



Broken Hill

John Reid

What is special about my Broken Hill? For one thing it seems the very antithesis of anything I have ever experienced in rural Australia. Unlike many provincial cities, it did not grow from a tiny hamlet, but was a municipality of over 30,000 people within a decade of its foundation.

It was as if a western suburb of Sydney or Melbourne were miraculously transported intact to the middle of nowhere, its unique regeneration area forming living bastions or ramparts against an invading desert. Even today there is a distinctly urban rather than rural feel about the place.

Following The Lode

The dominant feature of the City and the very reason for its existence has been the line of lode. This fabulous mountain of silver, lead, and zinc was the largest ever discovered. It has even been called the overbearing load, for everything follows its dictates. The grid is at 45°. Only the tennis courts of Broken Hill follow a north-south orientation, and look rather odd in consequence.

Broken Hill domestic architecture began in

the early 1880's and was descended from the prospector's tent. The obvious development of this style of dwelling was to replace the canvas with a more permanent kind of cladding.

Broken Hill has been, by tradition, a working class city and proud of it! It follows therefore the workers' idiom of modest scale, lack of pretension, and the do-it-yourself mentality. This 'smallness' also encourages the quaint local custom of self-home modification. (Some Broken Hill facades have been changed many times over the years and the practice of cladding continues to this very day).

The large scale buildings of Broken Hill housing the public servants from the three tiers of Government seem to have followed the architecture styles of Sydney and outback New South Wales. They were not designed specifically for Broken Hill but the city is able to boast with pride one of the finest blocks of buildings in rural Australia.

John Reid is the Museum's Director, Broken Hill City Council.

The Australian Suburb

AN HISTORICAL PERSPECTIVE
Graeme Davison

In the early 1990's, Australian cities have reached a historic turning point. For over two centuries our dreams of the good life have been shaped by the suburban ideal of the detached owner-occupied house standing in its own garden. Now that ideal is under challenge, not only by economic and environmental conditions that make it seem profligate, but by changed conceptions of the good life.

Four Ideologies

Australia was born as an urban civilisation at the end of the 18th century and was shaped by four great ideologies of the age: Evangelicalism with its emphasis on the sacredness of family life; Romanticism with its emphasis on communion with nature; Sanitarianism with its emphasis on the connection between density and disease; and Capitalism with its emphasis on the right to private property.

In Australia, these ideas arrived early (they are implicit in Governor Phillip's first plan of Sydney and Governor Darling's creation of the first villa suburb outside Sydney in

1828). They were strongly reinforced by the aspirations of most immigrants to escape the overcrowdedness of their homelands, and were made attainable by the low cost of urban land and the high wages of most urban-dwellers. The readiness of the colonial governments to provide transport and other services from central, rather than local, funds was also important.

In the twentieth century, planners have progressively redefined their ideas of liveability from an initial concern with issues of health and density, to a greater concern, first, with aesthetics, and more recently with social amenity. In facing up to the challenges of the 1990's, planners need to be aware of the diverse desires for space, health, privacy, access, ownership and recourse to nature that lie behind the ideal, and of the preferences which different groups - women, working people, immigrants - have traditionally shown for them. Working people and immigrants, for example, have historically shown a stronger preference for ownership and space than for health or aesthetics.

Graeme Davison is Head, History Department, Monash University

LIVEABILITY AND THE SUBURBS

UDF BROKEN HILL



This special edition of Urban Design Forum is dedicated to the proceedings of the UDF First National Conference held in Broken Hill 28th - 31st May. An enthusiastic group of 40 people came from across the continent to spend four days together in discussion, and shared the experience of Broken Hill.

The conference was a genuine participatory experience. Its intimate scale and special location ensured that everyone attending had the opportunity to make an important contribution, and they did! The program included: key speakers; vignettes; panel discussions; and experiencing the city itself.

Why Broken Hill?

Some people (those not attending) had difficulty with the concept of a national Urban Design conference being away from the major cities. The "Silver City" is almost equi-distant from the major urban centres of the south and east coasts. As an isolated and historic mining town facing major economic and social challenges, it represents something of a micro-cosm of the problems facing Australia generally. At the same time, it offered an opportunity to

view our suburban life from a unique and definitely Australian vantage point.

Those who attended the conference were unanimous in appreciating the location, and concluded that Broken Hill, the place and the people, played an important part in its success.

Conference Output

The conference was designed to be more than just another talkfest. It unshamefully set a high expectation to improve the collective understanding of the suburbs, to publish the insights gained, to increase sub(urban) design skills, and to build networks.

The output was prodigious. This edition can only provide a sampler of the proceedings. Copies of the full papers are available for purchase at \$25 per set.

Was it successful? Time will tell but those attending strongly agreed that it was, and are looking forward to another event next year. The Tasmanians are putting together an attractive offer in Hobart. Any other bids?



Artists in Urban Design

Janice Lally

Collaborative processes in which artists working, from the outset, with other professionals (eg planners, traffic consultants, architects, engineers, industrial designers) have provided opportunities for unique approaches which recognise social, cultural, aesthetic and physical planning needs.

In South Australia, artists have been involved in a range of projects - major consultancies such as the Northern Gateway Plan and the Burbridge Road Masterplan; a local government based project for the City of Prospect (the "Built Imagination") and in rural areas involving local government and special interest groups as in the redevelopment of a disused reservoir (the Bordertown Lake)

The scale of these projects vary, each with specific briefs, specially composed steering committees and complex sources of funds, resulting in different final recommendations. However they are all characterised by imaginative approaches to brief development and interpretation, coupled with unique strategies for implementation.

Integrated Practical Outcomes

On each occasion the recommendations for practical outcomes of traffic control, amenity provision and design improvement have been integrated with a vision for specific public art projects. Often these are coupled with strategies for implementation of the designed amenities that both in their design and construction methods recognise and celebrate local history, community identity and conservation or environmental concerns. Outcomes include practical and creative recommendations for details like street furniture (eg seats, bins, bus shelters, security guards, tree protective surrounds)

and pavement treatments. Artists' fresh visions also contribute wider and different overviews in the recognition of potential assets and the treatment of public spaces. This results in new approaches to built form and street alignment, along with associated architectural or commercial projects.

Public art features can be designed to celebrate local or regional identity. For example, the concepts for public art within the Northern Gateway Project included a recommendation for an Aboriginal design for milestones which recognises unique sites along the route.



Artists as researchers and communicators of community, cultural and aesthetic values are uniquely placed to assist in the interpretation and articulation of these values through urban design both through strategies of process involving consultation as well as through final aesthetically sensitive outcomes in provision of amenities or public art.

Janice Lally is Manager, Art for Public Places Program, South Australia.

Housing Futures

John Lawson

There has been a fundamental change in the economic climate which may cause significant changes in housing markets. Relevant issues include: static or declining real incomes; low inflation and little prospect of continued tax free capital gains on property - thus reducing enforced savings.

The corporate sector has switched from hard assets, with property ownership transferring to specialist owner bodies. There has been the emergence of institutions with large quantities of long term investment funding which could be devoted to housing. There are possible changes in the pattern of owner-occupation in the light of these changes. The reality is that effective owner occupation rates have only risen marginally this century. Banks and financiers own almost half the houses in our major cities.

There is a need for individuals to have secure access to housing. There is a possibility of switching to long term renting, with institutions directly interested in housing as a secure investment.

Household sizes have steadily reduced. There has been a steady shift to higher densities for new housing starts. The bulk of the impact will continue to be on the

fringe with increasing contribution being made through redevelopment. Ultimately, densities of new development areas on the fringe will conform to patterns of a century ago.

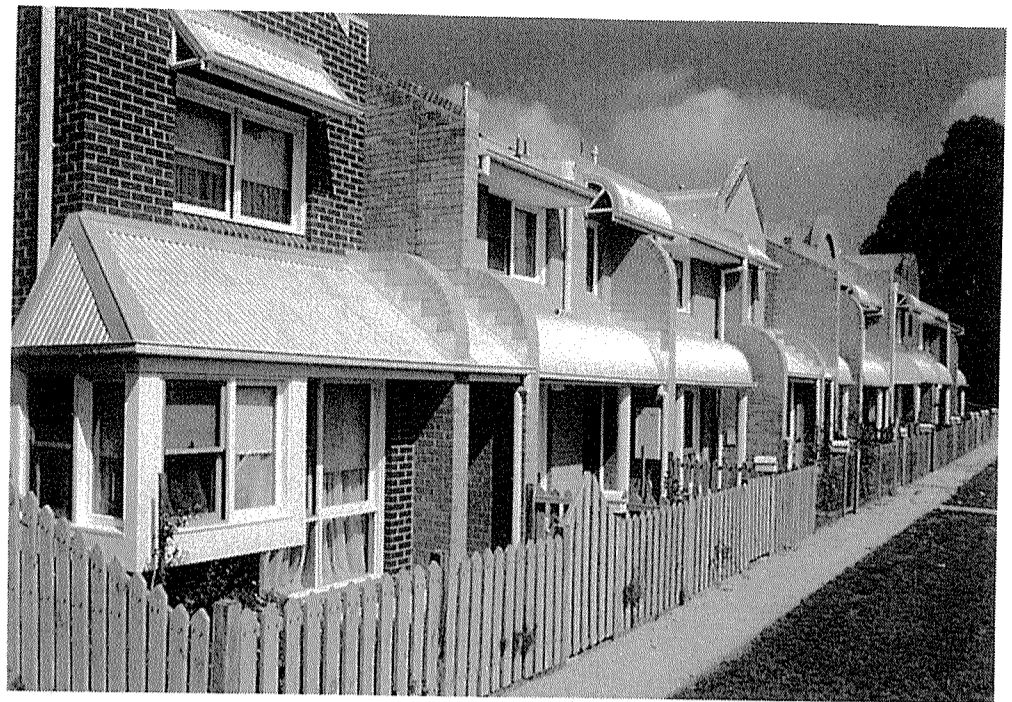
Fringe development will predominantly be in the form of large scale integrated developments providing a range of different housing types, with much greater emphasis on amenity. This trend will be driven by the lack of funding for new infrastructure at a public level and a rapid shift to user-pay in Sydney and Melbourne.

The case for encouragement of redevelopment of under-utilised sites within existing urban areas is overwhelming. Resultant community savings are in the order of \$40-50,000 per housing unit. The main impact will be through the redevelopment of the thousands of small scale sites rather than the spectacular large scale sites such as Docklands, Bayside, Como etc.

Planning Instruments Feeble

Planning instruments aimed at encouraging redevelopment are generally feeble. They are voluntarily pitching their objectives at low targets. Alternatively they may be draconian eg. direct Government rezoning without public consultation as in Leichardt. They invariably reflect past practice and hopes, rather than present and future realities.

Change can best be achieved through good examples. The building industry is very conservative sticking with old designs. Architects and Urban Designers need to



forcefully sell their skills and become involved in housing design - currently the prerogative of the draftsmen and builders. Government will need to facilitate change in housing patterns by making sites available at reasonable prices, work closely with builders, and by using its service provision and planning powers consistently and creatively.

What can people afford?

The nature of housing is most influenced by what people can afford. During the late 80's, 50% of developers chased the high quality market. Almost all of them went

broke. Wise developers place themselves in the bottom 40% of the market which includes new home seekers who are often subsidised.

In summary the current recession provides the country with an opportunity and a need to reassess its approaches to housing. I believe the path forward is now becoming clear. We will need to have courage to give it leadership and direction.

John Lawson is Executive Officer of the Medium Density Housing and Infrastructure Unit, Victorian Government.

The Workshops

1. LIVEABLE SUBURBS: USING OUR PERCEPTIONS/

This workshop selected seven streetscapes in Broken Hill, and the seven workshop members were given a "jigsaw" cut up from a photograph supplied. No information was provided about the location or land use of the site - the task was to explore, observe, analyse, interpret and present impressions about the streetscape.

The variety of responses and presentations was remarkable. There was a generous sharing by all members, who came from diverse experiences and locations around Australia.

Out of these discussions emerged interesting clues about "liveability". Key words - dirty/untidy/spontaneous feel; wholeness; incremental (in space and time); personality; people; subtle; diverse influences (internal/external); quirky.

The use of streetscape and seemingly unimportant details provided a useful tool for exploring the city in a personal, rich and meaningful way. Sometimes surprising revelations of ordinary everyday things resulted! The process would be a useful way of exploring community perception of the environment. Physical exploration of Broken Hill on a sunny winters day was invigorating and resulted in refreshing and vibrant new views!

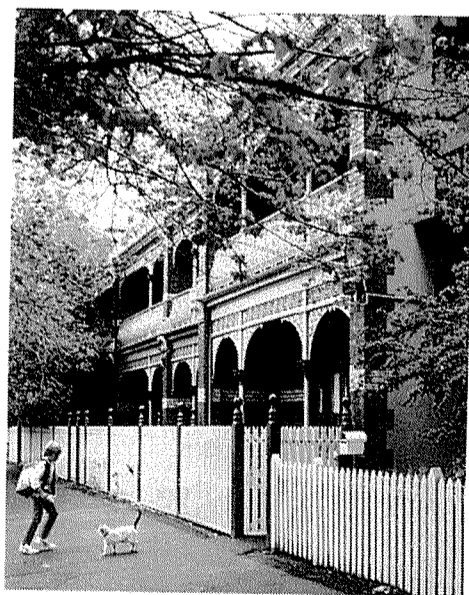
2. LIVEABLE SUBURBS: HEALTHY SUBURBS

We approached the problem from the general to the particular; decided variety is important even in views towards liveability; produced an agreed list of principles and a recommendation for a radical change in the way we develop our suburbs.

Principles of a 'Healthy Suburb' - a defini-

tion is too hard! Key words are: Complexity; Focus Choice; Accessibility; Adaptability; Appropriate scale - not too big!; a concern for public space; uniqueness - Involvement - by consultation/involvement in planning through to cultural involvement.

The concept we developed compares and contrasts the simplistic and negative zonal approach to a preferred alternative, which is geared towards making a reality out of an 'imagined space' (back to basics a la Lynch!).



The 'different' approach is characterised by being design-led, anti-zonal, site-generated and adaptable, to reflect environmental, social, community and economic needs.

The process requires community, political and resource commitment. It also requires a major change to the way we make decisions at the local and regional levels.

As a tactic, urgent issues must be highlighted and prioritised to convince the decision-makers, for instance, that if we ignore the environmental imperatives

when planning and designing suburbs, there will soon be no people and suburbs to plan and design for!

As far as 'healthy suburbs' are concerned, these issues should drive the decision-making process as much as they drive the design and planning process.

3. LIVEABLE SUBURBS: SUSTAINABILITY - DENSITY AND SPATIAL FORM

Four forms of urban change were identified: redevelopment of major sites; infill by smaller sites; and the development of new areas and site by site urban consolidation.

The success of any urban change should be measured by the choice offered, the place as an identity, its access to metropolitan activities and the cost versus the social benefits.

We choose the Prymont/Ultimo development as a discussion point for a major redevelopment - and identified the problems as being too big - it needs to be broken down into manageable parts.

On the subject of ownership, some strong comments were made on the need to stop the 'keep out' appearance of entry gates both for estates and small areas. Whilst acknowledging the increased density of Golden Grove, the "residential pods" were seen as very negative, particularly as there was no permeability. Highly anti-social to the wider community.

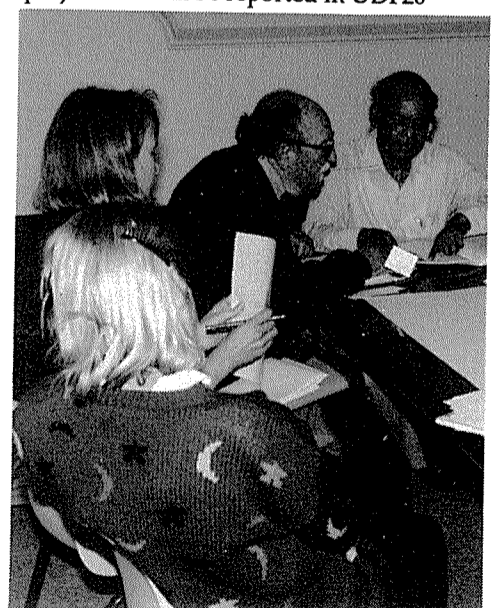
We felt that consolidation was not the answer to growth; if all middle suburb single houses were converted to have a granny flat this would only absorb 6 years of annual growth (in Sydney or Melbourne).

The main focus of our discussion on the second day was to define sustainability. The key words were: Robust, Efficient Ecological. What did this mean? No city is

fully self-sustainable. New areas can have less impact. Transport costs/and pollution can be reduced (easily). This required full land use mix, which would include employment going to the suburbs.

4. LIVEABLE SUBURBS: INITIATING A COLLABORATIVE URBAN DESIGN PROCESS

This workshop reassessed the use of the Acton Peninsular on Lake Burley Griffin, Canberra. It has become an ongoing project and will be reported in UDF20



5. LIVEABLE SUBURBS: "GOD IS IN THE DETAILS"

Site: the small suburban district (1 1/2 km x 1 km) of Alamein in the S.E. corner of Camberwell (Melbourne). It is a post-war public housing area, most of which is now in private ownership. However, some 350 dwellings remain as tenancies and the area carries a stigma and is "disowned" by the rest of a very well-heeled municipality.

METROPOLITAN **SPRAWL** IN WORLD PERSPECTIVE

KENNETH T. JACKSON

The American residential pattern, a model toward which Australian cities and suburbs have long been moving, can be described according to several characteristics. The built-up areas sprawl over the landscape in a way that by European and Asian (albeit not Australian) standards is extraordinary. The inner municipalities themselves are small and are losing population whilst the suburbs are large in area and growing in population. The location of boundaries is more important in America than in Australia because in the United States local government is largely responsible for financing and controlling elementary and secondary schools, police and fire services, road building and maintenance, public welfare functions that in Australia are the province of the State governments.

The socio-economic gap between city and suburbs in the United States, like the gap between rich and poor, is more substantial than is the case in Australia. American suburbs are the homes of the affluent and the well-educated while cities contain a disproportionate number of the poor, the ill, the addicted, and the aged. This pattern is the opposite of most of Europe and South America. In Asia and Australia, generalisations about city and suburban status are hard to make, but the pattern is clearly not yet similar to the United States.

CBD No Longer Dominant

Finally, the central business districts of American cities are no longer as dominant within metropolitan areas as they were between 1860 and 1960. Indeed, most people who live in the suburbs, and this is

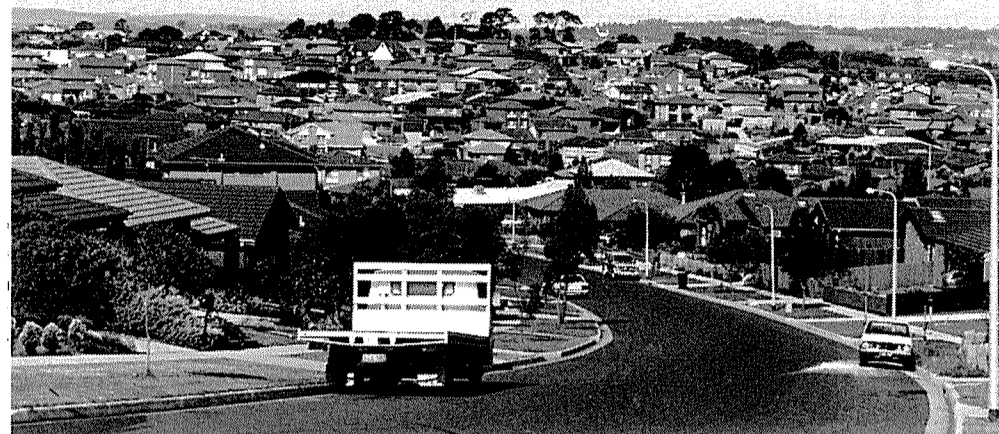
easily the largest segment of the American population, also work in the suburbs, as office, parks, sprawling industrial centres, and shopping malls now reach far into the periphery. Australian employment centres have not yet moved to the urban edges to quite the same extent, although the trend in Australia is clearly in that direction.

Why has this happened in the United States? Race is not the sole answer because metropolitan areas with small minority populations tend to exhibit similar spatial patterns as those with larger proportions of African-American citizens.

Rather, the reasons seem to be basically economic. In the United States, as in Australia, land costs are low in international terms, and especially in comparison with those of Europe and Japan. Building costs have traditionally been low in the U.S. because of the overwhelming tendency to use balloon-frame construction. (This method, unique to the U.S. until about 1940, and even now typical only of America and Australia, involved the use of 2 x 4" wooden boards to form the core of the home).

Transport Costs Lower

Transportation costs have usually been much lower in the United States than elsewhere. Until about 1920, its public transit systems were larger, more efficient, and more heavily patronised than those of Europe. In Japan and China public transport scarcely existed in 1900. After 1920, the U.S. adopted the automobile much more extensively than other places (In 1928, three-fourths of the World's



motor cars were in the U.S., and there was one car for every five Americans). And in 1992, as a matter of policy, gasoline and energy remain inexpensive in the U.S. because they are very lightly taxed. In Japan and Europe, by contrast, gasoline is heavily taxed and public transport is heavily subsidised. Australia occupies a kind of middle ground, but seems to be edging toward the American policy.

Home Ownership Favoured

In the U.S., various government housing policies have encouraged suburbanisation. First, there is very little public housing and what little there is of low quality and concentrated in the inner city, not in the suburbs. Additionally, the government after World War II undertook to sponsor mortgage programs to lower housing costs. And finally, in the U.S., all interest charges on mortgages and all property taxes are deductible from federal and state income taxes. And housing is largely exempt from capital gains taxes as well.

In Australia, housing is exempt from capital gains charges but not from mort-

gage interest and taxes. In Europe and Japan, public policy does not tend to favour home ownership as much as in Australia and America.

What of the Future?

Who knows, but we might point out that predictions that telecommunications will make cities obsolete should be taken with a grain of salt because we can see that futurists in the past have tended to overestimate the influence of technology.

Finally, while Australia should try to avoid the excesses of the American pattern, it should continue to cherish the single-family tradition that has proved so attractive and enduring to its citizens over the past two centuries.

Ken Jackson is Jacques Barzun Professor of History and Social Sciences, Columbia University New York, lecturer on urban history, author of "Crabgrass Frontier: The Suburbanisation of the United States", and numerous other books.



The difference between Alamein and the rest of Camberwell is accentuated by their layouts. The former is curvaceous. The latter is a grid. Camberwell is a municipality which is, probably by the will of its residents, close to many regional facilities but possessive of none. In other words it has a protective "exclusive" history. The wish now is clearly to keep the municipality as a classic leafy low density suburb.

It was quickly recognised that Alamein had a place in the city's history as a post-War returned servicemen's suburb with a "new" layout and names which reflected the era. It was also recognised that Alamein sits immediately adjacent to an enormous ribbon of open space which is green, not very useful, dangerous and a barrier to movement.

In addition, Melbourne's biggest regional shopping centre is close by (Chadstone). There is also an entertainment area, a possible massive new office complex, good freeway and major road access and train connections to other parts of Melbourne and a major TAFE college close by.

The open space was thus seen as an opportunity to create a very special parkland of regional significance which would be a destination point along with the other facilities. It would provide a reason to go to Alamein.

Our approach is based on the belief that creative urban design must be a key catalyst for urban change and improvement and that strong design intervention (i.e. restructuring) is necessary in such places as Alamein where a major regional opportunity can be identified.

Camberwell- A MOST LIVEABLE SUBURB

Melbourne is billed as "the Most Liveable City in the World". Camberwell could lay claim to the title of Australia's Most Liveable Suburb. In the Statement of Significance for Camberwell, from the recently completed Urban Conservation Study, Dr. Chris McConville describes Camberwell as follows:

"Few places portray the ideals of Australian suburban life as clearly as Camberwell. For better or worse, the suburb lies at the heart of Australian life, and Camberwell is the classic suburb. It has been populated by middling and upper class social strata, living in detached single-family dwellings amidst gardens and trees. Camberwell is tied to the city by public transport yet, apart from it, having successfully excluded the dirty, nasty and dangerous elements of

urban life. Only churches and shops were welcomed as appropriate additions to its domestic landscape. More successfully than most other Australian municipalities, Camberwell has created the suburban ideal of country in the city and deliberately maintained this character for more than one hundred years."

Living by choice

I live there, by choice, for 3 main reasons: the social and family networks and familiarity with the area (I feel secure there) the accessibility to good facilities, the wider metropolis and the countryside beyond; the quality of the residential areas, which translates into good real estate, pleasant neighbours, attractive environments and a peaceful life.



Camberwell is a middle ring garden suburb - a city of: mainly middle and upper class people; quality and status symbols; predominantly residential areas and few industrial areas; a variety of architecture; traditional shopping centres with pleasant facades and ugly backsides; commercial centres undergoing revitalisation through Main Street and improvement programmes but also one trying to come to terms with major planning and development issues such as at the Camberwell Junction.

Keeping favourite places

It is trying to keep its favourite places (such as the market); no pubs or licensed restaurants; an ageing population which increasingly needs care and additional services and facilities; good public facilities - libraries, child care centres, health and family centres, community centres and more; trees; streets with trees; and streets without trees; parks and gardens - the traditional and man-made, the natural and enhanced, and some with remnant or regenerating indigenous vegetation; good public transport; with creeks and main roads on its perimeter to divide it from its neighbours; hills and views, to the north, south, east and west; threatening forces of change resulting in demolition, site clearance, new buildings - some appropriate, some not; coping with the stresses of traffic; deciding what to preserve and how.

Decisions about the future will be largely based on retaining and enhancing the liveability of Camberwell. I hope that urban design will play a major role in shaping my suburb's future.

John Niemann - Manager Urban Design, City of Camberwell and a long term Camberwell resident

SOME IMPRESSIONS OF THE CONFERENCE

Jan Martin

A strong feeling, the majority, that it is dangerous to be too judgemental about how people ought to live; we should treasure idiosyncrasy. My personal new insight (and I'm sorry if it's banal) is that one person's liveability is another person's dullsville. The recurring references to Canberra echo that: How on earth could Macca like Canberra? Yet, the things which make Canberra dull for some; lots of space, off-road paths, etc will - in logic and reality - make it liveable for others.

It is clear now that the phrase "urban design" is being debased and defused. The conference was inevitably a thinking, not drawing affair and the emerging theme; pluralism, tolerance, vive-la-difference sits fine with me, but I hope we do not mean that urban designers have no duty to use their special skills to build beautiful spaces. Of course they do. Maybe the point is that, because those who hold the pen, wield the power, urban designers have a particular duty to listen and understand the whole picture.

Jan Martin's 22 most pertinent, memorable or arresting quotes!

"In 1907 Broken Hill was the second largest city in NSW" - Liz Vines

"Urban designers are upmarket planners" - Mayor Peter Black

"Places are as much about myth as they are about reality, particularly when they are for sale" - Janelle Brown

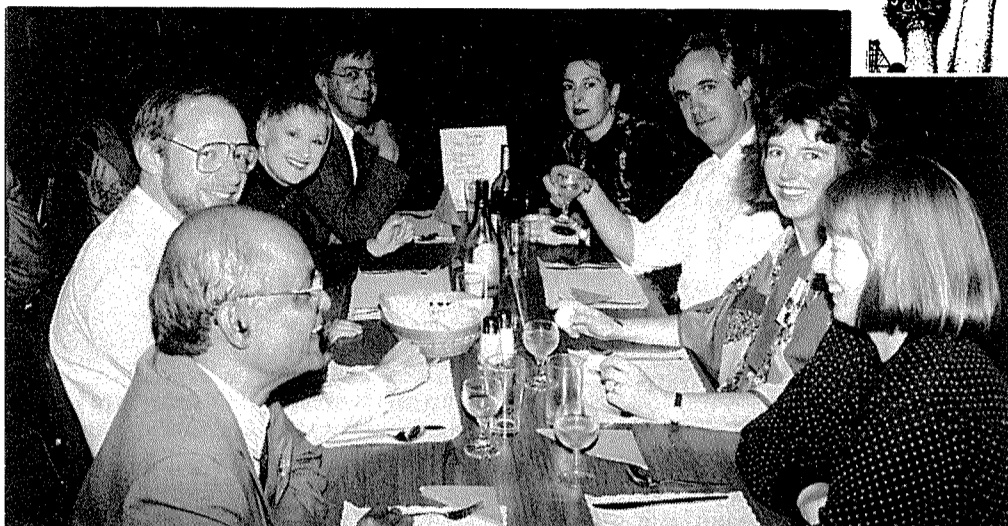
"Planning codes invariably reflect past practice, and not necessarily the best past practice"

- John Lawson

John Reid has written 300 interpretive signs, 289 Broken Hill residents died serving in the Great War.

"Australia was born urban and quickly went suburban" - Graeme Davison

"Are planners to give people what they want or what they think is good for them?" - Graeme Davison



"It does seem odd that every five year old is told in intriguing detail how to put a condom on a banana but is not taught about the path of the sun" - Dimity Reed

"Are you from away?" - any Broken Hill resident

"Not all Italians are grandchildren of Brunelleschi and Alberti" - Graeme Davison, challenging Dimity's lament that Italians brought us their cuisine but not their architecture

"More interesting places are more interesting than less interesting places" - Bill Kelly

"Bricks, Bushes, Benches and Bollards have been replaced by the five H's: HISTORY, HUMILITY, HUMANITY, HONESTY and HUMOUR" - Bill Kelly

"Melbourne achieved the much disputed title of 'Worlds Most Liveable City' partly on the strength of criteria that relate closely with its highly urbanised form. (Miffed Sydneysiders complained that indices of climate and excitement were left out)" - Graeme Davison

Shibu Dutta's redefinition of urban design, which brought that phase of conversation to a satisfactory close: "The design and management of the human environment".

"If we were all the same, none of us would be necessary" - Dimity Reed
"Watch out for gated communities, and beat down Catalogue Shopping" - Anne Pettus (too late, we cried!)

Anne Pettus introduced the USA concept of the house as a cocoon. Both working to keep up with the mortgage. Collapse back to the cocoon at day's end but "All you can manage is to buy a pizza and watch a video".

"It may be the banks which stop the sprawl because they have stopped funding urban expansion" - Dimity Reed/Wendy Morris

"I suspect that Australians, if they had to choose, would prefer their cities to be a bit uglier, even a little more dangerous, than to give up home ownership" - Graeme Davison

"Writings on liveability often tell us more about the preoccupations of intellectuals than on the day to day experience of suburbanites" - Graeme Davison

"Ya gotta stop the shopping malls or you'll lose the chance for what you're all talking about" - Professor Kenneth Jackson

"The biggest single thing to help community is if the population works locally" - Graeme Davison

letters to the editor.....

From Col of Cummunhavacuppa Station

I went down to the big smoke the other day for the monthly trip. As usual I had a couple of beers at the Palace with Bluey and then went to the Trades Hall to catch up with Jack. Well, Jack wasn't around at the time, ya see, and there was this conference on upstairs at the Trades Hall.

Well, it was all about urban something or other. I felt a bit funny sitting there not knowing anything about this urban stuff, but when they couldn't make up their minds what it was themselves I felt a lot better, so I decided to stay and help them.

It seems they were trying to work out what's good about living in the suburbs - as if they don't know when they already live there! Well I told 'em straight off that ya can't beat living at Cummunhavacuppa with all that space and peace and quiet and beautiful mulga scrub. I've talked to Macca plenty of times on Australia All Over about this - I reckon this is THE place to be.

Anyway at the conference they had all these people talking about, it says here, "Live-a-bility in the Suburbs". I couldn't follow them some of the time - must 'ave

been academic jargon - but most of it was pretty interesting.

Some bloke from a fancy suburb in Melbourne tried to tell us they had a problem down there. Looking at the houses I'd say the only problem they'd have is paying their mortgages!

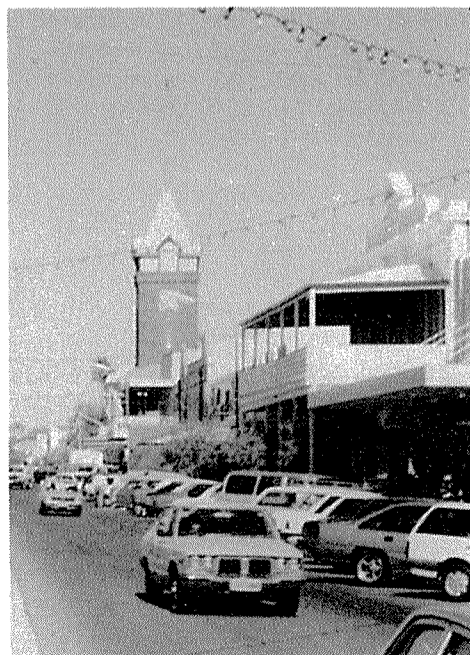
They had these workshops (I can't quite picture what that means - don't think they'd be like the workshop at Cummunhavacuppa, would they?) Apparently one mob went all over Broken Hill looking for some place they had photos of to find out all about it. Can't understand that - why didn't they just ask Jack? He could have told 'em.

This professor from America, was going to talk to them about American cities. Gee, he must have had fun trying to compete with the band down there at the Demo Club, you know what it's like on a Saturday night! Mind you, if all American cities are like Los Angeles was the other day, I hope he was telling our folks not to copy them.

Anyway, it sounded pretty interesting from what I saw and what Jack told me later. Oh, and I heard a bit on Macca's

programme when I was going home on Sunday morning. I must give him a call next week and talk to him some more about this Why I Live - I reckon we've got it all sorted out at Cummunhavacuppa!

(Ed. We normally shorten letters like this, but Col seemed to have an interesting view of the Conference).



Conferences

Passive & Low Energy Architecture

PLEA '92 The Tenth International PLEA Conference, Auckland, New Zealand, 19-22 August, 1992.

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The culture of landscape architecture EDGE TOO

This will be a watershed event for Landscape Architecture in Australia. 30th September - 1992 - October 3rd Contact: The Convenors, National Landscape Architecture Students Conference, PO. Box 4352, University of Melbourne, 3052. RMIT: tel +61 3 663 2891.

Thanks!

Needless to say, conferences like this don't just happen. Thanks goes to all who contributed to making UDF Broken Hill a success:

- participants, who worked (and played) hard;
- Broken Hill City Council, who co-operated magnificently and provided hospitality (particularly Mayor Peter Black, Deputy Town Clerk Glen Inglis, and City Engineer Brian McCauley).
- Barrier Industrial Council, our venue host at the historic Trades Hall (particularly Ros Greenwood).
- Bill Chandler who convened and chaired the conference. John Niemann and Jan Martin who developed the theme and program and Steve Axford who looked after all the organisation details.
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