

# Australia Award for Urban Design winners

The intent and scope of the *Australia Award for Urban Design* is wide-ranging. It is given for design initiatives, projects, developments, or publications that will make a significant difference to the places, spaces, buildings and infrastructure of our cities and towns. The criteria are comprehensive: assessing how the submissions demonstrate excellence; how they contribute to a wider appreciation of urban design; and how they address contemporary social and cultural issues, historic settings, change and adaptation, and ecological considerations.

The Award created by then-PM Keating's Urban Design Taskforce and first awarded in 1996, acknowledges the critical role of good urban design in the development of our cities and towns. The Award is hosted by the Planning

Institute of Australia, with support from the Australian Institute of Architects, Property Council of Australia, Green Building Council of Australia, Association of Consulting Engineers Australia and the Urban Design Forum.

This year there were 38 submissions - a wide range of projects and urban settings - demonstrating work both by leading Australian urban designers and our emerging talent. From a strong shortlist, the Jury selected three outstanding entries which very well illustrate the vitality and potential of Australian urban design. The winners of this year's prestigious *Australia Award for Urban Design* were announced at a dinner in the impressive setting of the new National Portrait Gallery, in Canberra. The citations were as follows:

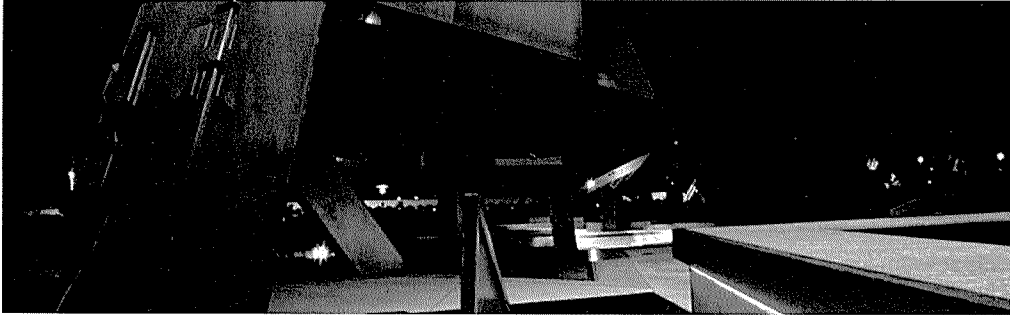
## Beyond the Pavement

'Beyond the Pavement' is a leading edge design policy developed by the Roads and Traffic authority in New South Wales. It provides a valuable precedent and tool for all Australian States and Territories, as an innovative guide to maximising quality urban design - and confirms the significant role of traffic and civil engineers in the creation of good places.

This far reaching policy is valuable in many respects but, most significantly because it addresses the frequently neglected holistic design context within which roads sit. The document articulates design problems, and raises the design bar for both processes and principles, taking a multi-disciplinary and holistic approach to the planning and design of road infrastructure and its environs. (for more information see [www.rta.nsw.gov.au/constructionmaintenance/downloads/urbandesign/beyond\\_the\\_pavement\\_2009.pdf](http://www.rta.nsw.gov.au/constructionmaintenance/downloads/urbandesign/beyond_the_pavement_2009.pdf))

## Geelong Youth Activity Precinct

The Geelong Youth Activity Precinct project, by the City of Greater Geelong, embodies a muscular physicality at one with its location and users. Significantly, it is responsive to the specific requirements of youth - often marginalised in our public and private spaces. The quality of this project is apparent in its excellent siting in both physical and social contexts. The project relates strongly to the waterfront and the CBD; interprets the history of Geelong with contemporary structures and buildings, and is a safe and active environment both day and night.



▲ Geelong YAP - robust design

## Inner Northern Busway, Brisbane

Major urban infrastructure insertions are often best known/notorious for social alienation rather than sensitivity across cultural, social and functional issues.

The Brisbane Inner Northern Busway by INB Hub Alliance, BVN Architecture and the Queensland Department of Transport enhances the appeal of public transport to all members of society, and sets a benchmark for synergy between urban design and function for future infrastructure projects in Australia.

This project successfully addresses the macro issue of providing public transport as part of the sustainability challenge. It minimises the impact on city streets, takes a holistic approach to integrating movement modes, responds to the history and culture of the place, and is well detailed.

This is a versatile urban place that succeeds in attracting a range of people, including young kids and families. 'The park is designed to respond to changing needs; to be evolutionary, ensuring cross- generational ownership and usage over time. The park of today will evolve into a park of the future.' The quality and robustness of the detailing carefully balances both maintenance and user safety, and it is adaptability over time - including formal performances, gatherings, and informal use.

# URBAN DESIGN FORUM

ISSUE No. 91

September 2010



▲ Geelong Youth Activities Precinct - an inclusive people place



▲ Beyond the pavement - roads in the overall design context



▲ Inner Northern Busway - integrated in the urban fabric

## 'CABE DownUnder' update

The response to the 'CABE DownUnder' initiative continues to be strong. Across Australia, and beyond, positive support and enthusiasm for the initiative has led to some prompt action - and a growing focus on how the initiative can be evolved.

It is recognised that the property industry, the planning and design professions, state architects, media and communities are all making positive contributions and raising the urban design bar. But it is a rather disjointed process, and sometime counterproductive. Urban design, in its broadest sense, will play a critical role in achieving the quality of life that people want - and can have.

### What's in a name?

The original name - CABE DownUnder - has served a very useful purpose in launching the initiative. But many people are now actively thinking about more appropriate names, recognising that the initiative may lead not just to another organisation but a range of activities. *Commission for the Urban Environment* (CUE), *Australian Urban Design Initiative* (AUDI), and *National Urban Design Initiative* (NUDI) are just a few of those put forward. It is likely that the names will evolve as the intents and concepts mature. The working title supports action already

being taken by a wide and widening range of individuals and organisations committed to both encouraging debate and developing solutions to the major challenges for our cities and towns. Their common focus is: quality urban functioning and design.

The initiative is inclusive, both by design and necessity - recognising that the process and outcomes of making and managing urban places are not the exclusive province the private sector, government, or any single professional group. It is only through planning and design methodologies, collaboration and joint activities that effective and responsive urban environments can be achieved.

The *Australian Urban Design Initiative* is not unique. There are local and international examples which provide both stimulus and learning for this proposal. What is new, however, is the urgency of taking effective action in the face of accelerating climate change, reducing living affordability, congestion, energy and water limitations, and pollution.

The immediate actions are:

- *state and national meetings/forums* - face-to-face and electronic discussions to progress the initiative

- *a draft prospectus* (October 2010) - to give form to the initiative, and provide sufficient substance to promote/influence/convince Federal, State and Local politicians, relevant bureaucracies, enterprises, relevant groups, the media, and the general community of the benefits of the initiative
- *A national colloquium (late November 2010)* - where a representative group of people from the diverse contributors meet in round-table format to discuss the proposal and decide practical action to move the initiative forward
- *a compendium of relevant ideas/examples/data* (first edition by the end of 2010) - as an evolving underpinning for the initiative, in conjunction with the *National Urban Design Protocol* project by the Major Cities Unit.

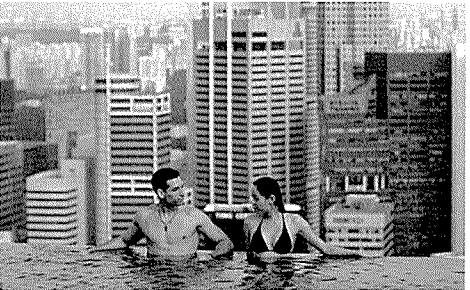
### Get in touch now

Because the interest in, and enthusiasm for, this initiative is evolving so quickly, hard copy is a slow medium to keep in touch. There is already a substantial and growing email list to keep people up to date so, if you are not on this list and want to be, send an email to [wchandler@bigpond.com](mailto:wchandler@bigpond.com). However, it is expected that a more manageable electronic process (eg website, blog, etc) will need to be created as part of ongoing action.

## Expert Panel on Capital Cities

In June, the Federal Government announced the membership of an Expert Panel to guide the review of capital city strategic planning systems. The Panel will be chaired by Brian Howe, former Deputy Prime Minister and urban policy pioneer. The Deputy Chair Lucy Turnbull, a former Lord Mayor of Sydney brings her hands on experience to the table.

The other members are Rod Pearce, Jude Munro, John Denton, Sue Holliday, Duncan MacLennan and Meredith Sussex. Geoff Gallop, Deputy Chair of the COAG Reform Council, will also play an important role linking the Reform Council with the panel. For more information see [www.coag.gov.au/crc/docs/media\\_release\\_20100621.pdf](http://www.coag.gov.au/crc/docs/media_release_20100621.pdf)



▲ Room with a view (see page 4)



# New Urbanism: the face of Toronto suburbs?

Christina Sgro

From the solid dependable limestone buildings of old Montreal to the decidedly Victorian throwbacks of Toronto, in a great country like Canada we find a wonderful eclectic mix of just about everything. But for Toronto, one of the major cities in Canada, there's a new word on the street that some say disagrees with the diversity outlook we're so proud of. Actually, two words resound heavily in and around the urban design scene in Toronto: *New Urbanism*.

Undoubtedly, noticeable changes are happening when it comes to urban design and what that means to Torontonians. Not unlike other parts of the world, the needs of the people are reflected in the planning, urban design, and architectural choices made in neighbourhoods and community settlements: Unprecedented growth is, as the name suggests, something you can't always plan for, but certainly something we can try and prepare for. How are we doing this while at the same time addressing sprawl, a prime issue in almost any major city?

## Some like it...some don't

Toronto Star reporter Brian Dexter described Markham as "one of Ontario's nicest-looking suburban cities, even though the place is growing like crazy. ... with New Urbanism-style planning, the city is trying to tackle urban sprawl while making new communities more compact and pleasant for residents."

But this isn't enough for everyone. Numerous critics have noticed an unflattering, almost mechanical, uniformity to the Toronto region's (at least some areas) New Urbanism take on things. So what's all the griping about? The diversity that has so much been a jewel-like quality, praised for its rarity in this increasingly homogenous world, is slowly fading - thanks to the dozens of builders involved in the process. Nearly all offer a sort of faux Victorian style-home, each one with a surplus of what appear to be poorly executed details.



▲ Suburban neighbourhoods - a pattern book approach?

# Can sustainability checklists save the World?

Brett Wood-Gush

At the recent New Urbanism conference in Adelaide, after building the case that we are at the end of an era of unsurpassed prosperity built on cheap energy, James Howard Kunstler devoted the later part of the discussion to portraying a possible post-peak oil world of horse-drawn carts and home-grown vegetables in a return to a bucolic era replete with homespun communities.

The vision, even in the face of the *Mad Max* alternatives Hollywood likes to show us, is scary. Who wants to abandon the city and return to the fields to till poo back into the soil in the hope of seeing a crop. For many now living far from reliable arable land, the outlook would be even bleaker and the political and social unrest on the journey is part of Kunstler's concern. The presentation was a sobering end to an astounding conference.

## A plethora of rating systems

The closing session was also focused on the global sustainability question by overviewing the plethora of neighbourhood sustainability rating systems emerging here and overseas. New Urbanists should become involved, to ensure it asks the right questions. Paul Murrain had opened the session with concern over performance measures with an impassioned plea that 'for once and for all we accept that we now know what good design is

Michael Morrissey, a new urbanist Toronto architect who has worked in Markham and throughout North America says, 'It's not vernacular — it's some kind of plastic composite builder special.' As a specific example, he names Cornell, a Markham development area teeming with new urbanist elements in a more obvious way than others. 'The main street, a curving street, leading into the town square couldn't be more than 400 feet long,' he says. 'There must have been 100 gables on that street. There's absolutely no restraint.'

The pro side accounts for some of the upsides to New Urbanism and why it works just fine for Toronto. Dan Leeming, a planner active in and around the Toronto area, notes that Markham and other neighbourhoods taking a similar cue around Toronto are achieving higher density, more walkable streets, a degree of mixed-use, good-looking public spaces, and strong home sales — all while city officials are planning a major downtown and pushing for a light rail line. Those are some pretty strong counter-arguments.

Regardless, at the end of the day only a few things really matter. At the regional scale, the Toronto region is still growing predominantly in the form of sprawl. Counterbalancing the sprawl is Toronto itself, one of North America's biggest and most burgeoning cities, where a lot of transit-accessible infill development is taking place. Markham is working on plans to build a large, walkable downtown with 25,000 residents, 17,000 jobs, four million square feet of commercial space, and rail connections. No doubt, this case study shows how suburban growth can achieve a denser, more walkable form.

Any complaints about the lack of diversity may be silenced if we understand the importance of the need for pedestrian-friendly neighbourhoods and greater intensification. Moving in this direction, for Markham and other suburbs of Toronto, might silence those protests and offer a workable plan that offers some attractive benefits.

*Christina Sgro is currently finishing her Master's degree in Urban Planning in Toronto, and can be contacted at christina\_ls@hotmail.com*



▲ Cornell, Markham



▲ Pedestrian-friendly Markham

# Intensifying places

## - transit-oriented urban design for resilient cities

Rob McGauran

The most significant urban design challenge facing Australian cities lies in the transformation necessary to meet carbon reduction targets. Good transit-oriented development creates high levels of urban amenity, access and equity along with dramatically reduced car dependency. Such development hinges on the quality of urban design and architectural outcomes in aesthetic, social and economic as well as environmental terms.

This new project, funded through an ARC Linkage Project grant, will investigate and simulate a series of such scenarios in the Melbourne metropolitan area, exploring a range of building types, morphologies and design approaches. These scenarios will be tested for community resistance, design quality, market viability and the necessary forms of urban governance.

The project is lead by Professor Kim Dovey at Melbourne University, with the MGS team including Rob McGauran, Eli Giannini,

Simon Wollan and Marcus White. Other research collaborators include professors Shane Murray, Rob Adams and Geoffrey London, and industry partners are: Aspect Studios (landscape), City of Darebin, City of Melbourne, David Lock Associates (Australia) Pty Ltd (Planning), Department of Planning and Community Development Victoria, Moreland City Council, and Office of the Victorian Government Architect.

This continues an ongoing research commitment to the area of sustainable cities and the role of transit orientation in creating sustainable places, following earlier projects in developing urban design diagnostic computer tools for large scale urban environments with RMIT and ARC research work with the University of Melbourne, the Education Department and the Government Architect in developing Smart Green Schools and new Smart Activity Centres.

*Rob McGauran is Principle of MGS Architects and can be contacted at rmcgauran@mgsarchitects.com.au*

# 21st century suburbs

Architects, planners and urban designers have tended to shun the suburbs as being sub-urban, an inferior kind of environment, neither rural nor really urban. Yet most people live in suburbs and, because of the neglect of professionals, they are the territory where volume builders rule.

The latest issue of the UK Urban Design Group's journal *Urban Design* looks at suburbs in a more positive way and attempts to give them a new image for the future. At the end of the last Century, the great challenge was the urban renaissance; now the debate is on the suburban renaissance.

For further information about the Urban Design Group see [www.udg.org.uk](http://www.udg.org.uk) To request an individual issue (£5.00 each, plus £1.00 postage in the UK or £2.50 overseas), contact Louise Ingledow – Manager **Urban Design Group** at [admin@udg.org.uk](mailto:admin@udg.org.uk)

# Free iPhone app

Launched as part of the Victorian State of Design Festival, *Transforming the Yarra* is a free iPhone app - a multimedia walking tour that celebrates the story of the Yarra's rejuvenation as told by the people who made it happen - including Professor Evan Walker AO, Professor David Yencken AO, Professor Rob Adams AM and Professor Kim Dovey.

Aside from interviews, the tour features historic images of the Yarra from photographers such as Mark Strizic and the National Trust.

The project website features an expanded image gallery, extended interviews, articles and historic documents.

To download, listen to MP3 audio streaming or find more information please visit [www.mpv.vic.gov.au/transforming-the-yarra](http://www.mpv.vic.gov.au/transforming-the-yarra)



# Beyond IKEA: The Swedish “green welfare state”

Richard Brecknock

On a recent trip to Sweden, I took the opportunity to visit two important case studies of environmentally sustainable new residential developments in Scandinavia - Malmö Bo01 and Hammarby Sjöstad in Stockholm. I was particularly interested to see how these two developments had settled in as ‘real places’ since their inception in 2001 [Malmö] and 2004 [Hammarby], how they had delivered on their environmental, social and cultural goals.

Both developments were driven by a catalytic event. In the case of Malmö, the *European Housing Exhibition in 2001: The City of Tomorrow* was the driver behind the redevelopment of the Kockums shipyard site in the Western Harbour district. In Stockholm, the former brownfield site was intended as the location for the *2004 Summer Olympic village* and, although the Olympic bid failed, the site became Hammarby Sjöstad.

It is also important to remember that most people in Sweden are accustomed to a culture of living in apartments rather than houses, and

that Sweden does not have a system of social housing. Instead, families and individuals in need of support receive financial help directly from the state and are then free to rent accommodation of their choice. Therefore developments such as Malmö and Hammarby start from a position of supplying housing stock for which there is demand, and within a culture of urban living and social equity.

### Hammarby Sjöstad

Hammarby Sjöstad should be looked at in the context of the Swedish “green welfare state” approach to Eco-towns. It was developed from the goal of promoting “sustainable development, new jobs, growth and welfare”. In addition to being ecologically innovative, it is also culturally and socially meeting the Swedish government mandate that all citizens should be provided with a decent, safe, and affordable home.

The development will eventually include around 11,000 residential apartments, along with comprehensive provision of new light rail, bus and ferry links, leisure facilities and green



▲ Hammarby Sjöstad



▲ Hammarby Sjöstad

public spaces. Despite the fact that it was originally assumed that the residents would be in the older aged groups, it now seems that most of the homes will be taken by young families. This fact was reinforced during my visit by the large number of men and women out in the public spaces with prams - and young children enjoying the sunshine in the well designed and maintained public open space.

### Malmö Bo01

By all accounts the Bo01 development has delivered a distinctive, resource efficient and liveable place with 500 homes, and commercial and community facilities, in a pleasant “village”-feel environment. A high level of local renewable energy appears to have been successfully integrated into the building fabric from the start of planning. However, it would appear that sustainability and quality of life are not always compatible in real life - it is reported that the high quality of life has led to household running costs and car usage being far higher than the planners had hoped for.

From the social and cultural perspective it is interesting to consider that Malmö is not only Sweden’s third largest city - with a population of 87,554 - but it is also Sweden’s most diverse city, with 30% of the inhabitants born overseas. However, disappointingly, the population of Bo01 does not reflect the city’s cultural diversity. Locals believe this is largely due to the cost of housing: three-bedroom apartments in Bo01 are more than double the national average.

Projects such as Malmö Bo01 and Hammarby Sjöstad show the benefits of developments designed as a comprehensive infrastructure project, of which housing was just one part. The heating, transport and waste collection systems were intended to work in tandem with each other - to reduce the amount of energy and resources needed to maintain them in the long term. These projects also highlight the need to work with residents to build a culture of lifestyle choices and energy use that will not undermine the sustainability benefits gained through exemplary planning and design.

## Regenerating Adelaide’s Victoria Square - metropolitan productivity and community benefits

Andrew McDougall

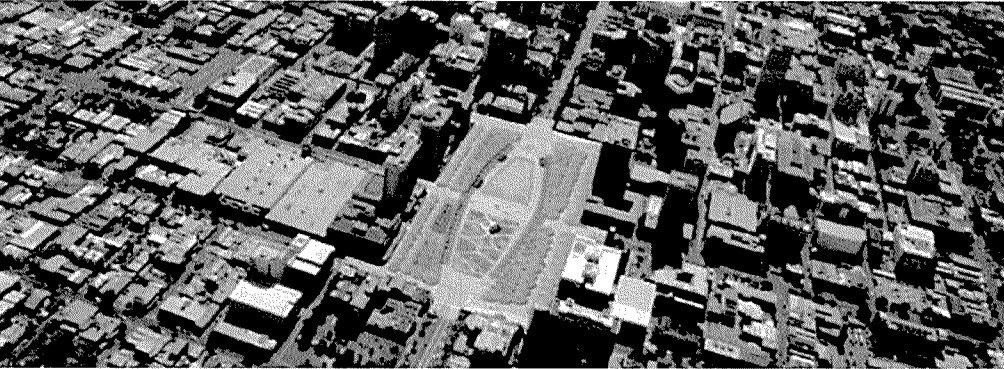
Victoria Square is Adelaide’s principal square, located at the intersection of the two central axes in the city. In the original plan for the City, Victoria Square was envisioned as Adelaide’s focal point and an open space for recreation.

The Adelaide City Council has recently released a Master Plan for the Victoria Square’s regeneration, recognising that, over the past decade, the growing dominance of vehicle traffic through the Square, coupled with a focus on development elsewhere in the CBD, have led to a deterioration in the prominence and attractiveness of the Square.

The released Master Plan, available via [www.adelaidecitycouncil.com.au](http://www.adelaidecitycouncil.com.au), incorporates a number of key elements such as an Indigenous

cultural centre, a stage area for performances, big screens, shaded walkways, exquisite gardens, a cafe and outdoor kiosk, bicycle hub, and open grass areas. It is intended that the regenerated Square will cater for many major events and encourage the involvement of government bodies and the Karna community.

SGS Economics & Planning was engaged to provide an economic assessment of the Master Plan, recognising that significant public funding would be required for delivery. Such an assessment is integral information for guiding state and federal treasury funding decisions. It contrasts the outcomes generated under a business-as-usual scenario - in this case, no government intervention - compared with the regeneration scenario, and subsequently assesses triple bottom line costs and benefits.



SGS scoped the following benefits and subsequently contrasted them with regeneration costs	
Net value-added improvements	Uplift in economic value generated as a result of state’s improved ability to attract and retain knowledge workers in an environment of high labour mobility
Net social benefits	Improved choice of jobs, services and opportunities available to inner area residents, as well as reduced crime rates across the city
Enhanced tourism exports	Value-added component of interstate and international tourism spending induced by regeneration
Enhanced user experience	Value that victoria square users derive from the enhanced offer on the site itself, including enhanced urban amenity
Non-user benefits	Value that sa community members place on the existence and legacy values for others, as well as their option to visit in future
Net agglomeration economies	Enhanced productivity of metropolitan adelaide associated with the consolidation of employment activity spurred on by regeneration
Urban consolidation benefits	Savings in non-urban land and radial infrastructure extensions, as urban fringe development pressures are alleviated by residential development accommodated
Transport and mobility related benefits	Travel time, vehicle operating cost, road accident and other transport savings, as metropolitan travel patterns augment
Net environmental benefits	Associated with the likely superior environmental performance of building developments in the victoria square precinct

In undertaking this task, SGS highlighted that it would be the performance of the *surrounding precinct* that would underpin the benefits conferred on South Australia. That is, the precinct’s uses and intensity of activity (eg visitation, population and employment levels) would drive community contributions, not just what happens in the Square itself.

By taking such a broad and systems-based approach, SGS was able to demonstrate how

the public works incorporated in the Master Plan will provide a sound return on community capital, rendering it a justified public expense and an important investment in metropolitan productivity.

Andrew McDougall is a Director of SGS Economics & Planning Pty Ltd, and can be contacted at [andrew.mcdougall@sgsep.com.au](mailto:andrew.mcdougall@sgsep.com.au)

## High density liveability guide

Checklists have been developed as part of the Queensland University of Technology ‘*High Density Living Guide*’, based on information provided in fact sheets, to assess liveability factors to consider for a current or proposed dwelling. The factors have not been weighted, as the importance placed on these factors can vary, based on different circumstances and personal preferences.

The guide provides residents, building managers, council authorities, designers and developers with a practical guide to assess the liveability of a dwelling, building and

surrounding community. Liveability refers to the characteristics that make a place where people want to live (eg access to services, quality of life, comfortable living standards, transport, air quality and social participation).

Although targeted towards inner-city high-density areas, the findings can be applied to other areas too.

The guide has been informed by high-density residents’ perspectives, based on research undertaken in inner-urban locations across Brisbane. The research - including surveys,

interviews, observations and temperature monitoring - was undertaken by Queensland University of Technology (QUT) and Northshore Development Group as part of an Australian Research Council funded project investigating the social, environmental and economic impacts of high-density living.

Based on residents’ experiences, nine key topics have been identified as important for enhancing the liveability of high-density areas. These topics have been organised under three categories:

- **Dwelling:** Thermal Comfort / Ventilation; Natural Light; Noise Mitigation
- **Building:** Shared Space; Good Neighbourhood Protocols; Environmental Sustainability
- **Community:** Accessible and Sustainable Transport; Amenities / Services; Sense of Community

Each factsheet includes an overview of the topic, findings from the research, recommended guidelines and further links. For more information see [www.highdensityliveability.org.au](http://www.highdensityliveability.org.au)



# Welcome to 2050

Rob McLean

The past 40 years here has been like the 20<sup>th</sup> century in reverse - 100 troubled years that saw the world violently damaged, to the brink of extinction, being assaulted by industrialism, consumerism, globalization - and worsened by a misunderstanding about what we really needed, along with an absence of ideas about anything to secure our future.

Fortunately and, in a geological sense, seconds before certain disaster, we realized that the endless pursuit of our wants as opposed to our needs came with a cost that humans couldn't pay. Such deterioration threatened human extinction, but fortunately eased in late 2010 when we realized that our appetite for fossils fuels had unleashed a dynamic that few understood.

Fortunately some far-seeing souls could envision what was ahead and, understanding our addictions, they initiated sustainable and resilient communities. Our society has changed, from fragility and violence to one that is sustainable, peaceful and embedded in localism - as opposed to globalization. It has been completed by necessity and swiftly - and is the outcome of world-wide co-operation. Growth and profit were the old hallmarks of success, whatever the human cost, but now we have more humanitarian ideals that celebrate intellectual achievement, rather than confrontational living.

Ongoing climate change troubles the world, but our reliance on fossil fuels is almost only a memory now as our reshaped and restructured communities primarily use

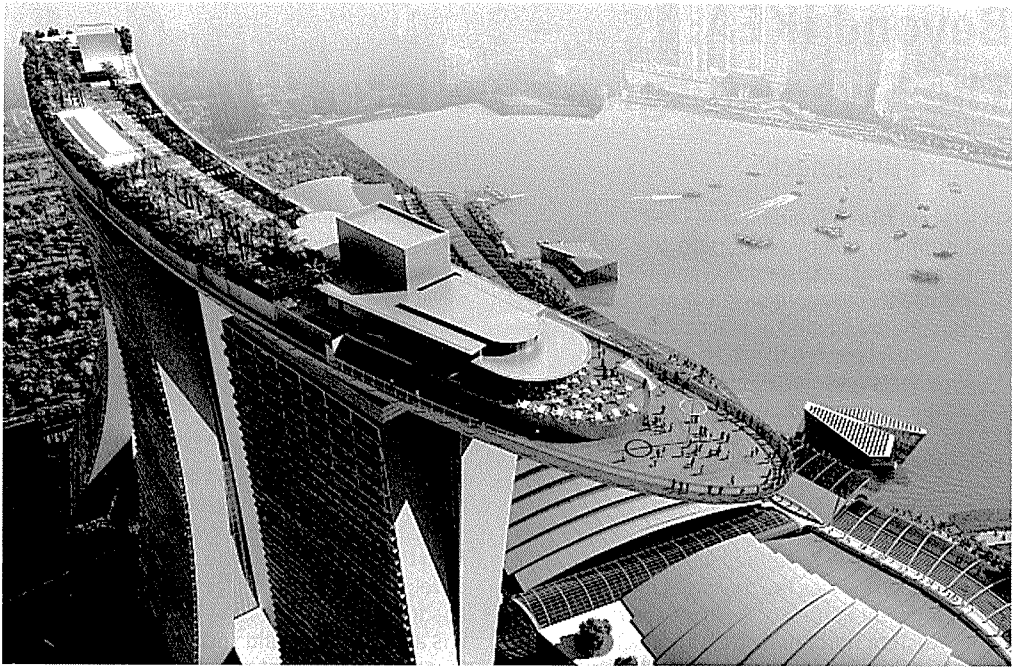
sustainable energy. Peak oil in 2010 changed nearly everything about how we live, with fossil fuels being used now only for our public transport system and that, being so good, means motor vehicles are largely redundant.

### Our communities are thriving again

Villages that disappeared under the onslaught of the car are returning, and our communities are again just that - each with its own government infrastructure, people live within easy cycling or walking distance of work, shopping and schooling. Entertainment and leisure are also nearby. Community gardens are common, district farms have developed community supported agriculture, little is imported and most everything the community needs is produced nearby – we are self-reliant as opposed to self-sufficient.

Local farms no longer look to the global market, rather local needs, and so grow a variety of crops, ending the fossil-fuel era of vulnerable mono-crops. Most have chooks ensuring a regular supply of eggs to supplement vegetables from their bountiful gardens. Service clubs have created community gardens in city car parks and have planted and maintain food trees throughout the city - and small stores are returning, enabling people to sell or trade overflow produce.

Health is now becoming less of a problem with our more physical way of living –walking or cycling most of the time and largely replacing oil-fired energy with human muscle. Smaller health-care centres answer most needs. Water shortages continue to produce



▲ ...or is this 2050? A new take on ‘green roofs’? Singapore’s Marina Bay Sands (at \$9bn, 55 storeys and \$800 per night). Photo courtesy of Ivy Heung, UDF’s intrepid photo finder in Manukau NZ.

difficulties, but with most people having a better understanding of its use, we now seemingly have more.

We have enhanced our understanding of community, realizing that resilience comes from creating on a human scale: more beautiful public spaces, surrounded by a compact and denser style of residences that blend with the environment, that depend on sustainable energy, that are built to allow for extended and ageing families.

From learning about and understanding modern technology, we now comprehend and

employ techniques that allowed people to live comfortably and happily in the 19<sup>th</sup> century. Ideas have enabled us to preserve much that was good from early this century, and so combine them with ideas from the past to ensure the decades, and centuries, ahead will be bountiful, fulfilling and rewarding.

PS: I guess you know it is not really 2050, but actually mid-2010. Is this just a dream?

Robert McLean is a UDF regular, a journalist, and a resident of Shepparton. He can be contacted at [robed@mcmedia.com.au](mailto:robed@mcmedia.com.au)

## Should the Geelong Cats really be so high on the AFL ladder?

This question arose from an article in the *Geelong Advertiser*, 7 June 2010, and this article is courtesy of the May/June edition of *Terra Publica*.

Of the Geelong Cats’ 36 premiership points, 12 were obtained illegally. As the Geelong Advertiser somehow discovered (not from *Terra Publica*), it’s against the law to play Sunday sport at Kardina Park. (Geelong’s home ground). Offenders are liable to a fine of £5, which for persistent offenders rises to £10.

The regulations in question were gazetted in 1930, and stood until a week after the article appeared, when they were suddenly revoked by a Special Gazette dated 15 June 2010.

Meanwhile, regulations for Lincoln Square, Carlton continue to prohibit the singing of obscene ballads, and regulations for Melbourne’s King’s Domain prohibit jogging (on Sunday), or lying on the grass (on any day).

Why do regulations under the *Crown Land (Reserves) Act 1978* survive? Where is the process for their review? Why do we have to

wait for an embarrassment to the Minister before DSE gets around to acting? These regulations are not statutory rules. They do not sunset after 10 years, as is the case with all modern regulations, including Council Local Laws. The bigger problem is not their immortality, but the very need for most of them to exist at all.

What to do? Here are four strategic options:

- The *status quo* strategy: deal with archaic regulations one-by-one, if and when they’re discovered by the media and turn into embarrassments for the Minister
- Strategy number two: rescind them all now (not recommended: some may still be necessary)
- Strategy number three: convert them all to statutory rules (not recommended if they were then all to sunset simultaneously)
- Strategy number four: work through them reserve by reserve, on a regional or municipal basis, through some

appropriately transparent process. It may be a task suitable for the incoming Victorian Natural Resource and Catchment Council.

At the sametime, the VNRCC could take a look at a heap of redundant Acts (do we really need the Jeparit Land Act of 1922?) and Crown reserve purposes (like the carpark alongside Luna Park, which is reserved for the recreation of elderly persons and underground drainage. No kidding).

But let’s hope they leave untouched the King’s Domain regulation prohibiting the breaking in of wild horses. If we are going to allow people to lie on the grass after a spot of Sunday jogging, we wouldn’t want them to be trampled underfoot.

*Terra Publica*. Is published online by the Public Land Consultancy [www.publicland.com.au/pdf/Terra\\_Publica\\_May-June\\_2010.pdf](http://www.publicland.com.au/pdf/Terra_Publica_May-June_2010.pdf)

## Urban renewal competition Closes 15 September, 2010

EAROPH organization members the Malaysian Institute of Planners and the Malaysian Institute of Architects together with the Penang State Government Of Malaysia, and Penang Municipal Council are pleased to announce that an International Design Ideas Competition for ‘Urban Renewal For Rifle Range, Penang’.

Professional architects and town planners from around the globe are most welcome to participate in this exciting event. This competition is also open to students from the school of architecture and/or town planning. Closing date of the competition is on 15 September 2010. Participants can be an individual or a group or a company.

See the official competition website <http://www.penangrifle.com.my> for further details.

## Conferences, etc

### International Cities, Towns & Communities 2010

12-15 October, Coffs Harbour

The 2010 ICTC Conference and Exhibition will be held at the Opal Cove Convention Centre, Coffs Harbour, NSW, from 12-15 October. Optional special interest group sessions on Place Making, Business Improvement Districts (BID’s) and Transit Oriented Design will be held on Tuesday 12 October. Plenary and concurrent sessions will be held on Wednesday 13 and Thursday 14 October. Three optional Field Trips covering Place Making, Infrastructure Projects and Planning Projects will be held on Friday 15th October.

Confirmed international keynote speakers include Peter Williams, Chief Executive, Better Bankside London, UK and Andy Taft, President, Downtown Fort Worth, USA. For more information see [www.ictcsociety.org](http://www.ictcsociety.org)

### International Making Cities Livable Conference

17-21 October, 2010 Charleston, SC, USA

The 48<sup>th</sup> IMCL conference has the theme True urbanism: planning healthy and child-friendly communities and an exhibit on successful solutions for healthy and child-friendly communities. The co-organizers are City of Charleston and IMCL Council. For more information see [www.livablecities.org](http://www.livablecities.org)

### EAROPH Golden Jubilee Congress

31 October – 4 November, 2010 Adelaide, Australia.

The Golden Jubilee Congress of the Eastern Regional Organisation of Planning and Human Settlements (EAROPH) is hosted by the Planning Institute of Australia, South Australian Division.

The main theme of the Congress (Cities and their region - catalysts for change) is the impact of population change related to climate management and the associated issues that are being debated at an international level - including infrastructure planning, water security, renewable energy and sustainable tourism. For more information see [www.EAROPH2010.com.au](http://www.EAROPH2010.com.au)

### Getting communities back on their feet

17-19 November, 2010 The Hague, The Netherlands

The 11th International WALK21 Conference and 23rd International Workshop of the International Co-operation on Theories and Concepts in Traffic safety (ICTCT) will look at promising approaches to support walking for a sustainable future.

Leading speakers and delegates from around the world are being encouraged to participate in this landmark event. They are invited to share their knowledge and successful experience to bring walking into the

mainstream of politics, planning, investment and delivery. For more information see [www.walk21.com/2010](http://www.walk21.com/2010) or [www.ictct.org](http://www.ictct.org)

### Subtropical Urbanism - beyond climate change

9-13 March 2011, Fort Lauderdale, Florida

The 3rd biennial Subtropical Cities conference is hosted by the Queensland University of Technology Centre for Subtropical Design and the Florida Atlantic University College of Architecture, Urban and Public Affairs.

The conference will address the following cross-cutting and interdisciplinary themes.

The future of subtropical cities in the urban age. As world population continues to shift predominantly to urban settlements the effects of climate change and social and economic transformations will be dramatic. Social and spatial pressures on subtropical cities will increase as migration towards urban areas in this climate zone present new challenges to maintain and improve quality of life, design, and the architecture of decision making for resilient cities.

Post-Copenhagen/post GFC, will market driven approaches to urban and regional planning remain relevant? What alternative approaches will ensure liveability and economic resilience in subtropical cities?

Adaptation to climate change, mitigation of its effects, and planning for massive change due to inundation and increasing

storm activity in coastal communities demands a multi-disciplinary approach to design. Where are the vulnerabilities, and what are the effects? For more information see [www.subtropicalcities2011.com](http://www.subtropicalcities2011.com), [www.fau.edu/bcdc/](http://www.fau.edu/bcdc/) or email John Cotter [john@americanmeetings.com](mailto:john@americanmeetings.com)

### ACKNOWLEDGEMENTS

*Urban Design Forum* is published for information and interest by Urban Design Forum Incorporated. The views are those of the authors and do not necessarily represent the views of organisations with which they are associated.

**Sponsorship:** Thanks to the Victorian Department of Planning and Community Development and Melbourne City Council for their continuing support.

**Word processing, layout and printing:** New Litho, Surrey Hills, Victoria

**Distribution:** This edition is distributed by the Planning Institute of Australia, by the Australian Institute of Landscape Architects, and to various other interested people in Australia, New Zealand and across the World.

**Web:** A new consultant register and an increasing range of related information is available at [www.udf.org.au](http://www.udf.org.au)

**Co-ordinating Editor:** Bill Chandler  
**Contributions for UDF 92 DEADLINE:** 10 November 2010  
Send to: Bill Chandler Email: [wchandler@bigpond.com](mailto:wchandler@bigpond.com)

ISSN 1030-990X

