

SUSTAINABILITY AND URBAN FORM

Jan Martin reviews the current climate in a subject on which he is to speak at the RAPI conference in April and makes reference to Newman and Kenworthy's new book: *TOWARDS A MORE SUSTAINABLE CANBERRA*

Let us agree that (a) a move towards sustainability, specifically a reduced reliance on non-renewable resources, is a planetary imperative, (b) Australia will continue to need additional housing stock and therefore, (c) new housing will need to be spatially organised in urban forms which promote sustainability.

The prime targets for this have been higher density (it reduces land, and infrastructure costs) and better public transport (because cars use oil, bitumen roads and carparks and kill people).

The most public apostle about the link between sustainability and urban form has been Western Australia's Peter Newman. The book he has written with Jeff Kenworthy (see above) is required - if at times irritating - reading for such as thee and me. They have three simple recipes. Line-haul public transport (light rail), with high density "villages" clustered around the nodes, and "traffic calming" principles in the design of local streets. The book also has seductive illustrations, primarily European, and a mass of statistics from various world cities. The figures are a useful data source and are also cited as evidence of the relationship between form, density and energy consumption.

The book's message and images are simple and forceful. The irritation comes when the solutions are touted (not necessarily by the authors) as being proven by the data, just discovered, and as being the solution to all our woes. (Beware totalitarianism in ideas as in politicians!). In fact there is much hard work to do, now that the debate has given credibility to urban change.

There are, other related notions: solar access, small lot housing, electric vehicles, grid layouts, "traditional", eg row and block forms of housing. These images spring not just from sustainability. They also reflect a feeling that people want to, or "ought" to, live in ways that are believed to promote urbanity and humanity. Local orientation, dense housing forms, corner shopkeepers who know you by your first name.

ON THE OTHER HAND.....

There are some people and ideas around which put a modifying line.

Phillip Cox, at the Urban Futures talkfest, Adelaide, last June: Australian suburbs are unique and fantastic. Please don't turn them all into European pastiche (my paraphrase).

Australian suburbs haven't evolved the way European cities did. Ours is not a European culture but an Anglo-Saxon one where "your home is your castle".

For many, particularly with young families, the "quarter acre" is a reasonable, pleasant, achievable, egalitarian goal. Many have put this line. An eloquent exponent is Queensland architect Voight Holgay.

Mobility is a Twentieth Century plus. It liberates. The importance of a private motorised vehicle in bestowing this liberty is ignored at our peril. If it is only the rich who can have private space and mobility, and if they choose it, we become an unfair, stratified society.

The whole debate needed the shakeup it is getting. The important thing is to now build some integrated solutions, ones involving a range of professional attitudes, where the planners and transport engineers get into bed with the social planners, urban designers and interpretive artists. Let the solutions be responsive to community realities and to locally unique characteristics (Down with assertions!)

We mild-mannered pragmatists, trailing behind the utopianists, must fill in the details. I am lucky enough to be involved in a couple of projects where - in a small way - we are trying just that. Let me give you, not a specific recipe but seven hunches.

- Attention to things like the integration of public transport and land-use planning, the breaking down of zoning habits which separate jobs and homes, and the use of built form which has visual coherence, all help to give a sense of belonging (and encourage people to walk), and always did.

- Some density increase, particularly in new areas, is inevitable and important.

- The street layout debate (grids versus courts) is a red-herring. Everything in the vocabulary should be available to suit the circumstances. The arguments about sense of identity and connectiveness depend on the application of design skill to the specifics, not on recipes. I once lived, in Milton Keynes, in a block-model grid which was soulless. No doubt many courts could be so too. The fault was not the diagram but inept urban design. A more direct street layout may mean that more local trips will be made by car, fewer on foot, thus increasing total vehicle kilometres. Either way it's very marginal to sustainability.

- Use of the private car for the job trip may be greatly reduced through integrated land-use, fixed rail for private vehicles, and local telecommuting job-centres, but private cars give flexibility; they are probably therefore here to stay. Sooner, rather than later, we will switch to sustainable fuels.

- Developers and property agents are the people at the "coalface". If they perceive a benefit in these winds of change, then change will happen.

- Along with selective inner area consolidation and an outer area rethink, we

FOCUS ON SUSTAINABILITY

IN UDF 15 Rob Adams put out the challenge - as designers are we really serious about sustainability? Well suddenly in the 91/92 recession, sustainable design is booming. People are starting to look into the design implications: conferences such as Eco Design, showed how lacking in knowledge and confidence the professionals are about tackling the design details of sustainable urban form. A host of seminars coming up in '92 all seem to have Eco or Sus' in their title! Now what's happening to provide design answers? Home grown research projects are happening, such as Victoria's recent solar efficient study for subdivision layout at higher densities;

the Victorian Government greenhouse study just getting underway to redesign subdivisions on Melbourne's fringe. Even a study on how to make Canberra more sustainable! - the stimulus to Jan Martin's front page article. At the same time there is a flurry of books on energy saving design approaches. With so much suddenly happening, this UDF is endeavouring to provide networking - even it is a random selection of what's happening! The theory and policy is quite well understood - now to take the third step into design action! We look forward to contributions in future editions from others exploring the links between sustainability and urban design.

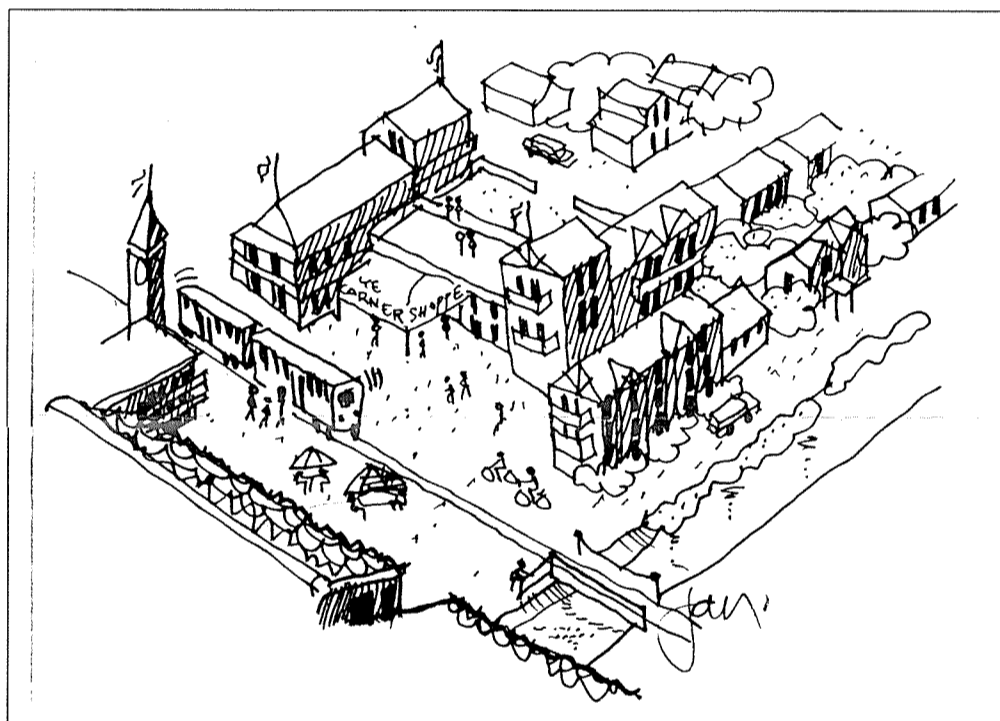
must seek ways of articulating our urban settlements into places of half a million or less. It is when we get beyond that level that both sustainability and liveability are really undermined. (A tick to the idea of Greentown!)

- As ever in urban design, it is attention to the texture of public space, and the way it meets the private realm, which makes or breaks the quality of physical environment. The real lesson of Europe, for us, is not the

specific form but the sense of places evolving, incrementally, in response to their own locale. This is how we can give a human face to abstractions like sustainability.

How could the Chinese possibly think that the saying "may you live in interesting times", is a curse?

Jan Martin, Urban Designer, is a director of the Loder & Bayly Consulting Group.



Debating Sustainable Cities THE ECO-DESIGN CONFERENCE

A proposal for a series of seminars and workshops by practitioners of city design was one important outcome of RMIT's October Eco-Design conference. As a result of the discussion on sustainable urban form, a series of debates, briefings and project work will be held next year at the University of Melbourne.

The Eco-design conference attracted about 300 people - including designers from most fields, including graphic design, industrial design, architecture, landscape architecture, and urban design.

About forty people came along to talk about how cities can be healthier for the planet, making this the largest of ten workshop streams. Some of the participants were people that have been involved in the issues for a long time. Most were newcomers. The debate ranged widely. Views ranged from considering cities had no place in a sustainable future through to considering them essential! Some participants wanted to work out the next step to move our cities

closer to sustainability. Most were more interested in utopian visions.

Of the directions for change that were seen to be desirable, two camps presented themselves - the ecotopians and the urbanists. The ecotopians see a self reliant suburbia where people grow their veges besides solar collectors and bicycle to work. The urbanists see a city of people living in apartments above street cafes, linked to one another by public transport. (For an elaboration of these two views, see Newman's article in Habitat, August 1991.)

At the seminars next year the ecotopians and the urbanists will be trying to win each other over. Is there room for a compromise - cabbages under the cafe tables perhaps? Sustainability will be questioned, and the unsustainability of existing cities pinpointed. Interested in defining and refining a vision of sustainable cities with other designers? Interested in helping move us from where we are towards that future? Contact Allan Roger on (03) 344 6454 or Nathan Alexander on (03) 658 8613.

Does The Sun Matter ?

Nathan Alexander

Is the sun important in reaching a decision about appropriate densities for residential areas? Planning controls on density were initiated to ensure adequate air and light. Is there a case for basing residential subdivision design and regulation on solar gain?

Designing for solar access into buildings requires buildings to be much further apart than for air and light. Given that the sun can provide for a major part of domestic energy consumption, the case for the sun having a very important role to play in determining density seems strong.

In most parts of Australia, a house that takes maximum advantage of the sun can almost totally avoid fossil fuel consumption. The typical Victorian house presently uses fossil fuel based energy for:

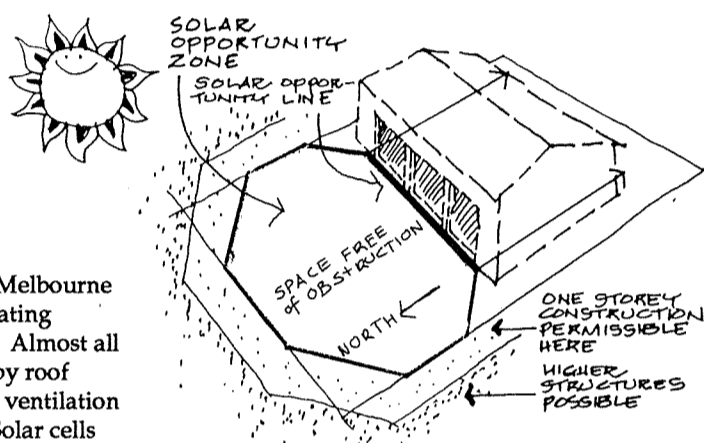
* Space heating	27.0 GJ
* Water heating	12.2 GJ
* Cooking	4.0 GJ
* Lighting	1.3 GJ
* Cooling	1.4 GJ
* Other appliances	9.0 GJ

Total 54.9 GJ

A well designed solar house in Melbourne can virtually eliminate space heating through insulation and glazing. Almost all water heating can be provided by roof collectors. Natural lighting and ventilation can cut down electricity used. Solar cells on the roof can provide a large amount of the power needed for lights, washers, air conditioners, etc. With improved technology, solar cells are likely to become much cheaper and more effective.

Right now, making houses that save over half their energy consumption is dead easy. Without too much difficulty, we can create houses that are virtually self sufficient in power. This, of course, is all on the proviso that these houses have sufficient access to the sun.

Shouldn't we then be pushing for all new subdivisions to allow for maximum solar access? After all, subdivision patterns are notoriously long lived and difficult to alter - witness the numerous Roman layouts that still survive. The answer is definitely yes, if we examine only energy used within the house. But when we examine the energy embodied in constructing and maintaining the house and supporting infrastructure, and the transport energy used by each household, the picture changes enormously.



The Solar Opportunity Zone (SOZ) a key feature of solar access for houses on small lots: a concept in Energy Victoria's Energy Smart Lots brochure: (see books P4)

Where dwellings adjoin, less material is used to construct and maintain each dwelling. As density increases, less service infrastructure is needed per person - fewer metres of gas pipe, fewer metres of electric cabling. One of the most significant savings is in transport - less people own cars, and less road space is needed. Although very difficult to quantify, embodied energy is a large part of total energy use at the domestic level. The higher the density, the less embodied energy is used per person.

Energy and Transport

Energy consumed directly in transport is much easier to quantify. Average annual transport energy use is 95 GJ per household, over half again the in-house use of energy. This is mostly obtained from oil, a much harder energy source to substitute than electricity.

As population density rises, transport energy use per head declines. The ratio is roughly inverse - double the density, and transport energy use halves. Increasing density has other energy spin-offs. As dwellings move closer to one another, they start to share walls, then floors and ceilings. Other dwellings are the best insulation, extremely effective at controlling unwanted heat loss or gain.

At a density of 12 houses per hectare, an extra dwelling per hectare is estimated to decrease transport energy use by 9 GJ per household, and 35 GJ per hectare. At 15 dwellings per hectare, energy use is estimated to decline at only 3 GJ per dwelling, but at 40 GJ per hectare. Savings per hectare increase as density increases.

Australian cities have an average density of 15 people per hectare. This is very low by world standards. The scope is huge for increasing density, and thus decreasing energy used in buildings and in transport.

As density increases, buildings come closer to one another and the opportunity for sunlight to fall on northfacing windows certainly declines. However solar energy is also very efficiently captured on roofs, and potential available roof space can remain high even at high building density. With good design, even extremely high densities can achieve very good solar access. A Californian example at 129 units per hectare has excellent access to direct sunlight on the roofs and sunside walls.

Increase in density need not necessarily lead to a decrease in solar access, and in most cases the trade-off is slight. Even with substantial trade-offs, the decrease in transport energy consumption more than makes up for decreased solar input.

So, does the sun matter? Design for daylight and sunlight are important tasks for building designers, but in energy terms they are not good determinants of block size or subdivision layout. When determining residential density, solar access is a red herring. For energy efficiency, the rule is - the denser the better. If cities were built purely for energy efficiency, we'd try for cities with densities in the hundreds of people per hectare.

Of course, the design of cities must include more complex demands than just energy - health, safety, security, and meaning. It is in looking at these, rather than at solar access, that answers to appropriate density levels will be found. Examples of urban areas that are more energy efficient than Australian cities while being at least as safe and stimulating can be easily found. Their density varies widely, but can be at least 100 dwellings per hectare. Australian cities have a long way to go before too much density becomes a problem.

BAY CITY GEELONG

Geelong is a city on a bay, Corio Bay. It's a city where locals live in dormitory suburbs across the city to the industrial suburbs on the Bay. It's also a city that people go through; it stands between the Bellarine Peninsula where people holiday, and Melbourne where they work. There is much to-ing and fro-ing.

For decades the Bay has been seen to be underutilised, cut off by the scenic drives and everyday routes that run around its perimeter. The road offers stunning views but cuts off pedestrian activity.

In the '80s the Geelong Regional Commission championed greater use of the bay for recreation and as a unique edge for business. In 1989 an attempt to close off the beach road met with fiery resistance from many groups, including the committee which organises the annual speed trials for vintage racing cars.

Recently a steering committee has been brought together to sort things out. A solution is sought which juggles priorities to gain more public amenity for more people.

More consultation with the bay and road users would seem to be sensible. In addition, potential users need to be identified. A more gentle approach to change might have a more lasting chance of success. A new craft market on the foreshore at the Steampacket Gardens is testing the area for greater use. Little things often have a habit of adding up in the end to something much bigger, especially when many people have been involved.

Geelong is currently a city in the grip of recession, worse than most in the nation. Changes at the Bay end could improve the psyche of those who live and work there and give the region a strong feeling of self worth. Let's hope that the right initiative can be taken.

Rod Charles for the Geelong Urban Forum.



Placemaking Seminar Report

The idea that places are important determinants of how we feel, how we work and think about ourselves and that we can improve things through community action was the message of this one day seminar held in Geelong on 18th September.

A diverse group of local and state government and industry personnel, architects, artists, planners and people "off the street" attended in numbers well over expectations, heartening for those working at the affective end of the business.

Case studies in focus included the recent winner of the Charles Joseph LaTrobe Design for Living Award, the Box Hill Community Arts Centre and Point Henry, the birthplace of Geelong with a mix of industry, history and natural flora and fauna.

A network is now established to keep the idea developing in the region. More minds are now seeing the ideas and seeing them together. For further information Rod Charles (052) 471 466 or AH (052) 298 494

NSW URBAN DESIGN NEWS

Michael Neustein

Urban consolidation.

In a move that angered local government and spurred metropolitan mayors to a denouncement of the State Government, the NSW Planning Minister, Mr Robert Webster, announced that the State would take over responsibility from councils for the residential development of unused inner city industrial sites, in order for major urban residential consolidation to be achieved.

Central Sydney Urban Design Plan

As the final date for submissions to the Sydney City Council drew near, debate intensified on the plan though the Council reported few submissions. The most important change proposed is the new reliance on environmental design limits to site development. No longer can developers take for granted the floor space potential of a site.

Discussions with Council and preliminary envelope studies will be necessary to determine the amount of floor space that can be developed on any site. The uncertainty as to site potential under the plan is proposed to be offset by a new maximum floor space ratio of 15:1, and the establishment of Council-supervised market trading in floor space transfers from heritage buildings.

Last of the dinosaurs!

In what must be one of the last such developments, a pedestrian bridge will be lifted into place in King Street joining the MLC tower with the Glasshouse. The proposed Central Sydney Urban Design Plan will not permit such structures which do little for the vistas available along most Sydney streets. A published photomontage of the bridge gives little joy with respect to the design of the bridge.

NORTHBRIDGE

diversity is the key

A study of Perth's principal dining and entertainment area - Northbridge - has been completed by a study team from the City of Perth and the Department of Planning and Urban Development and consultant Donaldson and Warn, Architects. The study identifies the characteristics of Northbridge that makes it unique and recommends policy measures and action projects aimed at retaining and enhancing its character.

Northbridge is immediately north of the railway (and the Horseshoe Bridge - hence its name) adjacent to the CBD. Something of a backwater for many years, Northbridge has gradually developed a distinctive cosmopolitan ambience as a result of its cultural diversity.

More Than Cappuccini

Suburbanites have discovered the wonders of the place largely in the last decade and its growing popularity with restaurant and nightclub goers and the cappuccino set has brought both welcome and unwelcome investment attention. Its proximity to the CBD has meant that in recent years it has caught the eye of office developers and there have been a number of unfortunate developments that have markedly eroded the quality of Northbridge's primary assets - its streets. The time had well and truly arrived when some measure of control was necessary in order to prevent all that is good about Northbridge from disappearing under a deluge of insensitive

and ill conceived projects. The Northbridge Study was born. With the amount of al fresco dining and the numbers of people in the streets, especially at the end of the week, it almost seems too obvious to state that success in Northbridge has to do with activity in the streets and public spaces, which is closely related to the form of the adjoining buildings and how well those buildings are able to accommodate a variety of small scale activities. Clearly though, the obvious does need to be stated sometimes.

The best buildings in Northbridge are those that are versatile and allow occupants to express the personalities of their individual enterprises through a variety of means, including signs, shop fronts, and window displays, while at the same time retaining the integrity of the building as a whole. Not surprisingly, given the inflexibility, uniformity and overscaled design of many modern buildings, it is the older buildings that tend to be the most successful in Northbridge. Some of these are "heritage" buildings; some are not.

The study is not about putting Northbridge into a time capsule; on the contrary, dynamism is one of the area's key characteristics. Its aim is to encourage any new development to adopt the essential design principles gleaned from the old buildings so that while Northbridge continues to change, its feeling and

character will remain constant. Building design guidelines have been prepared to explain which building characteristics are considered most crucial.

Bringing People Back

Bringing people back to live in the city is a topical issue in Perth these days. Northbridge is one of the few parts of the city where this goal might realistically be achievable. Accordingly the study recommends discarding the industrial zoning that presently applies to approximately half of the study area, and allowing housing to be developed. Perth City Council is relocating its works depot from a large site in Northbridge and intends doing a residential and mixed use redevelopment there to get the ball rolling.

The philosophy adopted in Northbridge is one that acknowledges the importance, first and foremost, of diversity of activity. Everything else essentially follows from that. Recognising that, generally, housing

is not compatible with all night cabarets and the like, it is recommended that permanent residential accommodation be concentrated in the western (formerly light industrial) area, and the eastern area continue to be the principal entertainment district. Beyond a requirement that proposed uses are compatible within this broad segregation - "anything goes".

This low key approach has come as a surprise to people more accustomed to planning recommending massive change. Others, jealous of their perceived land values based on present statutory development standards, are suspicious of a planning approach based on the less predictable "performance standards". On the whole, however, the study has been well received and it is hoped that in the near future its findings will be enshrined as policy by the City of Perth.

Further information can be obtained from Denise Morgan on ph: (09) 265 3171.



▲ Possible mixed use suitable for Northbridge with housing located over commercial and retail premises

SUSTAINABLE SNIPPETS

THE GREENHOUSE NEIGHBOURHOOD

Suburbia, especially the urban fringe of our major cities is regarded as one of the most unsustainable environmentally, economically, and socially unsustainable things the 20th century has produced. With Melbourne's fringe population projected to grow by nearly one million over the next 30 years (and the half life of CO2 being around 150 years) a new study announced by the Victorian Government is welcomed. This long overdue project will develop design principles for low(er) energy urban development. Details: Michael Crowe (03) 628 5111 or Wendy Morris (03) 628 5469.

TRANSPORT AND GREENHOUSE CONFERENCE

November in Melbourne saw a very valuable conference bringing together all the latest knowledge on the relationship between transport and greenhouse gas emissions - everything from new car designs and alternative fuels to new urban layouts. Contact Sophie Souchow on (03)628 5111 (Greenhouse Unit) for papers.

MLC MARSHMEAD

Methodist Ladies' College saw a need to strengthen their students' understanding of the natural environment and the impact of people on that environment. A new campus opened this year in East Gippsland where Year 9 students pursue a curriculum centred on these matters. The design and operation of the campus seeks to minimise dependence on non-renewable energy sources. Solar hot water systems operate on all residential buildings. A 10kW wind

generator and 2.5 kW photo-voltaic array, power a 240 volt battery system, with diesel generator back-up.

Treated waste water from the campus sewerage system will be used to irrigate a wood lot to produce firewood to further increase sustainability regarding energy needs.

THE GREENTOWN PROJECT

A conference in late October introduced the Greentown concept - a design for a city with low energy requirements, much of which could be met from renewable energy sources.

The concept envisages the town supplying sufficient initial demand to support the commercial production of photo voltaic panels and solar thermal collectors, and leading to significant export activity of Australian solar technology. Conference delegates gained an up-date on current advances in the design and application of photo voltaic devices, solar thermal technology and electric vehicle research.

SWANSTON WALK APPROVED

After a intensive period of consultation, study and analysis, the Melbourne City Council has now approved plans to pedestrianise Swanston Street, Melbourne's main axis street. It has the potential to be a very attractive useable people place, a new bench-mark for effective urban design.

Now the real test begins. Can the Council achieve the high quality of urban design detail needed to take best advantage of this important strategic decision? We trust so and good luck MCC!

CALIFORNIA CHARETTE

A small cart? No, a week long workshop designing urban fringe development for Sacramento, California's capital. Wendy Morris joined the Duany - Plater- Zyberk team to see how the other side do it. The workshop was a remarkable experience - it involved four consultant teams representing the four main philosophies of residential design in the States - two potentially 'sustainable' and two very unsustainable 'sprawl' models. The sustainable models - known as Traditional

Neighbourhood Development (TND) and Transit Oriented Development (TOD) - both highlighted more mixed use and local employment, more walking and cycling, more public transport and shorter local travel distances. They were also able to demonstrate significant savings in infrastructure costs compared to the car-based 'sprawl' models.

For more information contact Wendy Morris on (03) 628 5469. Its likely there will be a workshop or two in Melbourne next March or April.

PERTH MALLS CONFERENCE

AUSTRALIAN PEDESTRIAN MALLS DEVELOPMENT ASSOCIATION FORMED

Delegates at the 1991 International Malls Conference held in Perth recently resolved to form an association to be representative of those involved in the development and management of pedestrian malls. Concerns had been expressed that Malls Conferences tended to focus on major city developments at the expense of smaller local government areas. The Steering Committee of the Association is currently developing its aims and objectives, some of which are to:

- provide a central registry of information relating to pedestrianisation projects in the areas of design, construction, management, marketing and promotion.
- provide an advisory service/referral service to potential developers.
- facilitate problem solving.
- monitor regional and international trends.

- provide short duration seminars on a regular basis in various locations.
- guide to the direction of future malls conferences and advise on format.

More news when the steering committee has put its recommendations to conference delegates early in '92.

Meanwhile, Melbourne City Council's bid for the 1993 International Malls Conference was successful. Rob Adam's paper on 'Revitalising Central Melbourne', during which he presented the Swanston Street closure project, was well received, and provoked some recommendations from Professor Rolf Monheim. But that's another story.....

For more information contact David Crockett (Tasmanian representative on the APMDA), Launceston City Council (Ph.003-371314)

David Crockett

CONFERENCE

C A L E N D A R

3-6 March, 1992, Perth.
City Challenge

This conference will focus on the latest ideas about cities in a global context, to identify what will characterise great cities of the 21st Century. The conference aims to draw up a blueprint for Perth as a socially, culturally and economically healthy city. Contact Cassandra Landre, Ph (09) 222 8898.

8-11 March 1992, Melbourne.
The Challenge of Excellence.

RAIA Annual Conference. Contact RAIA, 30 Howe Crescent, South Melbourne, 3201.

17-21 March 1992, San Francisco.
Making Cities Livable Conference
Contact IMCL, P O Box 7586, Carmel, California, 93921, USA.

16-19 April 1992, Adelaide.

ECOCITY 2 The Second International Ecological City Conference.

Contact Urban Ecology Australia; Ph (08) 379 1984. Fax (08) 212 4455.

Ecocity 2 aims to catalyse new directions in urban development by focussing on what can be done right now to move towards ecological balance.

23 April, Fremantle.

Sustainable Cities Workshop.

Contact Jeff Kenworthy. Ph (09) 360 2913.

26-30 April, Canberra.

Planning for Sustainable Development: Solutions for the 1990's.

Royal Australian Planning Institute Conference, Contact Keith Burnham, (NCPA) (06) 271 2863 or Richard Johnson (ACT Planning Authority) (06) 246 2211.

14-17 May, Broken Hill (see opposite)

MAKING CITIES LIVEABLE DOWN UNDER

UDF CONFERENCE, BROKEN HILL MAY 1992

"LIVEABILITY and the SUBURBS"

Urban Design Forum at Broken Hill.

May 14-17, 1992

Subtitle: "Beyond the Ideology"

Registration of interest to participate and contribute. Numbers will be limited.

This is Urban Design Forum's first national get together. Its aim is to be participatory and productive. Our goal is to have 70-80 committed people working together. The title has its genesis in The Making Cities Livable series (Venice etc), but is a home grown affair.

Theme

Suburbs are where Australians live. They are, one has to assume, an important expression of our life and culture. We are being told at present that they are no good; they need to be denser, more varied, more traditional, more energy conscious. What, as urban designers (even with a broad definition of what urban design is) should we 'do' about the suburb? How should we respond to the various ideologies and exhortations? What should we value about our suburbs?

The umbrella concept is 'liveability'. But what is it? How do we know when a place is liveable and how are we to help it be so? Urban design is a symbiotic process; liveability has to do with physical fabric, physical and social infrastructure, social networks, culture and interpretation of human aspirations. We seek particularly to find to what degree urban design is community design. Can we talk about the 'mental health' of a place?

Format

The forum is designed to be intense, interactive and productive.

Over 3 days there will be:

- A limited number of top class key speakers who can articulate these various aspects of liveability and who can challenge the urban design audience and preconceptions;

- 'Vignettes'. Participants are asked to prepare a 3-5 minute presentation of relevance; eg. 'a suburban anecdote', 'a successful initiative', an insight from a particular perspective etc. • Syndicate tables working on sub-themes; • Full group workshop sessions.

Aim and output

- to reflect on the theme, improve our collective understanding, share with each other, build networks;
- to use the setting, and areas with which participants are familiar, as case studies;
- to produce statements, papers, sketches suitable for publication/media release;
- to make us 'better urban designers' when back in our day to day environment.

Outline Program

Late Thursday		Arrive/welcome/enjoy
Friday	morning	key speakers.
	lunch	Site/case study visit.
	afternoon	'Syndicates'
	(into evening)	
Saturday	morning	Key speakers
	afternoon	Syndicates and group workshop.
	evening	Special!
Sunday	morning	Workshop, with printable product! Summaries.

Key Speakers

Will include leading Australians of relevance to the topic and representing

- social history • interpretative art • the media • property and infrastructure provision • design

Why Broken Hill?

How much will it cost?

Broken Hill is a self-contained community and so the issues of suburban settlement are brought into particular focus.

- It is a fascinating place, great to be in at May time. It is liveable!
- We are being welcomed by the local community.
- We are targeting for registration and full accommodation costs to be no more than \$400 total.
- We are arranging charter/discount flights from the capitals.
- It is equi-distant (sort of) from Adelaide, Sydney, Melbourne and Canberra.
- Most of all it offers the opportunity to uproot yourself from your normal environment into an intense workshop setting.

What you should do now

Numbers will be limited

Please register your intention to attend. A deposit of \$50 by January 17 secures your place, earns you a 15% early-bird discount on registration fees and helps our budgeting. Please nominate your 'Vignette' topic. (Something which you can speak on, and illustrate for 3-5 minutes). Please note if you are interested in being a 'Syndicate leader'. This will involve, in consultation with the program committee.

Send by January 27 to

UDA Conference Secretariate
C/-Steve Axford, Urban Design Unit
Department of Planning and Housing PO
Box 2240T, Melbourne 3001. Enquiries
(03)628 5470

BOOKSBOOKSBOOKSBOOKSBOOKSBOOKSBOOKS

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Urban Streetscapes - A Workbook for Designers.

By Johanna Gibbons and Bernard Oberholzer, Blackwell Scientific Publications, Oxford, UK. 1991. 224p, 25.00 pound sterling.

Billed as the state of the art sourcebook on streetscape design, the book describes basic principles for each streetscape element. It covers function, materials and siting of paving, seating, tree surrounds, pit covers, lighting, water features and much more... extensively illustrated.

Towns and Town Making Principles.

Andres Duany and Elizabeth Plater - Zyberk, Rizzoli, New York, 1991.

Outlining the traditional American city and town, and analysing its features and functions, interpreted into the Traditional Neighbourhood Development approach to new urban development. This approach has clear indicators for more sustainable urban form.

Energy Smart Lots - a Study of Solar Efficient Subdivision

Loder and Bayly with Sustainable Solutions and Tony Isaacs. Energy Victoria, Melbourne, August 1991. Also Guidelines for Solar Efficient Residential Subdivision. 10p

Reviving the City - Towards Sustainable Urban Development

Dr Tim Elkin and Duncan McLaren, Friends of the Earth UK, 12.95 pound sterling.

Energy and Urban Planning

Department of Planning, NSW and Office of Energy, Technical Bulletin No 20, 1991.

Melbourne Central City Urban Design Guidelines.

Department of Planning and Housing with Melbourne City Council, May 1991.

BOOKSBOOKSBOOKSBOOKSBOOKSBOOKSBOOKS

UDF GROUPS MEET.....

There are now regular gatherings of urban designers and others interested in urban design issues in most major cities around Australia. Visitors and new participants are usually very welcome, so if you are interested in becoming involved, or just happen to be interstate on the right day, contact:

MELBOURNE: URBAN DESIGN FORUM meets monthly, 2nd Tuesday for lunch. Contact Bruce Echberg. Ph (03) 329 6844.

GEELONG: Contact Rod Charles (052) 471466 or (052) 298494

PERTH: The CITY VISION group meets at 40 Mount Street, West Perth, from 5.30 p.m., frequently but dates vary. Contact Bill Warnock (09) 321 9152 for details.

BRISBANE; ADELAIDE AND CANBERRA also have groups who meet periodically. Ph. Bill Chandler Loder & Bayly (03) 819 1144, (07) 831 5011

URBAN DESIGN COURSES 1992

Master of Built Environment, Queensland University of Technology.

An Urban Design major is available in this two year part-time coursework program which has now been running since 1986 - Congratulations!

Urban Design Program, University of Sydney

This post graduate program is now in its third year. Its focus is on design studios, usually on major public place issues in inner Sydney. Enrolments close in November. Contact Jim O'Connor on (02) 692 3669.

APOLOGY

PERTH FORESHORE

UDF apologises to all its readers, and especially to the entrants in the competition, for incorrectly captioning three of the illustrations in the last edition. The plan on the front page was actually that by Perry Lethlean, not by the winners Carr, Lynch, Hack and Sandell. The winners plan was shown on the top of page 2, but captioned as by Garry Banham. Gary Banham's entry was the lower one on page 2, incorrectly captioned as by Perry Lethlean. Coops....

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Contributions for UDF 18
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Send to Bill Chandler, 79 Power Street, Hawthorn 3122. Ph. (03) 819 1144. Fax (03) 819 1665

(Please send contributions in original hardcopy form; 600 words max. Please include photos or diagrams if applicable)

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