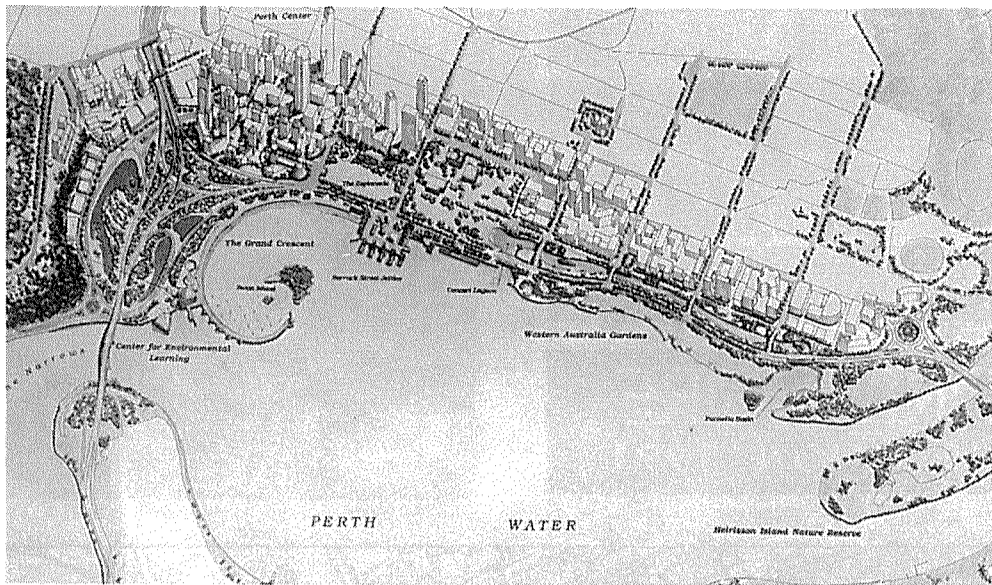
physical terms - between the city and the river.

This fragmentation is due to actual and perceived distance, the real barrier of traffic, the lack of shelter from sun, wind and rain and the absence of facilities to attract users. These factors can and must be reversed, both physically and in terms of new opportunities for people to use the city and foreshore as a coherent whole. Ideally, integration between city and river will be seamless, allowing free flow in movement and space across and along the foreshore, while retaining existing broad landscape values.

Competitors have approached these issues in a wide variety of ways. Some sink the road (expensive); others bridge it; some bring the river physically to the city by dredging; others extend city development to the water's edge. Many employ combinations of these; the most successful achieve a balance between practical new waterside development and retention of an open, park like character, while bridging or underpassing Riverside Drive in strategic locations.

The most interesting are schemes which take a very broad long-term approach, recognising that the foreshore and road problems are best addressed within a wider context - particularly the lack of an integrated open-space structure in central Perth. Schemes which create new public spaces related both to the waterside and to the existing built form, in some cases have the courage to enclose them with new civic (or even commercial) buildings and/or with housing development. Some go so far as to include new transport options and entire new central city road patterns.

Perhaps understandably, the winning design is far less ambitious. In essence it provides for large scale landscape improvements to Langley Park, with a



▲ Commended Perth submission by Gary Banham
"Demonstrates the adroit use of the water/land edge to create places of interest and use".



▲ Commended Australian entry by Perry Lethlean, Victoria
"For the celebration of Australian flora in an ordered manner which is related to the city grid".

waterway along the original shoreline, substantial tree-planting and several bridges to the island so created. A large groyne sweeps out into the river from the

freeway interchange and is linked to Kings Park by aerial tram. Various other components such as sculpture gardens and an amphitheatre appear, together with a

900 bay underground carpark.

Technically, many of these features will be difficult (the groyne) and/or enormously expensive (the carpark) to achieve. Further, the pedestrian/traffic conflict is only partially addressed and there is no attempt to create an urban/waterfront interface or to include a major civic waterside building. This is particularly disappointing in view of the 1990 City Vision scheme which illustrated means of achieving these aims, and in view of the possibility of a future performing arts centre as noted in the brief.

Public and professional response to the winning entry has been somewhat negative. However, the organisers (Perth City Council and the State Government) have always intended that debate would begin and not end at this point. Over the next six months public displays, workshops and seminars will be initiated; the successful entrants will join a "design consortium" (as yet undefined) and all parties - the public, interest groups, professional bodies and government agencies - will be involved in the discussion.

Ideally, emerging from this and from consideration of other entrants' ideas will be a plan more relevant to Perth's needs than the winning design. This is not to say that the competition has been a wasted exercise, but rather to recognise that the design of such large public areas, especially those with complex problems, can not successfully be resolved without close engagement by the design team with the issues to be confronted.

Finally, both organisers and the entrants must be congratulated for their efforts and the emerging process must be given every encouragement to succeed.

Ralph Stanton

Balmain & Woolloomooloo Student Projects

University of Sydney

The Urban Design Program at Sydney University has been running now for two and a half years, initially with Fritz Stuber as Visiting Professor (1989) and subsequently Harry Bechervaise (1990,1991). Jim Connor is the program coordinator.

The program was set up with funding from Lend Lease, guaranteed for four years. This enabled the appointment of the Lend Lease Chair of Urban Design, a part time secretary and part time tutorial and lecturing staff.

The course caters for a maximum of fifteen graduate architects and landscape architects each year with Design Studio as its core subject.

As a consequence the average students are in their late 20's early 30's, may have responsible positions in their own firm or other private practice, or with government agencies such as the Public Works Department. The great majority to date have been graduates in architecture; very few landscape graduates have sought entry into the course.

Design is paramount; students are to take a design involvement in current local Urban Design issues such as:

- in 1989 the redevelopment of East Circular Quay and the Sydney Showground.
- in 1990 the redevelopment of White Bay/Glebe Island and Central Station/Railway Square

- in 1991 the redevelopment of Woolloomooloo Bay major sites in Balmain.

In each of these years the graduating students have won RAIA sponsored competitions against professional offices; in 1991 the graduating class of five won equal first prize in the Balmain competition in March, the Woolloomooloo Bay competition in May, and then completed their studio requirements in June with urban design studies for for the Balmain Commission of Enquiry covering the Caltex Unilever/Ampol sites.

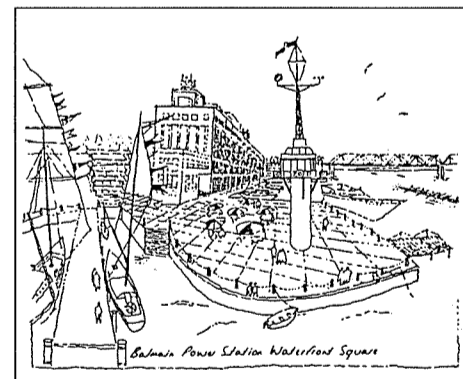
The academic program is deliberately aimed at expanding the students' field of vision and range of design competence; in March-April 1991 Paul Murrain was visiting lecturer to the course, participating in the early work on Woolloomooloo. In August 1991 the program will embrace a national housing conference (Home - A Place in the Urban Environment), developing a design-for-community approach to a site in South Sydney for South Sydney Council. In this exercise the design knowledge and experience of visiting experts from Europe and Canada will be absorbed into the program.

These are exciting times; these students will go on from the course to affect the way the city develops. The course aims to develop their ability to deal with large sites and to think three dimensionally about the public built environment. The emphasis on design studio encourages them to project themselves in drawings aimed at a target audience, but also to be socially responsible and concerned with the qualities of urban space.

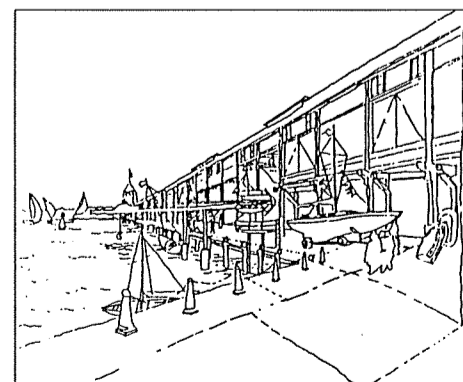
At the end of the program, what was an architect or landscape architectural

graduate concerned with individual buildings or parks has metamorphosed into a designer of cities, a maker of public places. Whether they become urban designers or simply architects and landscape architects with a wider and more competent field of view remains to be seen. We do know, however that the level of their design competence and confidence has expanded enormously.

For which we are truly thankful.



Sketches from University of Sydney Urban Design student proposals for Woolloomooloo Bay (above) and Balmain (below).



Harry Bechervaise

WHAT VALUE PROCESS?

Up, down and sideways at Camberwell Junction

Camberwell Junction is in the middle ring suburbs of Melbourne, to the east of the CAD. Plans for developing the Junction have been the focus for much debate, hope, frustration and bitterness, for some 10 years now and, more recently, legal proceedings.

May 1991 should have seen the completion of the Structure Plan for the development of the Junction as an inner ring District Centre.

The concept of District Centres is a State Government initiative introduced in the early 1980's with bi-partisan support. It portended to be an exciting vehicle for giving leadership and focus to the structuring and restructuring of the metropolitan area of Melbourne. Critical to the structure planning process are two facts: Burke Road separates two municipalities Hawthorn and Camberwell - and the suburbs are populated with many professional, middle to upper income families.

Early proposals by National Mutual for a large enclosed shopping mall were withdrawn and the land sold after protracted and highly orchestrated public opposition. The new owners made proposals for development, arguing that they were responding to the now clearly exposed and very articulate community sensitivities. That development stalled and there has been a very expensive court case on claims for damages by the developer. The case is completed and the judgement has been made in favour of the developer, against Camberwell Council.

A joint council funded planning process was embarked on during 1990. About four hundred thousand dollars were appropriated and a Planning Committee

Sustainable urban form

Currently in Australia, the debate about sustainability is flavour of the month. The Federal Government is even in on the act, undertaking an examination of Environmentally Sustainable Development. The word sustainability has been co-opted so widely and so shamelessly that sustainability is to the 1990's what natural was to the 1980's - sometimes totally meaningless, often deliberately misleading.

To create a sustainable society we need to get serious about creating the physical form of our cities in ways that are more environmentally friendly. After all, about 85% of Australians live in cities. Even if one believes that cities are inherently unsustainable, the way towards a sustainable cityless society is through a more sustainable urban one.

Energy use is the key issue for sustainability. Our society is powered by fossil fuels - clearly not inexhaustible - and the rate of use is pushing us into the Greenhouse. The most significant elements of energy use in Australia are transport, about 40% of the total, and space heating and cooling, about 25%. Use in construction is at least another 10%.

Are solar heated houses on the quarter acre block growing vegies in the back yard the answer? Yes, if we look at the scale of individual buildings - we'll only see the energy used in maintaining a comfortable house. If we look at the urban scale, the answer is resoundingly 'no!' We'll also notice the litres of oil used to transport mum, dad and the kids to work, shops and school. This is what is implied by the low densities required by solar efficient design.

Basing urban form around the collection of solar energy on grounds of energy efficiency is like chartering a 747 to fly above the clouds so your solar powered calculator can get unobstructed sun. Attached solar glasshouses are a great idea in the countryside. In the city if solar design means reducing building density then our passion for solar is locking us in the Greenhouse, not dismantling it. Collecting ambient energy, whether wind or sun, is not something to be ignored in the design of urban form, but it is not the prime consideration. In our high energy industrial society minimizing energy demand is the most important aim, with collection of ambient energy a very distant second.

Our urban form has a major impact on energy use, and by implication our degree of sustainability. Urban form's major influence on energy use is in the amount of travel and method of transport people use to conduct their necessary daily routine, and the efficiency of buildings in maintaining comfortable temperatures. By using existing technology, the energy efficiency of our cities could easily be twice as high as at present. This can be achieved without detracting from amenity, and in some eyes, vastly improving it. Given that changing urban form is a slow, incremental process, and that for best effect it requires considerable planning and design, what form should we be aiming at? What is sustainable?

To maximize energy efficiency, urban environments should have the following characteristics:

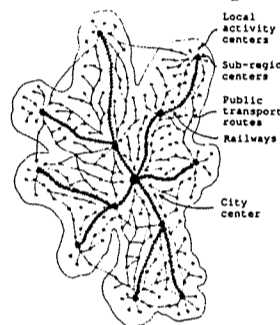
At the scale of individual facilities

- * Facilities provided at as small a scale as possible, for example, corner stores instead of supermarkets.
- * Facilities able to be adapted to other functions.
- * All buildings of walk-up height and shallow depth unless this is unsuitable for the function to be accommodated.
- * Most buildings attached to neighbors in a row at least eight buildings long.
- * Building forms that firstly reduce unwanted heat loss or gain, secondly collect solar energy.
- * Dwellings that are able to be expanded.
- * Food plants grown where space permits.

At the scale of local areas

- * Local facilities such as grocery stores, pubs, cafes, and schools grouped into local activity centres.
- * All residences within easy walking distance of a local activity centre.
- * Population densities increasing towards the activity centres.
- * A gross residential density of at least thirty dwellings to the hectare (12 to the acre), and preferably more than seventy five to the hectare (thirty to the acre).
- * Priority in the use of public circulation space given in the order of footpaths, cycle paths, public transport routes, roadway for private motorized vehicles.
- * Local streets serving dual roles as circulation space and as recreational space.

At the scale of the metropolitan area



▲ At the scale of metropolitan structure

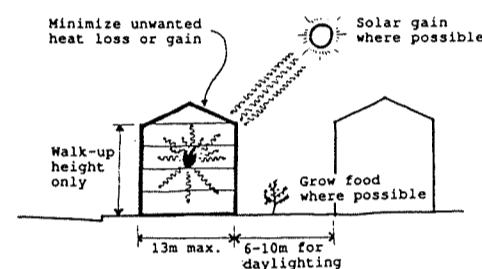
- * Facilities grouped together into activity centres.
- * Activity centres arranged in a hierarchy from small local centers with common facilities to large regional centres with specialized facilities.
- * Public transport linking the activity centres together, especially to those further up the hierarchy.
- * Sub-regional centres linked to the city centre by rail transport on dedicated rights of way.

A summary of the principles used to design environmentally friendly buildings is long life, low energy, loose fit. The equivalent summary for city form:

- * Keep cities small - certainly no bigger than one million people
- * Have a comprehensive public transport system
- * Have a population density of at least one hundred people per hectare
- * Encourage a fine grained mix of uses
- * Make buildings so they can be walked up, naturally lit and ventilated, and attached to one another
- * Grow food plants where possible

A paper expanding on this article is available on request from the author at: Urban Design Branch, City of Melbourne, Box 1603M, Melbourne 3001.

Nathan Alexander
Urban Designer, City of Melbourne



▲ At the scale of individual facilities

from the two councils and community representatives advised by consultants, representatives of government departments and council staff established. Enormous amounts of time from councillors, council staff, State Government staff, and residents, land owners and traders have to be added to the funds to arrive at the full community costs.

The prospect of unhappy results should be of concern to all people committed to processes for better settlement design and operation. The funds have been expended and the Structure Plan is yet to appear. While we must wait to fully assess the lessons to be learned, some observations that can be made now might be of help to others about to follow a similar path.

1. We lack clear paradigms for revitalisation of the form, structure and content of our major suburban strip shopping areas. We must quickly come to understand them if we are to hand on to this important physical and cultural characteristic of our Australian Cities.
2. Our strip commercial centres need a form of centralised management similar to that of the competitors, the regional shopping centres.
3. Councils need to be assertive, rather than reactive in their pursuit of the desired built form and structure. Waiting for developers to come, at their own initiative, with proposals, and then try to coerce, cajole and redirect them into a different direction is no longer good enough. It invariably leads to an unhappy compromise.
4. Local government needs the ability, the will and the commitment to assemble land and to reparcel if for private enterprise to buy, design, construct and operate the strategic pieces of the new urban structure and fabric. This will require access to funds, skills and knowledge not usually found in local government.

5. There is a need for reaching agreement on the values to be reflected in the form, structure and content of a development, as well as in its impact on the community. We need to ensure that the process is one which will increase the participant's understanding of the issues and of acceptable responses to those issues providing them time to debate the issues and different positions. Otherwise, the factions will stay entrenched and use (abuse?) information to fight for their desired ends rather than seek common ground.

6. There is a distinct difference between a consultative process and a community based decision making process. In the former, consultants are part of the process of sending information, up to the client, as well as across to the community. In the latter the consultants are part of the passing down of information to the community decision makers.

7. The role of consultants has to be made very clear to all participants. Either it is one of facilitating the process, or, it is one of recommending the product, the synthesis, and leaving the client to accept or reject the advice. Either way it is a sideways relationship to the councillors and the community, not unlike that of the council staff.

8. The idealised "open public process" raises the issue of where leadership, not the political type, but the visionary type, comes from, and the responsibilities of the council. Is it one of making the decisions, or making sure that the best decisions are made? My own preference is for the latter, accepting that if a consensus or actable decision does not emerge from the process then the council must make the decision.

Professor Graham Brawn
University of Melbourne

NATIONAL

MAIN STREET CONFERENCE

In March the NSW Department of Planning hosted the first national conference on town centre revitalisation. Representatives from all states came together to share experiences of townscape, Main Street and similar programs, as well as to examine future roles for federal, state and local governments in conjunction with local communities and the private sector.

A 13 point Conference Statement was compiled as a synthesis of the collective experience. This conference has identified:

1. That local area revitalisation programs such as Main Street, townscape improvements, heritage advice services and related programs, are of real benefit to local communities.
2. That the principle benefits lie in physical, economic, social, environmental and cultural enhancement to the local and wider community.
3. That successful programs are a balanced partnership between local government, business and the community and respond to local needs.
4. That successful programs are those which involve the elements of organisation, design, promotion and marketing, heritage conservation and economic restructuring.
5. That successful programs provide benefits to all levels of government in terms of maximising efficient use of existing infrastructure.

6. That successful programs, particularly in metropolitan areas, can make major contributions to a district's capacity to support urban consolidation.

7. That successful programs have major benefits in local community development and empowerment of local residents, especially women.

8. That successful programs rely on an adequate level of professional co-ordination and facilitation assistance usually from State or Federal level.

9. That a higher proportion of funding is required from outside the community initially as seeding funds but that over a period of 3-5 years the community gradually takes over the financial burden.

10. That these programs are a long term revitalisation process, assisting communities to constructively generate and accept change to the fabric and function of their communities, and to maintain their competitiveness.

11. That successful revitalisation programs relate strongly to a community's ability to attract new investment and jobs.

12. That these programs are extremely cost effective, but that present funding is ad hoc, unreliable and opportunistic, coming from the Commonwealth, State, Local Government and community sources.

13. That the programs are suitable for all existing communities but will have greatest benefits where problems exist and are acknowledged.

CONFERENCE

C A L E N D A R

Transport and Future Urban Form
1st-4th October, Sydney University
National AIUS conference
Contact: Noel Lonergan (02) 332 1266

Ecodesign: Sustainability Through Design
18th-20th October, RMIT, Melbourne
This national conference will explore the role of design in both the built environment and manufacturing in achieving sustainability objectives. UDF will be hosting one session which will explore the characteristics of energy efficient urban form.
Contact: John Gertsakis, Centre for Design RMIT, GPO Box 2476, Melbourne, 3001, or ph: (03) 660 3487

Making Cities Livable
19th-23rd November, 1991, San Francisco
The 11th MCL conference from the Lennard team, this one will also feature "Cities of Vision" exhibition of downtown improvements.
Contact: IMCL Conference, PO box 7586, Carmel California, 93921, USA, ph: (408) 626 9080

And an advance notice.....
So many Australians have been journeying overseas to attend the recent MCL conferences, that UDF is proposing to host Australia's own version - possibly in April/May 1992, possibly in Broken Hill. Jan Martin ph: (03) 819 1144 would like to hear from past MCL delegates and others interested in contributing to a national urban design confest.

Place Making
Collaborating for a Better Environment.
A seminar Friday 20 September 1991 Geelong Performing Arts Centre. The Placemaking seminar will examine and promote innovative approaches to the design of built and natural environments which involve partnerships between local governments, design professionals and artists.

International Malls Conference
13-18th October. (Field trip to Singapore to October 24th)
Bursewood Convention Centre, Perth W.A.
For information contact Promaco on (09) 364 8311 or fax (09) 316 1453

RUMOURS & SNIPPETS

CASTLEMAIN-CHEWTON GOLDFIELDS CLASSIFIED

One of the most significant regions of Victoria's gold mining heritage has been classified as a cultural landscape of national significance by the National Trust. The 200 sq. km area is the first such cultural landscape to be classified by the Trust, and recognised the value of the remnant buildings, structures, land forms and vegetation as a complex set of social and industrial systems.

CAULFIELD RESIDENTIAL DESIGN AWARDS

Congratulations to the Caulfield City Council (Vic) for running its Residential Design Award 1991. Aimed at encouraging excellence in design of medium density housing, the award attracted a good field of entries, of which six received commendations.

VICTORIAN CODE

The Victorian Code for Residential Development is now on public exhibition. Derived from AMCORD and the earlier RDP's, VIC CODE puts introduces cost effective and efficient performance standards for new residential subdivisions and house siting. In addition VIC CODE puts urban design on the subdividers' agenda with a new element "Community Design", covering principles for safe, stimulating and sustainable development.

HOBART

AN INVESTIGATION OF SPATIAL FORMS

Hobart is a city of the senses. Any assessment of its urban character cannot fail to accommodate the drama of its natural setting.

Two recent urban design studies have sought to work with some of these qualities which give rise to the distinctive 'sense' of Hobart.

The first is an analysis of urban design issues within central Hobart¹. It was prepared as one of a number of topic papers for the Hobart City Council as part of the first stage of a strategy plan for the central area of the city. The study analyses the spatial form of the central city and components of Hobart's urban character prior to identifying issues to be pursued.

The impact of topography for example is significant on urban massing particularly regarding views and vistas. The space of the city is comprehended as much by viewing down and into it as by moving through it, such is the experience from the elevated suburbs and approaches to the city. That the central area appears to nestle rather than sprawl is more an aberration of topography than a determination to manage the image of the city - the central area and especially the city region sprawls excessively.

In contrast the traditional urban character is a reflection of its colonial origins, where streets are moderately scaled and buildings usually built hard to the street edge. Significant exceptions (relating to Macquarie's 1811 plan) do exist and form a characteristic spatial type. An analysis of



▲ Central Hobart showing diverse scale and fragmented nature of urban blocks

the types of space common to this traditional character means that current issues, such as determining the appropriate scale of the street space (ratio of street width to facade height) or the extent of public landscaping (where potentially inappropriate street tree planting is progressing apace) can be considered as part of an overall spatial structure.

Some of the issues which have had a substantial impact on the cohesiveness of the townscape include: the random distribution of office towers in the midst of the traditional 2/3/4 storey streetscapes; a planning approach characterised by individual site analysis in the absence of broad city-form guidelines; the impact of demolition on the urban blocks (often for on-ground car parking); the 'stretching' of the commercial core such that pedestrian distances are elongated, vehicular activity increased and a sense of identifiable centre

reduced; increasing restrictions on public space resulting in a loss of spatial diversity (eg. loss of laneways, re-entrant shop fronts, and an internalising of public activity of the street); reduced public amenity due to overshadowing and wind; and generally the low priority given to the upgrading of the public space network in the central area.

The other study, the Sullivan's Cove Urban Detail study², develops a co-ordinated design strategy for public areas in Sullivan's Cove - Hobart's traditional port area. It divides the area into several zones determined by the spatial experience of moving into and about the cove, and as a reference to those areas which have been reclaimed. These are developed to provide cues for differences in urban detail between the waterfront zone (reclaimed area) and the 'cove' zone (natural land form). The study then established 'space types' found within the cove (eg. open concrete aprons, urban gardens, alleyways) before providing guidelines for urban details (eg. paving, lighting, tree planting). Details and space types are then related back to the zones. The spatial experience which has determined the zones is then seen to have also determined the details. The result is planning by design not the opposite.

Leigh Woolley is an Architect and Urban Design Consultant.

¹Leigh Woolley townscape Topic Paper central Area Study Project Hobart City Council 1991

²Woolley, Hepper, deGryse Sullivans Cove Urban Detail Study Sullivans cove Development Authority 1987

THURGOONA DESIGN WORKSHOP

Thurgoona, that most designed of new settlements in the Albury-Wodonga growth centre, continued its history of design reviews in May. However this time, the community (now some 2500 people) were integrally involved in analysing the town's strengths and weaknesses and defining its future direction.

A three day community workshop was preceded by questionnaires and sessions with the local women's group, teenagers club, Lions Club and primary school children, using a range of participatory imaging and mapping techniques to identify major issues. The workshop concluded that Thurgoona, rather than becoming a major city of the future, should be a village, based around a traditional commercial and community centre. The Albury Wodonga Regional Planning Committee is producing a brochure on the outcomes.

SWANSTON WALK IS APPROACHING

Melbourne City Council and the State Government are developing proposals for a dramatic increase in central Melbourne's pedestrian system through the proposed closure of four blocks of its main civic axis, Swanston Street, and one block of parallel Elizabeth Street. This idea is not new and has been canvassed regularly since the 1974 Strategy Plan, but this time it is supported by road authorities who advise that it can be successfully implemented with relatively minor adjustments to the central area road system. The project has been widely canvassed over the past six months with a mixed response and is now in a planning approval and detailed design phase. Construction is currently planned

for early 1992. U.D.F. hopes to be able to report on its design detail and continued development in next edition.

SYDNEY'S MACQUARIE TOWER REDESIGNED

The first Government House site project has recently been redesigned after previously obtaining approval from Sydney City Council. Council insisted on a new design for the Macquarie tower component of the project because it did not comply with a new set of urban design controls incorporated in the Draft Development Plan for Sydney. A healthy debate has occurred in recent months over whether this development should have been made to comply with the new guidelines on tower orientation and the relationship of buildings with Sydney streets and whether in this case the development is improved by the change. A fortunate outcome of the new scheme is the closure of Young Street and its incorporation with Farrer Place to create a large new pedestrian precinct for Sydney

competitions

HOME.....A PLACE IN THE URBAN ENVIRONMENT

A national competition is presently running to explore new directions in higher density housing, including changing living patterns, home and work, mixed use and social mix in housing. Entries close 1st November 1991. Entry details available from RAIA (NSW), 3 Manning Street, Potts Point, NSW, ph: (02) 356 2955

SMALL SCALE MULTI-UNIT HOUSING COMPETITION

A design competition for multi-unit development for small infill sites in Melbourne is to be launched around October. The competition aims to show how higher density development can be intergrated into existing suburban environments. For details contact Stephen Axford, Department of Planning and Housing, PO box 2240T, Melbourne, 3001, ph: (03) 628 5470

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(Please send contributions in either original hardcopy form or on Macintosh disk; 700-800 words max. Please include Photos or diagrams if applicable)

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