

Celebrating Melbourne

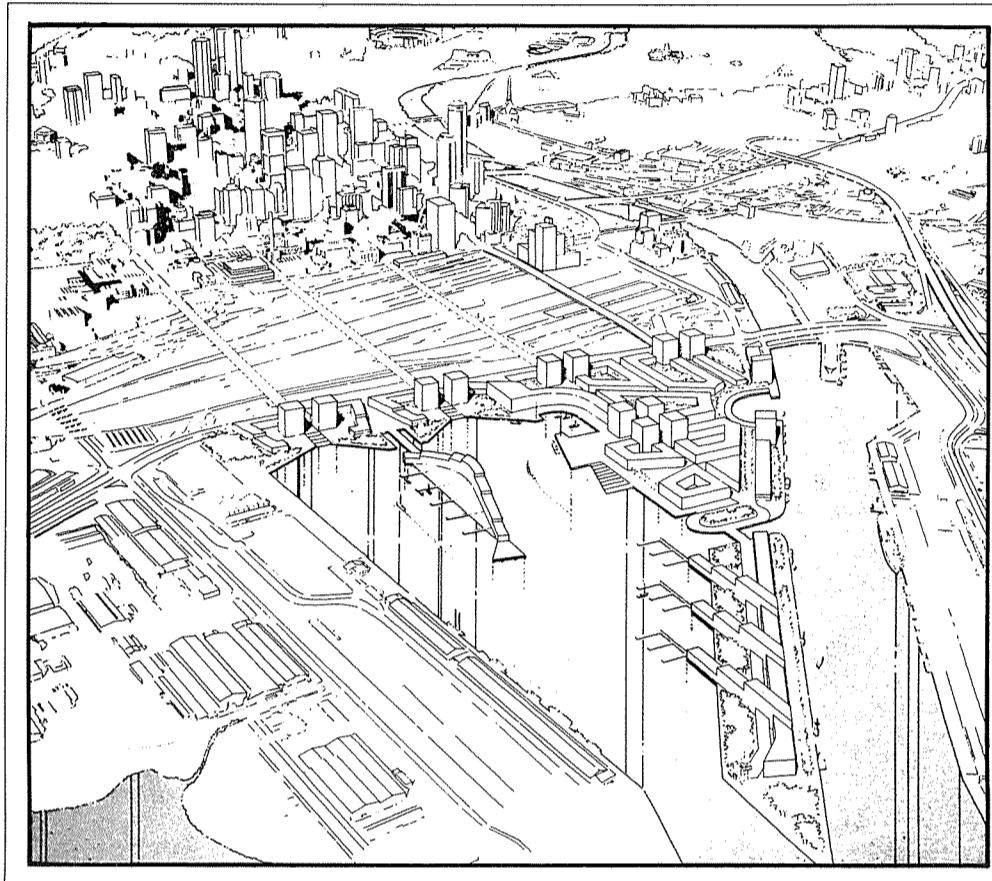
THE OLYMPICS & GOOD URBAN DESIGN

Melbourne - Hon. Evan Walker, Minister for Major Projects talks to Rob Adams.

RA: What urban design opportunities do you see arising out of Melbourne bid to host the Olympics?

EW: We have the capacity now to develop the vision for a city like Melbourne well into the next century and this is given such a tremendous boost by the possibility of there being an Olympic Games that we must really grab that opportunity. We are in a position that we have an aware public, we've got the legislative base, I think we've got arrangements in place to take advantage of going the next step in consolidating a fine future for this city.

RA: As a City we've shown in the last few years with the Tennis Centre and even going back to when the MCG was built that we've a very good understanding of how to produce excellent sporting facilities. The major component other than the sports facilities is the proposed Olympic village in the port to the west of the City. In your terms how important is it to get that right and what is your vision of that part of the City?



EW: As far as the port or docklands are concerned, the vision that I have of what the Olympics will do for us is that it will get us thinking in very broad terms about the river and river-related facilities. The Yarra, of course, is a tremendous asset and I think the plan to build Olympic village, which will house about 25,000 people, is a significant development around the old Victoria Dock. A lovely water-related use for pretty much an under used or unused location now. Just today in our cabinet - Economics Committee we were discussing the need to have the Ministry for Planning and Environment do an important contextual piece of work so that the City Council and other departments of government and local government can work into a vision for that whole stretch of river. The study should include the city and the docklands and I think will give us a vision that the public can understand, the developers can understand, that major statutory authorities can understand and again will give us a real lead into the 21st century as far as Melbourne is concerned.

RA: Given that we are going through one of the biggest building booms since the nineteenth century, is there the possibility that the Olympic village is going to find itself out there alone on the waters edge with the area between that and the existing CBD unable to be filled by other developments or are there mechanisms we should be looking at to in fact ensure that development is actually concentrated down in that area?

EW: It's an interesting way you have put it. We have to of course see the village and the docklands or the railways yards between the City and the village as a extension to the city, we are in affect considering two or three extra block to the city if you wish and the way to handle that is of course to

relocate the parked trains, the Spencer Street railyards and workshops or the sheds to allow for a natural extension of the City right through the Victoria dock. The start of that from our point of view is an absolutely necessary extension of Collins Street. Collins Street is the street which naturally can be extended to go over the present tracks. Footscray Road also has to be upgraded because of the western by-pass. Collins Street extended means the Olympic village which will later become a very good housing location, is directly related to the city, it will have a Collins Street address and it would be within walking distance of the whole western end of the city. The first known use in that area will of course be, we believe the media centre. That in itself will have established this new western end in terms of its property value. I don't know if we need to restrict severely development elsewhere, I'd rather make it look attractive that is to attract development into that area and therefore take some pressure off some of our great boulevards, such as St. Kilda Road.

RA: If cities are about variety and activities, one of the dangers surely for Melbourne must be that we make available that land, and because of the cost of land it becomes just an office park. Are there other facilities that we should be giving some sort of preferential treatment, public buildings of some sort that have a different scale, architectural treatment and use.

EW: Well I think this government has certainly understood that you don't just transfer large tracks of land to the private sector with minimal planning controls and wonder what going to come. At Joilimont for instance we have put alot of effort into determining under what conditions we should allow the transfer of publically owned land,, what uses should be there,

how can we reinforce the nature of the city rather than compete with it. How can we sustain the quality of the riverside and stick with our rules about not overshadowing and so on. What extra parkland do we need and so on. These sorts of consideration which are all urban design and planning considerations have been gone through in some length. On the other hand you do have to be attractive to investors so that they come in as private investors and want to build in there and will build good quality and in mind with the ideas that we have. Its a nice balance, I think we're managing that. Thats the sort of approach we must take in the western end, we will be wanting some development there of a commercial kind because thats a natural at the business end of the city but we will also be looking to public uses, even public open spaces as there clearly got to be some parkland.

RA: Is the museum an example where you could have taken a large facility and combined it with the Olympic village and created an exiting village centre?

EW: That is an opportunity, I think what we've done is to take just such an opportunity, if you think about the fact that 60% of the southbank is publically owned and has also had a rather low level of use, we have looked to using our major public facilities to lift the area. I agree with you we may simply say well where do you chose, do you chose the west end of town or do you chose the southbank. We have by locating the museum in Southbank lifted the value of the land all around. Now apart from everything else its good business because the government owns the bulk of the land and on the southbank we will get much better development because of our location of those major public facilities. Your idea

of perhaps using that same generator effect, plus a visual thing at the end of say Collins street down near the Olympic village is a nice idea and I wouldn't deny that it could well be done, we've chosen to do it similarly but just on the southbank. I think symbolically it will also say to people the southbank is as much part of the city as the north bank. So I think I've really done what your suggesting but just in a different location, for the same sorts of reasons.

RA: What other facilities does Melbourne need, that might go down into that part of the city and have the same spin off effect.

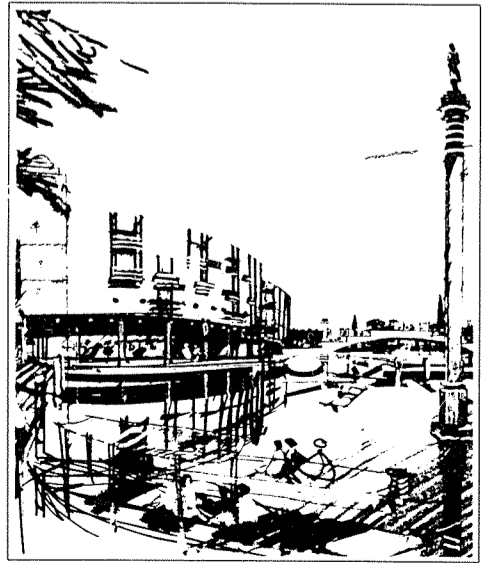
EW: Well the village itself has that effect and if we developed the village and good related space and water uses we will have made a very attractive far end of Collins Street. For instance if you want to catch a tram down and walk around the village but also have dinner in a "fishermans wharf" type of restaurant or if you own a boat and want to harbor it there because there will be boat parking facilities, you could imagine yourself going down on a tram, getting off the tram and getting into your boat and going off down the river to fish or to tour, all of that has an attraction at the far end.

RA: I suppose the transport interchange is something that may assist?

EW: The modal interchange at Spencer Street is what we've been wanting for a long time, we desperately do need a good bus station and it ought to be related to our fixed rail network, planners understand that. We will be doing that, we will have to shift the location of Spencer Street a little so that we can get the Collins Street idea through and when we do that and then take the parking of trains further north we will have also allowed the opportunity of a good modal interchange, hopefully in due course with very good connection with Tullamarine Airport. All that would attract people to that end of the City.

RA: One final one, should the Western By-pass come through to Footscray Road, and possibly become a barrier between the village and the CBD, or should the Western By-pass move further to the west passing over the port and tying into Graham Street? Could Melbourne acquire its Sydney Harbor Bridge from where you actually viewed the City back across water?

EW: We have looked at that. It has merit but its a bit late, if we had done that rather than built the Charles Grimes Bridge and next to it now is the Webb dock rail bridge. I think there wasn't enough foresight. If a decision had been made earlier not to build that bridge and to go little further down river to allow higher craft through, then maybe that could have been seen to have alot of advantage, it would have been more expensive and there is a visual price to pay for elevated bridges in some ways they look nice but in other ways they do break up the visuals particularly along the river, so I think thats an idea that now has passed its time.



Fremantle and the Americas Cup

by Ralph Stanton

Some Background

Peter Newman has summed up Fremantle's development history as being "convicts, gold and the America's Cup". Fremantle is to Perth as Port Adelaide to Adelaide, Williamstown to Melbourne, Ostia Antica to Ancient Rome - always a port, distinct in its amalgam of labour, warehousing, shipping and commerce, but separate physically and socially from the capital. Fremantle was unaffected by the office and suburban growth of Perth's 1960's mineral boom, a factor which helped to preserve its wealth of characteristic buildings from the convict and Victorian eras. By the 1970's, Fremantle was losing its traditional working-class inner-city population, due to port modernization and suburban aspirations. Residential and commercial blight set in and many fine buildings were threatened with demolition. This was resisted only with the advent of new middle-class residents, attracted by the cultural diversity and character of Fremantle. In 1980 the Metropolitan Region Planning Authority published the Fremantle Sub-Regional Centre strategy plan which canvassed wide-ranging policies for the conservation of major precincts.

By 1983 Fremantle has established policies for traffic rationalization, streetscape improvement, housing and development, infrastructure upgrading and building conservation. Many projects were undertaken within design guidelines relevant to the existing city fabric and have made important economic as well as physical contributions to Fremantle's future.

Planning for the Cup

Despite this, widespread improvements to Fremantle's commercial, retail and residential sectors would have languished but for the America's Cup. Due to it, approximately \$100 million of government expenditure has occurred in services infrastructure, marine facilities, foreshore upgrading, public housing and community services. This has been more than matched by private investment in housing, shopping, business and hotel developments.

To facilitate planning for the Cup and related developments, a small coordinating unit was set up, drawing mainly from existing public service and local government expertise, working via a range of special committees. Had a large, powerful corporation been established, it was felt that local involvement may have been minimal and that the many government projects could have side-stepped Fremantle Council approvals. The ethos behind this approach was that Fremantle needed the economic and employment boost the Cup could bring, but that this could be best



▲ Sham Victoriana Marine House, Marine Terrace

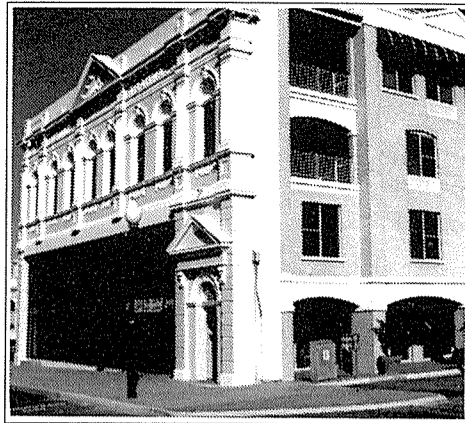
achieved through conservation and re-use of existing buildings, constructing new buildings sympathetic to the existing townscape and by improving infrastructure and services with longer-term and broader community ends in view.

Fremantle's Gains and Losses

In urban design terms the Cup brought Fremantle extensive gains in three major areas: the new Challenger Harbour, the Essex Street/South Terrace strip, the new housing along South Terrace. Of these, the most interesting has been the new harbour and its combination of active boating facilities with restaurants and waterfront eating establishments. Carparking has been kept to a minimum and the harbour - once an underdeveloped, haphazard area - has become a link on the pedestrian circuit between Arthur Head and Marine Terrace via the revitalized Esplanade park and across the revamped South Fremantle railway). Upgrading of this area was proposed in the 1980 strategy, but had to await the Cup for implementation. Similarly, reconstruction and expansion of

the Esplanade Hotel, as suggested in the 1980 strategy, finally occurred under the impetus of the Cup. Many other buildings were upgraded (notably hotels and clubs) and new developments introduced, particularly along Essex Street and to the east and west of South Terrace. New businesses, especially in the food, entertainment and tourism sector, were attracted to Fremantle; although not all have remained, the overall result has been a new level of commercial and social activity. Fremantle was "discovered" due to the Cup, not only by the world at large, but by Perth, and most importantly, by Fremantle itself.

Of course, economic success has not been without cost, particularly to long-term residents and businesses displaced by redevelopment and by higher rents reflecting Fremantle's growing popularity. In an effort to relieve this problem, public funds were used to acquire old people's lodgings and to improve facilities for youth, and the unemployed and derelicts. Old Fremantle is changing - a process accelerated, but not



▲ Facadism - New Hats in old Tramsheeds, 1 High Street

caused by the America's Cup defence.

Urban Design Issues

The America's Cup has left Fremantle vastly improved, with its overall townscape intact and enhanced. The application of sensible policies has ensured a continuity of streetscape and a consistency of scale.

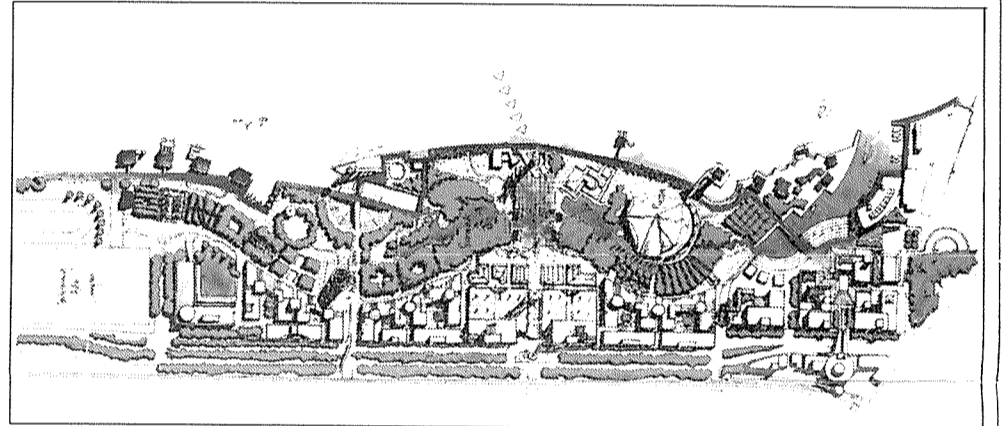
In reviewing Fremantle's undoubted

success at a planning level, the question of architectural quality cannot be avoided. "Facadism" - the construction of completely new buildings behind existing facades - may perhaps be justified where townscape continuity is of paramount importance. But attempts to create entirely new buildings as a pretence of Victorians are at best disappointing and at worst a sham. It is a sad comment on both architects and developers that Fremantle now has sham buildings in some prime locations. Hopefully no more will appear.

Conclusions

Overall, the impact on Fremantle of the America's Cup defence has been extremely positive. The town has gained not only physical benefits, but economic life. It has achieved these within a pre-existing urban fabric, with minimum disruption and to great advantage. This has been due in no small way to its clearly expressed policies and to its own close involvement in preparing for that event. In retrospect, the Cup has been a catalyst for changes that were already evident; it added its own dimension to these changes and has left Fremantle enriched, in both form and spirit.

Together we'll make it great!



The vibrant, festive atmosphere of World Expo 88 will be recaptured in the redevelopment of the existing expo site. This magnificent site provides a unique chance to create a landmark in Brisbane."

Heady words indeed to introduce the latest concept plan. When we look closer at it the temptation is to use our 'good' urban design theories and concepts to measure it by. Through this we find aspects to criticise and some to applaud, but somehow our best revisions are still unfulfilling. We have come to this point via the rocky road of the many individual hobby horse schemes and the "economically viable" proposals encouraged by the previous Government.

In the process we appear to have become locked into an action/response mentality to short and medium time scale ideas. We have submerged the potentially more important issues of a vision of a city to give our grandchildren's grandchildren. This time scale of thinking is an unpopular one in planning and in part reflects the gratification emphasis of today's society. There is a lingering doubt as to whether our generation will be respected for its actions in the morning of a century from now.

Perhaps the most perceptive suggestion for the post-Expo, site to date was by a visiting Latvian Professor of Architecture and Planning. He thoughtfully conveyed the idea that though Brisbane may not sit comfortably in any of Mark Girouard's ("Cities and People", Yale University Press, 1985.) categories of The City Reborn, The Triumphant or Exploding City, it does it does have a strong character (more so than we give it credit for) and it is a significant growth centre in Australian terms (a

population growth projection suggests a larger population in the conurbation than Melbourne within 30 years). He went on to say that our people 100 years from now are likely to judge our generation as wise if we give over the entire site to a public park.

We are told by the chairman of World Expo 88, in unequivocal terms that this is not on! Parks are where deviants hang out, and who will pay for it?

Possibly the most important contribution that Expo 88 has made to Brisbane is that, by its presence, it has taught our people what a city can offer. Essentially we have learned how to use the rest of our city over a 24 hour period. Like a child tasting ice cream for the first time, we will not forget and we want more! Public parks and their use for a wide range of activities, not the least being promenading, are now high priority spaces in the city. Parks are perhaps the most responsive spaces in cities to changing needs of users and they certainly provide lungs for large expanding populations.

How many dollars are needed to balance the books? This is unclear. There are some who dispute official figures but it would appear that if about half of the citizens of the city paid an average rate bill into the fund then we, the people, could acquire the entire site. This is not beyond contemplation and would hopefully drag-post Expo development out of mundane book balancing accountability and into the sphere of visions.

Gordon Holden, QUT, Urban Design Course Co-ordinator.

▼ Sunday Arvo, Challenger Harbour



The CITY & ART

"Emotionality or feeling is threaded through a person's day. It does not just appear at appointed times in pre-selected places; nor is it far off. It is with the person all the time, contextually and interwoven through their thoughts and actions." N. K. Denzin

This quotation which opened David Yencken's address to The Creative City Seminar in September 1989 could well be considered a *raison d'etre* for artists working in the field of art in public spaces.

Art in an urban setting can move in scale from the macro to the micro, in context from the complex to the deceptively simple and in mood from the startling to the encompassing. It can involve individuals or groups of artists working professionally exclusively and/or co-operatively with and through a particular community.

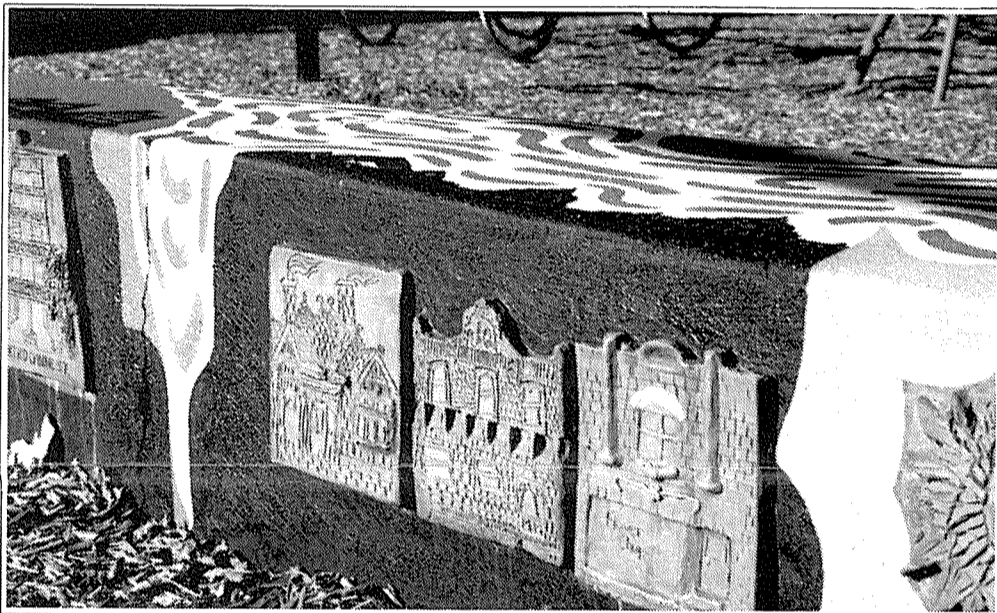
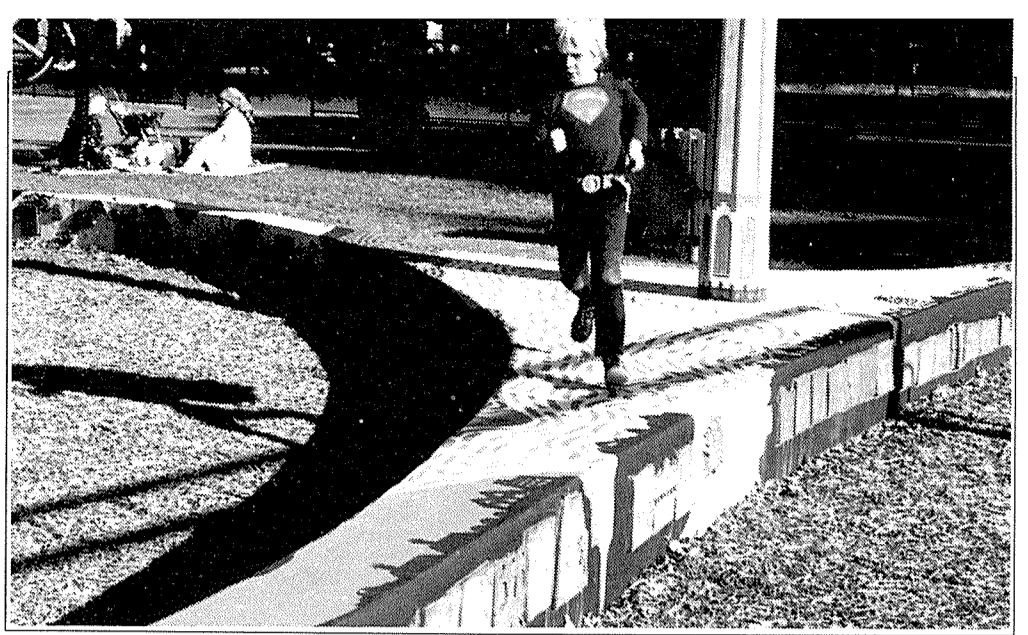
Two recent artist's projects in Melbourne exemplify two ends of this spectrum; one the large hoarding around the building site of 101 Collins St. and the second the Curtain Square Project in Carlton. At Curtain Square, ceramic artist Maggie

McCormick worked with the local community, both children and adults to revitalise a children's playground. The work is a composed of ceramic tiles made by local people on specific themes determined by them and, after firing, the individual pieces were installed and integrated by the artist and her assistants.

At 101 Collins St. the students from the Prahran College of TAFE were presented with the challenge of providing a large scale mural (8m x13m) as a means of temporarily enlivening the streetscape during the construction phase of the building.

This opportunity provided by the developer will be rotated every three months to a different group of students from various art school campuses. This will enable a large number of young artists to benefit from the experience of working on a very large scale.

This initiative from the developer demonstrates an appreciation that no matter how frantic the pace of building, the city must always be, a place for people.



• U R B A N D E S I G N • Tibbalds offers the Prince his Ten Commandments

In a recent edition of 'The Planner', published by the Royal Town Planning Institute in the UK, outgoing President Francis Tibbalds offered the Prince of Wales his suggestions for a set of ten urban design commandments in a speech he gave while presenting the 1988 Croydon Design Awards.

Francis Tibbalds was responding to the Prince's call, in the TV documentary "A Vision Of Britain", for an urban design code which could win popular support. He quoted the Prince's description of our urban environment as "godforsaken cities from which nature, or at least the spiritual side of life, has almost been erased", and reminded his audience of the Prince's assertion we don't have to build towns and cities that we don't want".

After the broadcast Francis Tibbalds wrote to the Prince expressing his willingness to take up the challenge, and suggested that the Prince should assemble and lead a group of like-minded people from the various professions concerned, who would address the problem and try to put together some firm proposals.

Tibbalds suggestions for a set of Urban Design Commandments are:

1. Thou shalt consider places before building;
2. Thou shalt have the humility to learn

- from the past and respect thy context;
3. Thou shalt encourage the mixing of uses in towns and cities;
4. Thou shalt design on a human scale;
5. Thou shalt encourage freedom to walk about;
6. Thou shalt cater for all sections of the community and consult with them;
7. Thou shalt build legible environments;
8. Thou shalt build to last and adapt;
9. Thou shalt avoid change on too great a scale at the same time;
10. Thou shalt with all the means available, promote intricacy, joy and visual delight in the built environment.

The Crass and Mediocre No Longer Acceptable.

He called on all the design professionals to "rise to the challenge and demonstrate to his Royal Highness and the community which we all serve, that we will no longer accept the crass and mediocre in design. Nor will we accept the continuing physical and social decline of the public realm. He called on the government to withdraw Circulars 22/80 and 15/84 which he sees as "little more than hackneyed excuses to all parties not to face up properly to the design issue". What he would like to see in its place is "a forceful piece of Ministerial advice to planning authorities which will be given considerable weight in planning applications and appeal decisions".

Rumours & Snippets

Paul Murrain

Paul Murrain, senior lecturer at Oxford Polytechnic, will be working with Melbourne University's Masters of Landscape Architecture for a five week intensive urban design session from mid March. A major development site in Richmond will provide the practical environment for student project work. Paul is co-sponsored by the Ministry for Planning and Environment and Nubrick. Paul will also conduct an evening forum for local government representatives from the inner metropolitan area in April.

Further information: Wendy Morris (03) 628-5469.

Minister Gets Short on CUB Tower Critics

The Victorian Minister for Planning and Environment, Tom Roper, has again launched into controversy with his recent decisions and comments about the proposed CUB tower, at the top end of Swanston Street.

Tom Roper has strongly supported the proposal by Elder/IXL chief, John Elliot, and personally authorised a second planning amendment without public consultation to deal with planning guidelines with which it did not comply. The Minister's Cabinet colleague, Evan Walker, made it clear in an interview with UDF (No.4) that the Ministry for Planning and Environment took the major responsibility for the quality of the urban design in the central city. John Stevens, "Age" journalist has made a series of well-reasoned cases which strongly question the Minister's wisdom.

UDF contracted the Minister to offer him the chance to further explain. He was unavailable, but has agreed to do an interview for the next edition of UDF.

Brisbanes Design Guidelines Launched

On the 24th of February, before a capacity crowd of more than 300 enthusiastic and supportive people, Lord Mayor Sallyanne Atkinson launched design guidelines for the central city area of Brisbane. The project was undertaken by consultants Victor Feros, Blich Jessup Robinson, and Landplan Studio for the Brisbane City Council.

Chairing the seminar, which was attended by a wide range of professional designers, developers, government officials and academics, the new head of the Development and Planning department, Eugene Kneebone, made it clear that those who followed the guidelines, or improved on them, would have an easier task in obtaining permits. More details will be published in the next edition of UDF.

Queen Victoria Hospital

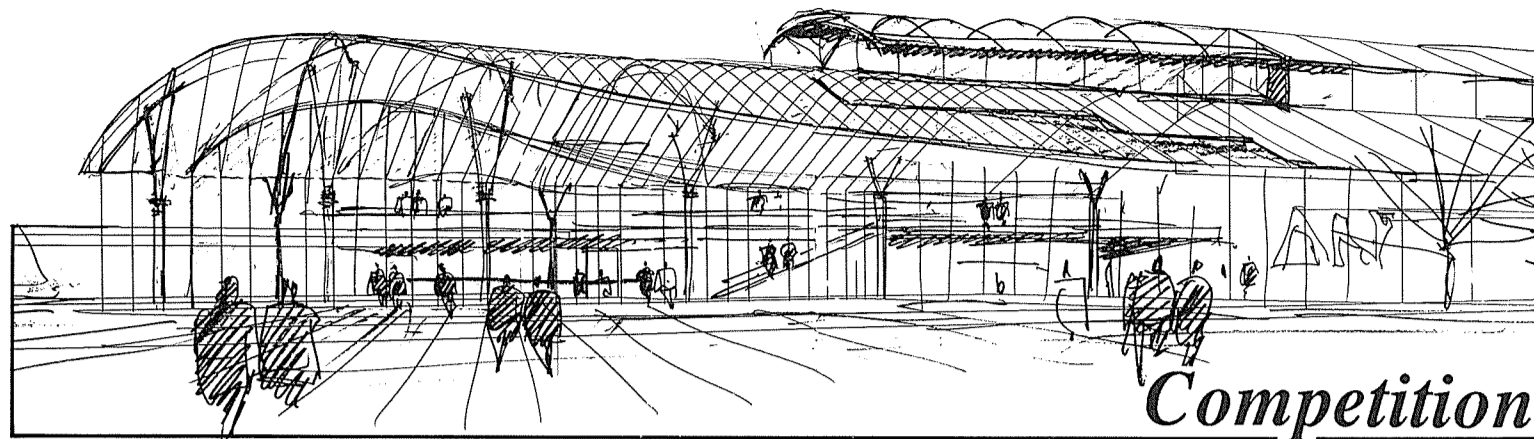
At a time when Melbourne is in the midst of 150 new development within the Central Activities District and is facing a predicted over supply of office accommodation of up to 26% by the year 1992., the Minister for Planning last week issued a notice of determination for the demolition of most of the historic buildings on the Queen Victoria Museum site. The question people might wish to ask is, given the forty metre height limit on this site and the over supply of office space in Melbourne, is it not likely that these historic buildings are a major asset on the site and as such, are we in fact demolishing something of great value and worth to the City and the future developer? Would it not be more appropriate that the Minister put the site out to tender with the clear understanding that a demolition permit is available if required. Alternatively shouldn't we be taking the more progressive approach of putting together a development package for the site, prior to putting out to auction.

As Max Beck, head of Becton Corporation, so aptly stated on the recent 7:30 Report, Melbourne really does deserve a more enlightened approach to development than the one it is generally receiving at present.



▲ QV Hospital - Asset or hinderance to development ?

International Antarctic Centre



Phillip Cox, Richardson, Taylor & Partners Pty Ltd ▲

The Tasmanian Government is to be complimented on their initiative in sponsoring a Design Competition for the International Antarctic Centre to be located in Hobart at historic Sullivan's Cove.

Initial response was overwhelming with competition documents distributed to over 200 applicants from most parts of Australia. The Assessment Panel consisted of: Mr. C. Crawford, Dr. P. Colebatch, Mr. K. Hudspeth, Mr. A. Lester, Mr. B. Davis, Mr. R. Adams.

The Competition Brief called for a solution that would provide a "memorable visual image of a centre which evokes a feeling of Antarctica but at the same time relate to its immediate environment".

The problem of reconciling these requirement produced conflicting solutions and the final six schemes selected illustrates this difficulty.

The Assessment Panel unanimously made the following awards:

First Prize: Phillip Cox Richardson, Taylor and Partners.

This scheme builds upon the existing strong physical form of Princess Wharf No. 1. It accepts the basic form of the shed but subtly changes the roof profile and extends the shed through a combination of light lattice columns, sweeping curves and and extensive glazing to evoke an appropriate 'nautical' image.

The scheme cleverly uses glazing to visually open and lighten the existing shed while providing the smooth, cool effect associated with 'ice' and the Antarctic.

Second Prize: Martin Patrick O'Dea

The submission is well thought out and demonstrates how Antarctica can be made the memorable visual image called for in the Brief. This is achieved by repeating the existing shed form in a fully glazed struc-

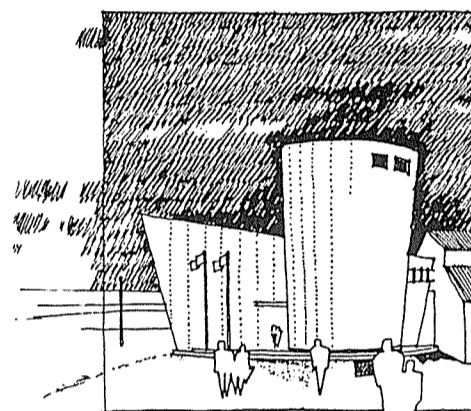
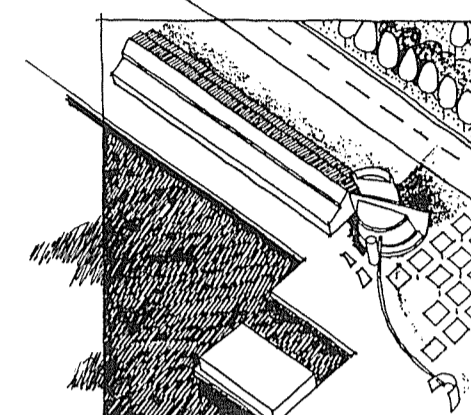
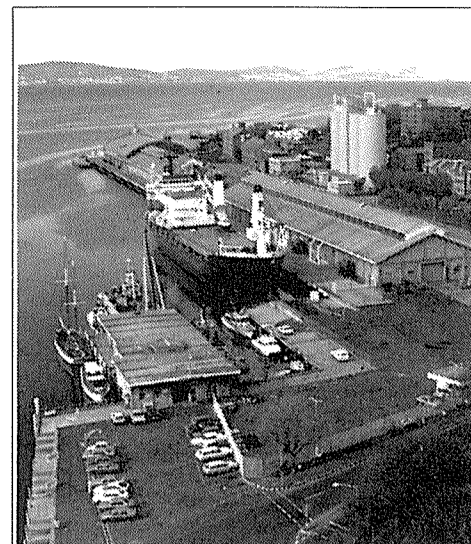
ture to contain accommodation nodes reminiscent of the prefabricated structures used in Antarctica.

The submission also demonstrated an urban design awareness by subtly aligning the entrance with the axis of Parliament House. This was one of the few schemes to give some detailed consideration to the space between the Princess Wharf No.1 shed and Salamanca Place.

It is proposed to narrow down the road area and increase pedestrian spaces. These ideas are strongly supported on urban design grounds and again would benefit the winning design by their inclusion.

Because of the excellence of other entries four other submissions deserve commendation. (Note: The list is in numerical order and not in any order of preference.)

Entry No. 15: MSJ Group
Entry No. 34: Lasare Pty Ltd
Entry No. 35: Mr. Lionel Glendenning, Edwards Madigan Torzillo Briggs P/L
Entry No. 36: Williams & Boag Pty Ltd

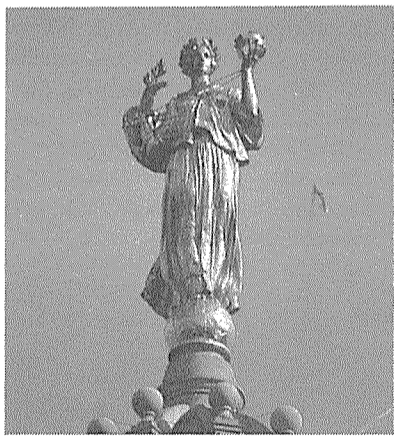


▲ Williams & Boag Pty Ltd

B O O K R E V I E W

by William Kelly

MANHATTAN'S OUTDOOR SCULPTURE



arrives in the public forum. It makes available a city's view of itself, its ideals, its heroes, and its issues. The anomalies that I didn't notice while looking at the work over the years do, in the book format, become more evident eg. sculptors associated with the "New York School" (Hare, Smith, Stankiewicz -- who worked in Australia for a short time in the 60's, Chamberlain, Newman and other) are not presented to the larger public.

In addition to the traditional monuments, fountains and relief works, there are artist-designed gateways, gates, fences and public spaces. There is also an increasing body of work specifically integrated into architectural environs as well as artist/architect collaborations.

Though primarily American sculpture, a number of overseas artists are represented. The works generally reflect the official stylistic parameters operable within the society at the time of the commissioning. Recent work, in this pluralist epoch, runs the gamut from the time honoured free standing piece (at times sought "off the shelf") to variations of site specific works. A noteworthy one is by Alan Sonfist, Time Landscape (1965-78), in a plot of ground 45' wide by 200' long. It is a growing sculpture of botanical elements that thrived on Manhattan prior to its colonization, a "monument of natural history".

"Manhattan's Outdoor Sculpture" is a valuable addition to the growing world library of works on art in our urban spaces.

The Art Commission & Municipal Art Society Guide to Manhattan's Outdoor Sculpture

By Margot Gayle and Michele Cohen. Forward by Mayor Edward I Koch. Prentice Hall Press, NYC. 1988. (342 pages)

With locations noted on area maps and B & W photos of each work, this is an engaging written trip to 300 sculptures. It is also good history and good storytelling. The book is comprehensive and helps us to get a picture of the ebb and flow of taste and social forces which dictate what eventually

Forthcoming EVENTS

"Landscape Australia" Urban Design Seminar.

Saturday 18th March, Prince Phillip Theatre, Melbourne University, plus optional excursion.

This is a seminar open to all with an interest in the design of our urban environment, and has been planned to celebrate ten years of publication of "Landscape Australia". Speakers include Daryl Conybeare, Paul Murrain, Helen Armstrong and Leonard Lynch. Enquiries to : A.I. L. A. secretariat (03) 819-5764.

RAIA Convention

23rd - 26th April, 1989, Canberra. Theme

'Private Faces - Public Places. Includes and interesting range of international and Australian speakers. More details from Capital Conference P/L. Ph. (062) 852 048)

Residential Design Workshop, South Australia

17 -18 April, at Wirrina, Fleurieu Peninsula S.A.
This is a follow up workshop to last years highly successful Gawler
Further information:
Stephen Hamnett, (08) 236-2297, or
Alan Hutchins, (08) 216-7777

Making Cities Livable Conference

4 - 8 July 1989, Venice Italy
24 - 28 October 1989, Charleston USA
The continuing series of international conferences for urban designers, architects, city planners and developers.
Further information:
Bill Chandler (03) 819 1144

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