

4.5 Victorian Area Strategies

4.5.1 South West Corridor

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4.5.4 South Corridor

4.5.1 South West Corridor Area Strategy

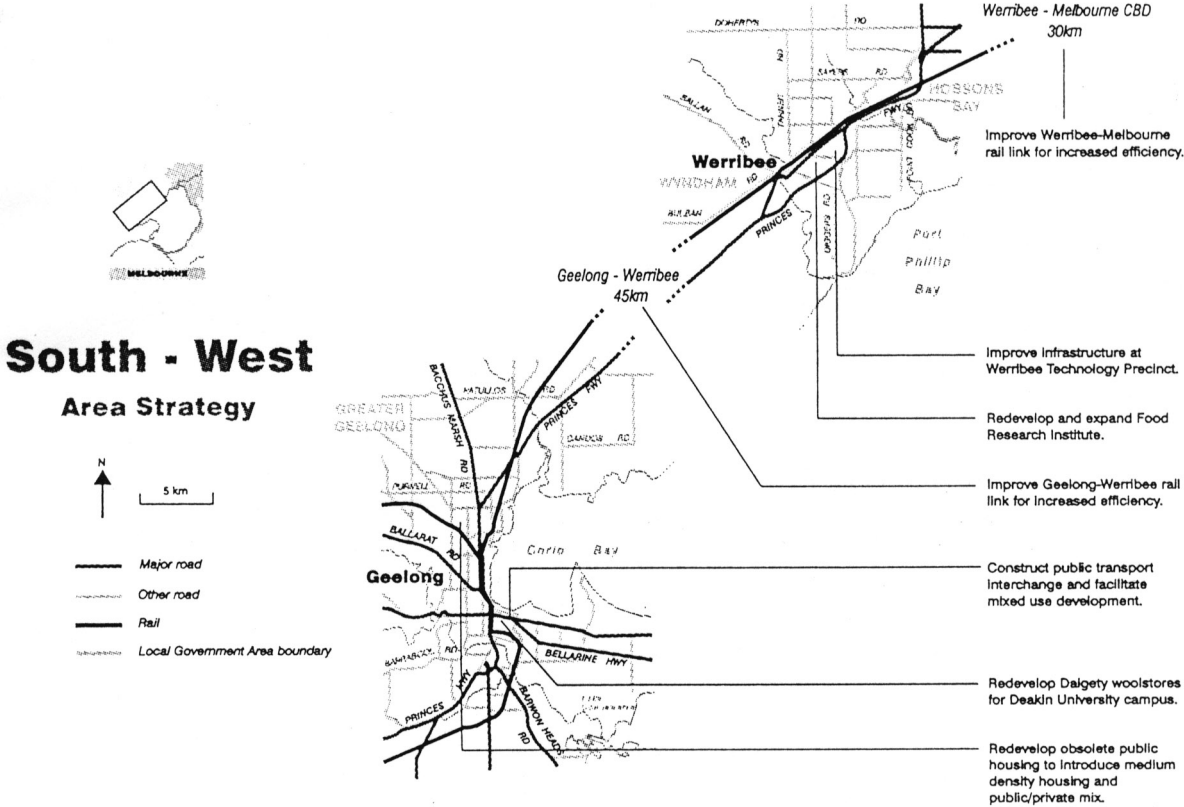


Illustration 4.40 South West Corridor Area Strategy map (The Report Vol. 1 facing page 37)

4.5.1 South West Corridor Area Strategy

Background

The conceptual basis of this Area Strategy was essentially one of an extended linkage with nodes at each end and an intermediate node. The nodal extremities were Melbourne and Geelong and the intermediate node was the City of Werribee lying on the western outskirts of Melbourne and some 30 kms south-west of the city. A further 45 kms on and south-west of Werribee lies the Geelong region. Both the centres of Werribee and Geelong had individual concerns. In Werribee's case it had grown at a rate of 7% (*The Report*, Vol. 1, p. 36) annually but with shortcomings in infrastructure, whilst Geelong had suffered an economic downturn and decline in opportunities for employment. The challenges were several, but centred on the economic self-sufficiency of Geelong and its relationship to Melbourne as Victoria's largest regional city, and the containing of Werribee through strengthened regional employment opportunities and public transport particularly to Melbourne and Geelong. Generically this Area Strategy is a corridor project and a Category 2, but because the focus of this evaluation is on the Geelong foreshore, it is a Category 2 for this reason also.

Objectives

- 'Improved labour mobility within and between Melbourne, Werribee and Geelong;
- economic development, employment, training and educational opportunities in the Geelong and Werribee sectors by advancing development of the biotechnology precinct as well strategic facilities in the Geelong region;
- higher level of population density where there is underused social infrastructure, good public transport links and proximity to employment and educational facilities through, amongst other things, improved use of government land or residential development and urban consolidation, and
- improved coordination and cooperation between levels of government and the private sector in bringing about a revitalisation of central Geelong.' (*The Report*, Vol. 1, p. 36)

Urban design evaluation

The South West Area Strategy contains five individual projects, namely: the conversion of the Dalgety Woolstores to a city campus of Deakin University; the Geelong public transport interchange, the Busport, directly adjacent to the University; a public housing redevelopment scheme in Norlane at North Geelong; the upgrading of the commuter rail line between Melbourne and Geelong and the development of the Australian Food Research Institute at Werribee some 45 kms to the north of Geelong. It is the first of these projects which is the concern of this focused evaluation.

(13)

Buildings and their grouping

The Woolstores, located directly opposite Cunningham Pier, form a strong western anchor to the redeveloped foreshore gardens called Steampacket Place. These brick buildings are typically robust structures of their time with existing and new brickwork in three nearly equal facade widths, each with its individual elevational treatment. (*Illustration 4.41*)



Illustration 4.41 Dalgety Woolstores Deakin University

Public domain

The public domain is Steampacket Place, a contiguous foreshore, commencing directly opposite the Woolstores and over the Western and Eastern Beach Roads.

It is the City of Geelong's claim that, 'the Better Cities Program has been one of the principal catalysts for the Steampacket Place project, which encompasses the redevelopment of central Geelong's waterfront area. The University campus and interchange site are located at the western end of this ambitious project.' (Australia. Department of Housing and Regional Development 1996, *Achieving Quality Urban Design*, Occasional Paper Series 2 Paper 4, p. 60) This supportive view of the catalytic role of the Woolstores was modified somewhat by subsequent events, in that these University buildings were to serve both administrative as well as student purposes, thus reducing the student population who might directly enjoy Steampacket Place. Also, in terms of effective student movement, the Busport was not located at the main railway station thus minimising its rail-bus interchange capability. The outcome is that students tend to favour car use.

Safety and security

The openness and broadly even terrain of the foreshore ensures excellent sight lines and minimum places for entrapment. The choice of traditional seaside trees, palms and pines assists in maintaining foliage clear of head height, further aiding clear sight lines.

Activity

The activities for this focused study are those of the University and the foreshore public domain of the rapidly evolving Steampacket Place. The acquisition, restoration and individual housing of a circa 1888 Armitage-Hershell portable steam-driven carousel and 1888 Hershell-Spillman steam engine intended to power the carousel, together with an 1898 replica Gavioli Band organ that accompanies the carousel, provides an activity with strong seaside associations and wide appeal. Other activities include children's playgrounds, piers to fish from, docks to receive sailing

vessels such as the *Endeavour*, yacht club facilities, generous lawns for informal ball games, boardwalks for promenading, restaurants for snacks or more serious dining and, in general, an alliance of well-proven seaside activities. Recently constructed seven-storey apartment buildings overlook the area and residents can enjoy the activities, either visually or enter into them, by merely crossing the road.

Conservation and heritage

After an extended period of indecision as to how the disused Woolstores were to be turned to a new purpose, the matter was resolved by financial contributions from both the BCP and the Department of Education, Employment and Training, thus allowing the University to take over the buildings and adapt them to their own purposes. This acquisition led to a national design competition to choose an architect and for Council's involvement in the preparation of a planning assessment, design guidelines and as one of the panel judging the submissions. This involvement raised issues of heritage retention, urban and landscape design. (*Achieving Quality Urban Design*, Occasional Paper, Series 2, Paper 4, p. 60)

The urban design guidelines, prepared as part of the project brief were used to facilitate appropriate responses to the public realm, as well as guide later design of public spaces around the campus. Thus the opportunity was taken to direct the attention of architects away from site specific issues to what was happening in the adjacent environments - in particular to the proximity of the central activities area, the foreshore and civic and cultural precinct. In this respect the site occupies an extremely strategic position.

Matters of pedestrian routes, energy efficiency, public transport and parking also formed part of the guidelines. The adaptive reuse of the Woolstores has been well considered and executed. The preservation of much of the internal fabric, the openness of the planning and the generous patronage of the arts, particularly in terms of internal sculpture make this a successful transformation.

Landscape

The intention was that student activity from the University would spill out into the revitalised public domain of Steampacket Place. As the field inspections occurred outside of University semesters, it was not possible to gauge the success of this intent. The recent landscaped works are extensive, and include generous grassed areas, wide paved promenades and boardwalks. Palms and pine plantings contribute to the coastal ambience. Works of art occur frequently and are referred to in the section Public Art.

Environment

Environment in the sense of a foreshore recreational development, summons up traditional seaside images, maritime associations and the sensory delights of the coast. These images, associations and delights are clearly the drivers in the design resolution of Steampacket Place. The only issue that might have received greater attention is the lack of shelter from the elements of sun and rain.

Ecological response

The adaptive reuse of the Woolstores to educational purposes is a responsible application of the conservation of embodied energy.

Circulation

Western and Eastern Beach Road has through its width and speed of traffic, separated the fore-shore and waterfront from the city. To counter this, the carriageway was reduced and footpaths widened employing a variety of pavement designs. The line of road and paving was strengthened by the planting of pines on either side. These works are intended to facilitate different experiences of the waterfront depending on whether one is walking, cycling or driving.

Public art

Public art is strongly integrated with the development of Steampacket Place. Colourful totem-like sentinel figures in the form of lifesavers, bandsmen and others, in groupings of four or five, provide a sense of continuity and enjoyment in their frequent occurrences throughout the length of this extended waterfront development. Mosaic paving, sculpture for children, shark fins cruising through paved areas, sculptured groynes along the promenade's waters edge and large four metre high steel buoys, recalled from their maritime duties and painted bright colours, are scattered in groups adjacent to the main waterfront promenade. Powerful signage provides both information and linking design elements along the promenade. The restored carousel and its adjuncts also comprise a delightful and animated work of art. None of the public art is 'high art' or particularly challenging nor does it have the sophistication of that at East Perth, but it is colourful and provides immediate pleasure which given the context is probably sufficient. (*Illustration 4.42*)



Totem figures



Children's Area



Buoys



Groynes



Signs

Illustration 4.42 Public Art

Social

The social fulfilment of this revitalisation lies in its success in a contemporary idiom, in that of providing the pleasure and delights of a foreshore such as carousel rides, promenading, picnicking, sailing, swimming and relishing ice cream.

Management processes

As is the case with many of the Area Strategies there was a plethora of reports relating to the community's aspirations for Geelong's future, prior to or concurrent with, the Program's Geelong initiative. However, in terms of this focused study, credit must go to those who foreshadowed the rebirth of the Woolstores, as intimately related to and as a catalyst for, the redevelopment of Steampacket Place.

Conclusion

This micro study well illustrates the catalytic effect of a BCP project upon the public domain. The University initiative at the Dalgety Woolstores, it is claimed by those involved, but also visible to a non-involved observer, has influenced, if not precipitated the revitalisation of Steampacket Place. It is clear that in a number of the Program's Area Strategies there has been a definite and strong catalytic influence not only upon private sector development, but also upon the public domain of which the Geelong foreshore is a good example. Sometimes the order is reversed but there is a symbiotic sharing in the revitalisation of a foreshore area, as in the case of Newcastle, where some redevelopment work had already commenced, but to be further augmented by works carried out under the Program. Hobart's Western Shores initiative at Sullivan's Cove and the merging of the Program's involvement at Wapping with that of the already restored area of Salamanca would be another such example. It is a tribute to those involved, that the combined outcomes present as vital and unified.

4.5.2 Inner Melbourne and Rivers Area Strategy (Lynch's Bridge)

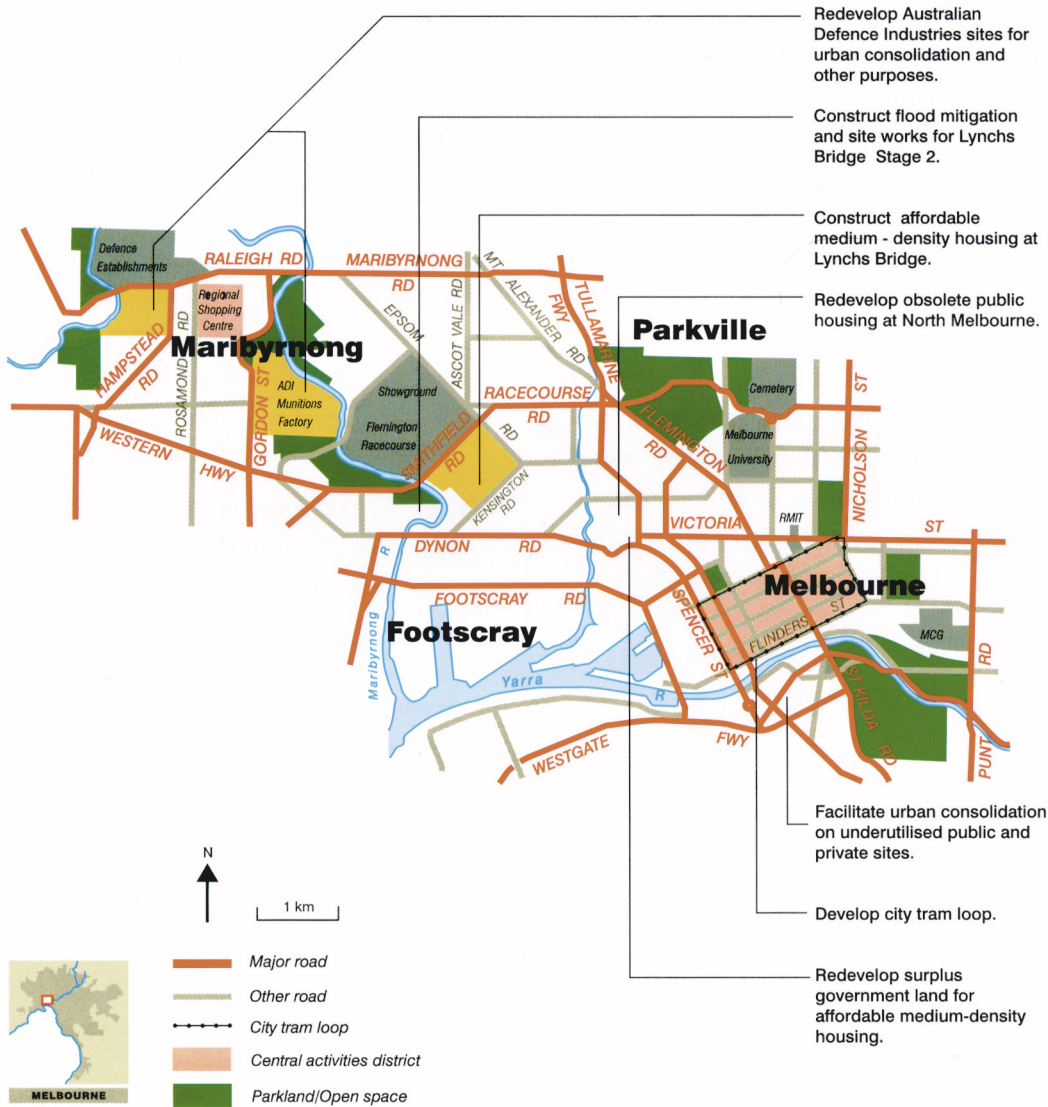


Illustration 4.43 Inner Melbourne and Rivers Area Strategy map (Better Cities. The National Status Report 1995, p. 33)

4.5.2 Inner Melbourne and Rivers Area Strategy (Lynch's Bridge)

Background

The site lies in inner Melbourne and embraces sections of several local government areas, including some older and previously densely populated and industrial areas. The objective of the Area Strategy was to reverse projected population decline, retain established population and open up new opportunities for inner city living. The Yarra and Maribyrnong Rivers are an integral part of this portion of Melbourne, and the latter required substantial flood mitigation works to allow the major Lynch's Bridge and Kensington Banks housing project to proceed. Because of the size and intensity of development at Lynch's Bridge and Kensington Banks it is a Category 1 project.

Objectives

- 'An integrated approach to the revitalisation of Inner Melbourne;
- greater use of underused Commonwealth and State land for innovative urban consolidation exercises which promote affordable housing and demonstrate to private and public developers the potential for urban consolidation;
- higher rates of population densities and improved potential labour market outcomes for unemployed and under-employed people where there is underused social infrastructure, good public transport links and proximity to employment centres;
- establishment of models for redevelopment of public housing and management models for provision of greater housing choice and affordability;
- reduced costs per dwelling of urban infrastructure compared with urban fringe developments;
- the encouragement of economic growth in the (CBD) through strategic public transport and economic development initiatives;
- the rehabilitation of degraded environments on Commonwealth and State lands, and
- the establishment of an area-based approach to coordinate the provision of infrastructure and accelerated development of urban consolidation.' (*The Report*, Vol. 1, pp. 40-41)

Urban design evaluation

The Inner Melbourne and Rivers Area Strategy contained a number of separate projects, including flood mitigation works on the Maribyrnong River at Lynch's Bridge together with an extensive housing development at this site and the adjacent area of Kensington Banks. Other projects, included planned for and largely completed, were the construction of some 700 dwellings in the Southbank Village; the completion of 214 family dwellings at Hotham Estate, although varying figures exist for this estate; the free city circle tram loop service around Melbourne's CBD and public housing at North Melbourne. It is Lynch's Bridge and the Kensington Banks housing estate that constitute the focus of this urban design evaluation, which because of its different components is a Category 1 project.

Buildings and their grouping

Housing with few exceptions, is aligned along the internal street pattern. The adoption of this approach ensures a uniformity of grain and legibility, and a sustaining of pedestrian interest by the rich variety of architectural styles fronting onto the streets. There is a settled and agreeable appearance about much of the development, particularly Stage 1, Lynch's Bridge, reinforced by mature trees in the public domain and by well tended front gardens of the individual houses. (*Illustration 4.44*). Not all housing is successfully designed but there is a sufficient extent that is well considered so that overall development generally presents as coherent and of-a-piece.



Illustration 4.44 *Housing at Lynch's Bridge*

Public domain

The public domain lies in the broad circulation routes described in the Conservation and heritage, Landscape and Circulation sections.

Safety and security

Safety provisions in terms of the separation of pedestrians and cyclists and vehicular traffic areas is commendable, as too generally are the clear sight lines and informal surveillance provisions in the public domain, yet the generous plantings occasionally create opportunities for places of entrapment. There is a perennial tension in landscape design between providing dense and aesthetically pleasing planting and simultaneously observing the requirements for personal safety. Where the imperatives of safety prevail the quality of landscape design is frequently diminished.

Activity

This medium density housing project is claimed to be the largest of its kind in Australia with the provision of 360 residential units at Lynch's Bridge and a further 1200 at adjacent Kensington Banks. The project is predominantly one of housing, but with a small community high school, a child care facility, a modest sized convenience store and service centre on Gatehouse Drive and the nearby limited provision for shops on Smithfield Road. Housing types range from generous four-bedroom terrace homes to single studio apartments with a wide range of accommodation types, including low-rise walk up apartments, mews units, terraces, and semi detached housing in between.

Conservation and heritage

The origins of the area with its Newmarket Saleyards and stock route beginnings, pervades the whole estate through the frequent use of bluestone cobble paving and open rail stockyard fencing defining the broad circulation routes and in some places the small park areas. (*Illustration 4.45*)



Illustration 4.45 *Circulation routes and parks Lynch's Bridge*

There are a number of significant heritage items at the Racecourse Road end of the site, forming an historic precinct with the Administration Building now adapted to a community school, the retention of the auction stalls and the existing stock route restored as a pedestrian and cyclist route. On Smithfield Road at the Kensington Banks end of the site there are the historic gatehouses for adaptation to residential use. The retention of mature Peppercorn trees, long associated in Australia with the country's early beginnings, increase the historical ambience.

Landscape

The landscape works are integral with the public domain and circulation spines, apart from some symbolic and geometric formality in the Women's Peace Park directly off Epsom Road. (*Illustration 4.46*)



Illustration 4.46 Women's Peace Park Lynch's Bridge

The role of landscape in this Area Strategy is to define and strengthen the broad circulation routes, in a visually powerful, but essentially informal manner through mature exotic and native shade trees with lawn beneath, frequently non-kerbed and soft edged where it contacts the hard paving. The ambience is welcoming, and to all intents and purposes, and certainly at the Lynch's Bridge end of the site, is a fully developed landscape. The 'Central Park' of Kensington Banks with its crescent style housing is, however, less successful in landscape terms.

Whilst the form could have its antecedents in the terrace houses around a London square or possibly an English village bordering a common, the outcome does not succeed for a number of reasons. These include the design monotony of the surrounding housing, the screened visual isolation to the 'Park' of the ground floor accommodation, the paucity of planting and an overall lack of coherence. (*Illustration 4.47*)



Illustration 4.47 'Central Park' Kensington Banks

Environment

The site, along its long axis with its parallel street grain, runs approximately NE to SW, which makes for a NW building orientation rather than true north. Whilst this imposes some constraints

in terms of capturing the northern orientation's full advantage, it is still of value. However, the design response to orientation and protection from the elements is very mixed.

Some of the housing types have responded well in terms of shading 'eyebrows', protected porches and balconies and other similar provisions, whilst other designs face outwards with virtually flush walls and windows devoid of any protective measures. There is simply a complete lack of consistency in addressing environmental issues. This inconsistency was found in many other Area Strategies.

Ecological response

The major ecological initiative to make the site safe and available for development were the remedial civil works required to prevent inundation caused by the high water levels of the Maribyrnong River. (14)

Circulation

Pedestrian and vehicular traffic separation is excellent with Stockroute Park being a safe and leisurely pedestrian haven. The minor parks provide safe and pleasantly shaded areas well suited for passive recreation and for small children to play. The perennial problem of resident parking has in many cases been tackled by rear lane access. Again, as in the variation of elevational treatments of the housing, some solutions are pleasing, others indifferent, in their handling of the problem of extended runs of garage doors. Whilst some are exposed in all their visual rawness others are set back behind picket fences and gates. There appeared no uniformity in approach to this design problem. (*Illustration 4.48*)



Illustration 4.48 Rear lanes and parking

Public art

There is singularly little public art in this development. There exists a colourful mosaic mural on the concrete walls of the pedestrian and cyclist underpass to Epsom Road. The mural depicts a mixture of subjects including sheep, cattle, Aboriginality and further eclectic designs whose remoteness to the above interconnected subjects presents difficulties of interpretation. This absence of public art is unwarranted, as there is both an abundance of public space and rich variety of subject matter associated with the area and its industries, from which to have found suitable themes.

Social

Kensington is primarily a working class area, containing a mixture of housing and industry together with a 30% public housing sector. Initial redevelopment and the beginnings of a near-city 'yuppie enclave' proceeded without sufficient market knowledge, leading to overpriced units, buyer resistance and financially bruised developers. Corrective action led to more modestly priced, but nonetheless in most cases, attractive units. As the total development has now a well established presence, there is the inevitability that further housing will rise in both accommodation provisions and price. In some ways this is already reflected in the decline of public housing provisions in the progressive stages of the development.

Stage 1 Lynch's Bridge had 30% public housing, with pleasantly designed and landscaped elderly persons hostel and units whilst the much more extensive Stage 2 Kensington Banks has only 35 public or assisted units.

Management processes

There was a plethora of design guidelines developed for this Area Strategy, particularly Kensington Banks. The guidelines ranged across building siting on allotments to details of control joints, and including the familiar issues of building height, setbacks, landscape, noise control, fences, car parking, roofs, materials and colour *et al.* It is difficult to say how effective the guidelines were in practice as they certainly permitted a wide range of design solutions, some good and others which are of quite average design quality. Design guidelines are better than no guidelines, but for all their detail, their ability to contain indifferent or the occasional disastrous result is not assured. This matter is taken up again in Chapter Five Summary and Conclusion.

Conclusion

Lynch's Bridge and Kensington Banks in urban design terms are generally a success. The perceived shortcomings and deficiencies are outlined in the evaluation. One of the most disconcerting aspects of many of the Program's medium density housing projects is that they are deserted and almost lifeless during daylight hours, as clearly the greater proportion of owners and occupiers are out, presumably at work. This situation applies also to earlier and well established existing suburbs, but is even more marked in these new developments. The effect at times is almost surreal. The countering of this 'desertedness' will depend on the demographics of the occupants and whether families with children, retired people, pensioners and possibly students will become residents and add daytime life and activity to these virtually deserted estates. If appearances are any guide these groups do not emerge as the likely occupants, or are in insufficient numbers to alter the present status quo.

Post Scriptum

Southbank Housing

Whilst Southbank housing does not form part of this evaluation, it was, nonetheless, viewed in some detail. This housing is a further example of the employment of courtyard housing in a number of the Program's Area Strategies. Interestingly, all of the housing was four-storey apartments, with parking underground or otherwise concealed and with the blocks arranged around a courtyard. There is a strong sense of enclosure, privacy and security within the courtyards.



Illustration 4.49 *Southbank housing*

4.5.3 Plenty Road Area Strategy

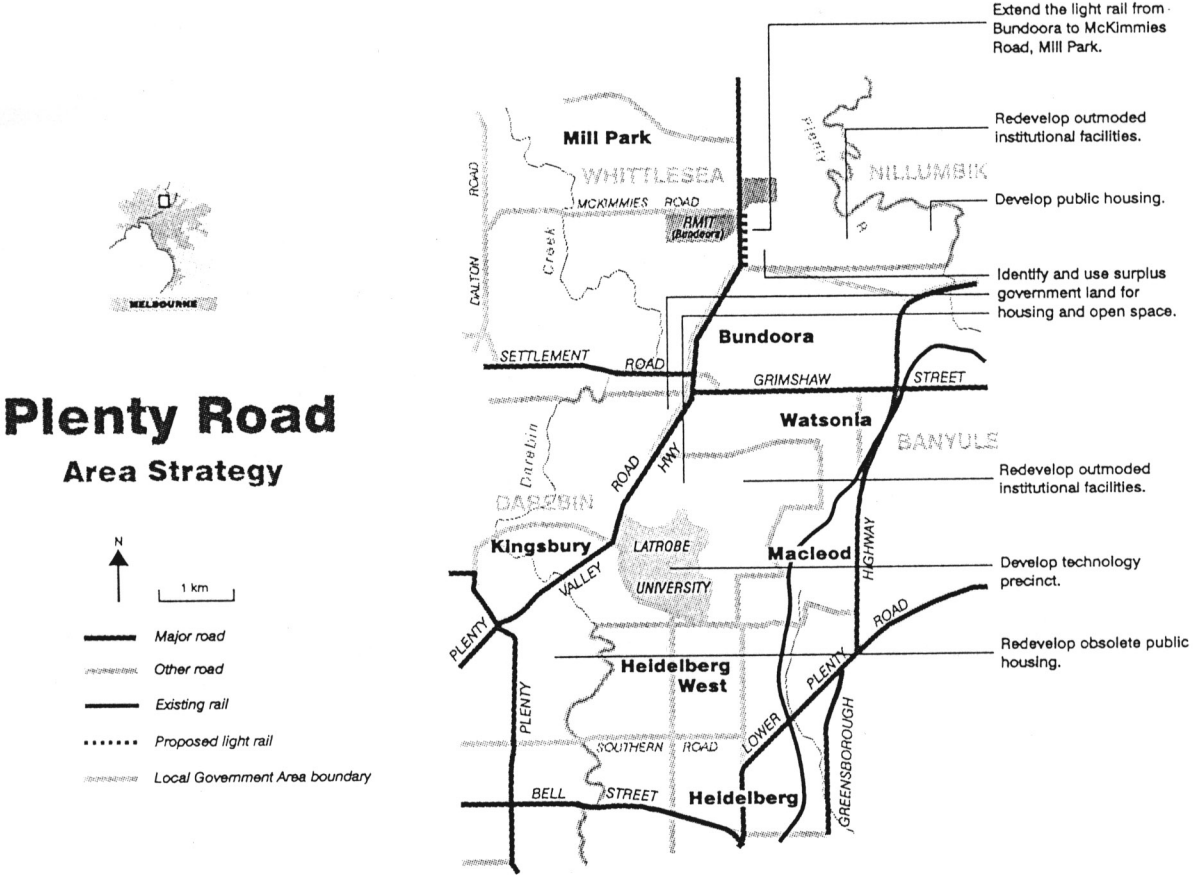


Illustration 4.50 Plenty Road Area Strategy map (The Report, Vol. 1. facing p. 38)

4.5.3 Plenty Road Area Strategy

Background

The focus of this Area Strategy was for the construction of up to 3,000 homes on under-utilised government land. The extensive strategy covered parts of the Cities of Darebin, Banyule and Whittlesea. The strategy included the redevelopment of outmoded psychiatric institutions and facilities for those with intellectual disabilities. Improvements were sought in public housing, public transport links between municipalities, mixed use developments and local job creation initiatives. The existing industrial areas in East Preston and Reservoir together with increasing employment growth around La Trobe University served to provide such opportunities for local job creation initiatives. Because of its focus on housing at East Preston this is a Category 2 project.

Objectives

- 'To achieve reforms in institutional services for persons with psychiatric or other disabilities;
- to promote labour mobility and services accessibility by improvements to public transport;
- to improve the use of available social infrastructure in the corridor, and
- to promote urban consolidation with mixed use development and higher density housing in underused land in established areas and thereby to reduce the demand at the urban fringe.' (*The Report*, Vol. 1, p. 38)

Urban design evaluation

This extended Area Strategy contained a number of highly specialised facilities including an acute psychiatric unit at Maroondah hospital, psychogeriatric facilities at Caulfield and Broadmeadows, community care units at St. Albans, St. Kilda and Brunswick and the completion of the Technology Business Incubator facility within La Trobe Research and Development Park. Given these specialised facilities and their limitations in contributing to the broad spectrum evaluation determined for this research, the extensive housing development at East Preston was selected as the most promising project to study in terms of urban design and evaluation through the enduring strands. The housing viewed at East Preston is centred on Tyler and Crevelli Streets and Nunnan Place. (*Illustration 4.51*)



Illustration 4.51

Housing at East Preston

Buildings and their grouping

The grouping options encountered were single storey housing facing the street, housing with individual setbacks arranged in parallel and opposite facing rows or alternatively grouped in a modified U-shaped.

Public domain

The public domain of the development was the extensive paved vehicular area and modest extent of landscape.

Safety and security

The opposing or U-shaped grouping encouraged good informal surveillance.

Activity

The development was one of housing.

Conservation and heritage

This was not an issue in this development.

Landscape

Landscape design was resolved with the simple approach of garden beds directly adjacent to the housing, a limited extent of frequently shared lawn and isolated trees where space permitted.

Environment

The houses had generous and continuous roof overhang over the front elevations, including the front facing rooms and entrance porch, a detail both unifying in design terms and effective in terms of weather protection.

Ecological response

There was no evidence found, either in the various reports or on site, that any particular ecological initiatives were required of this development.

Circulation

Because of the very tight planning, a disproportionate extent of the site is taken up with vehicle circulation and parking, this being particularly evident in the Nunnan Place development. Even with these area constraints it was evident that effort had been made to keep separate pedestrian and vehicular traffic, an objective only ever partially achievable.

Public art

There was no public art.

Social

A search through the two volume *Better Cities Program Victoria 1996-1997 Program Outcomes* produced by the Victorian Department of Infrastructure, failed to reveal a post-occupancy evaluation for this project, so its success socially cannot be commented upon.

Management processes

This was not an issue in this development.

Conclusion

The development, whilst extensive in the provision of housing, fits unobtrusively into the existing suburban fabric. The simple house designs with their limited brick and tiled roof materials palette, together with their generous overhangs convey an impression of modest but well ordered domesticity.

4.5.4 South East Corridor Area Strategy

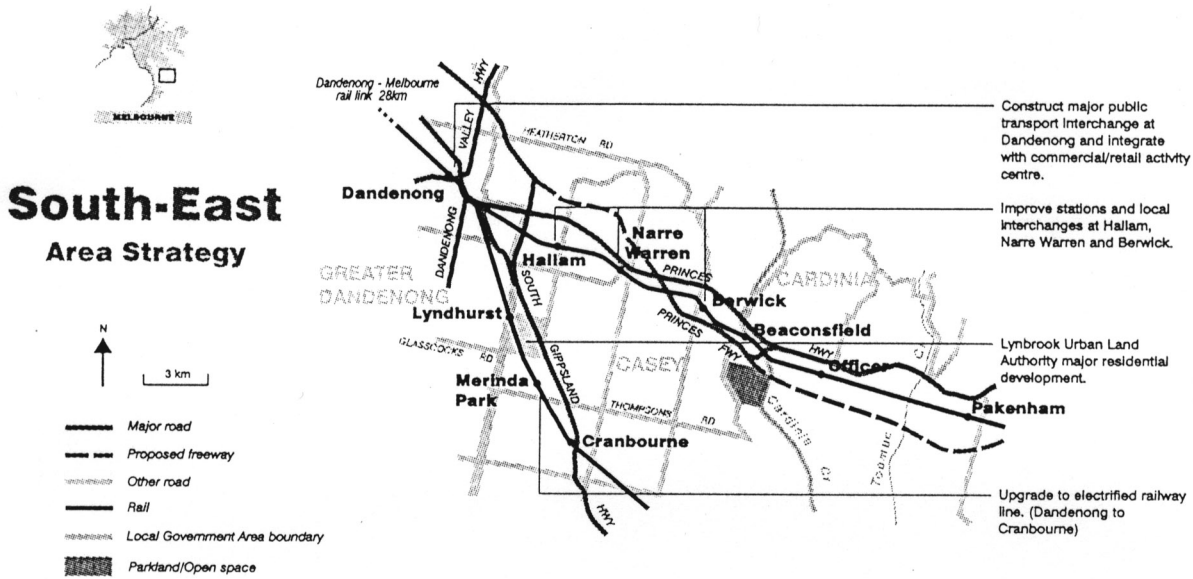


Illustration 4.52 South East corridor Area Strategy map (The report Vol 1 facing p. 40)

4.5.4 South East Corridor Area Strategy

Background

The South East Corridor Area Strategy includes the cities of Dandenong, Casey and Cardinia. The area is one of the fastest growing areas of Melbourne (*The Report*, Vol. 1, p. 39). The strategy aimed at improving public transport and strengthening links between residential and commercial development. Improvements in public transport were sought on both the Pakenham-Dandenong line and the Dandenong-Cranbourne line. Housing also needed re-evaluating both in the provision of increased diversity and density. Dandenong has become a strong centre for activity with perceived potential for economic growth. This is a Category 2 Area Strategy as it is focused on the Dandenong Railway Station.

Objectives

- 'To enhance labour market mobility through transport improvements;
- to reduce the level of car use by providing effective public transport alternatives and by encouraging higher density housing development oriented to public transport;
- to promote the city of Dandenong as the hub of regional economic activity and the region as self-sufficient in employment and service availability;
- to improve access to health, education and community services, and
- to demonstrate inter-government cooperation in land supply and infrastructure provision.' (*The Report*, Vol. 1, p. 39)

Urban design evaluation

The South East Corridor Area Strategy consists of a number of separate projects and is primarily a transport corridor. It includes the redevelopment of Dandenong Railway Station, modal interchanges and carparks at Narre Warren and Hallam Stations, the completion of Dandenong Creek Bridge and infrastructure design for the electrification of the Dandenong-Cranbourne heavy rail line. In addition to these works there was a joint venture housing development known as Lyndhurst Estate. This evaluation focuses on the built works and urban design considerations of the Dandenong station. (Refer Part 1 of Victoria. Department of Infrastructure. *Better Cities Program Victoria 1996-1997, Program Outcomes Report to the Commonwealth Department of Transport and Regional Development*, 31 July 1997.)

Dandenong railway station

Buildings and their grouping

The design is one of a contemporary glass and steel structure. (*Illustration 4.53*)



Illustration 4.53 Dandenong Railway Station

Public domain

The entire interchange is part of the public domain.

Safety and security

The openness of the structure assists substantially with the maintenance of sight lines.

Activity

The activity is solely concerned with moving people safely and expeditiously.

Conservation and heritage

This was not an issue in this development.

Landscape

The area is completely devoid of any landscape treatment.

Environment

The station is an exposed glass box, without any design concession, other than tinted glass of unknown performance value, to reduce the summer heat load.

Ecological response

The same comment that was made for the Blacktown interchange (Section 4.4.2) applies equally here in that there is a high degree of embodied energy in the structure.

Circulation

The station is located directly adjacent to the Foster Street bus set down.

Public art

There is no public art nor any provision for posters at one time traditionally associated with railway stations.

Social

The station is conceived solely as a 'people-mover' and hence softening influences of landscape and public art, even if the latter were contained to posters, was obviously considered redundant to its essential purpose. Nevertheless, the use of colour for a building with such a basic utilitarian function provided some welcome visual relief.

Management processes

The management process of an interchange is the safe and efficient movement of people, and as Blacktown followed this well proven model, Dandenong railway station too exhibited these characteristics.

Conclusion

Whilst the station may function well, it is lacking in any concession to landscaped works, public art, and acknowledgment of environmental and ecological imperatives.

4.6 Queensland Area Strategies

- 4.6.1 Brisbane - Gold Coast Corridor
- 4.6.2 Inner - North East Suburbs, Brisbane
- 4.6.3 South Townsville Inner City Village
- 4.6.4 Mackay Urban Consolidation Project
- 4.6.5 Inala - Ipswich Corridor Brisbane

4.6.1 Brisbane - Gold Coast Corridor Area Strategy

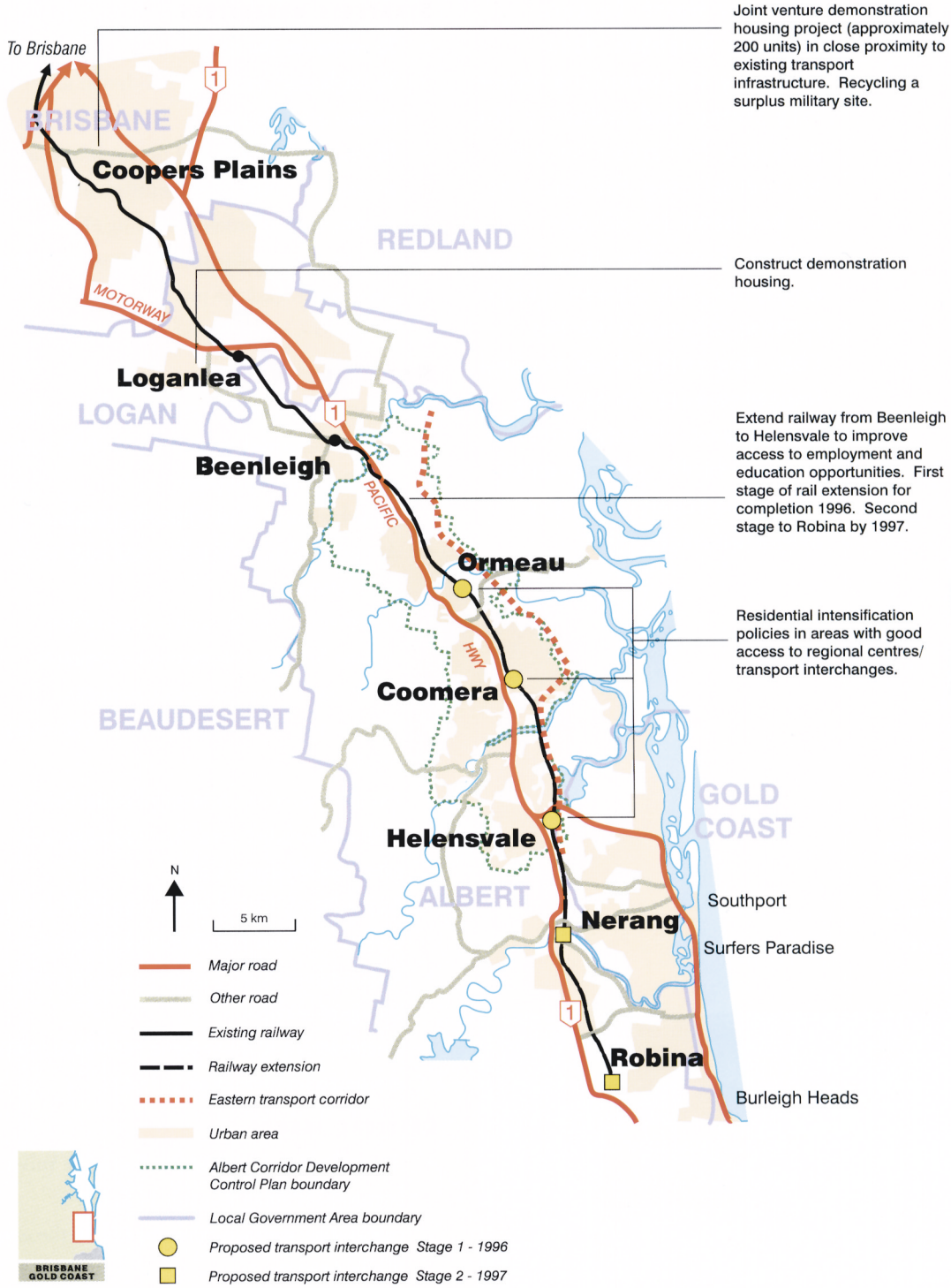


Illustration 4.54 Brisbane - Gold Coast Area Strategy map (Better Cities. The National Status Report. 1995, p. 39)

4.6.1 Brisbane - Gold Coast Corridor Area Strategy

Background

The objective of the Brisbane - Gold Coast Area Strategy, located predominantly in Albert Shire, was to consolidate the area's low density urban dispersal and fragmentation. The population of the area is anticipated to increase by close to 200% in the period from 1986 to 2006 to 279,000 (*The Report*, Vol. 1, p. 30) making it the second largest city in Queensland. Included in the strategy were the rail extension to Robina and five new stations. Of these stations four were seen as transport interchanges at growth centres providing opportunities for the planned development of housing, infrastructure and transport. This Area Strategy is a Category 2 project.

Objectives

- 'To develop a growth corridor management strategy for the corridor which will ensure that development in the area occurs in a manner which is consistent with its regional context, and in accordance with planning principles of efficiency, equity and concern for the environment;
- to bring forward a range of significant capital works projects which will identify and reinforce the role and structure of the corridor, and demonstrate the planning policies pro pounded by major regional planning studies, for example:
 - urban consolidation focused on transport and service centres;
 - enhanced public transport systems;
 - enhanced access to public transport; and
 - improved linkages between public transport and places of employment, and commercial activity'. (*The Report*, Vol. 1, p. 30)

Urban design evaluation

The Brisbane - Gold Coast Corridor Area Strategy was very much one of infrastructure, in that it both preceded and foreshadowed follow-on development. In terms of this evaluation it is very much the same as the 'pipes-in-the-ground' principle, in the laying down of the basic infrastructure skeleton preparatory to the fleshing out of urban muscle and tissue. The corridor is a transport oriented development (TOD) and any evaluation at this developmental stage is, in the main, restricted to this consideration, making it a Category 2 Area Strategy. The railway was committed prior to the BCP so the corridor cannot claim to be a Program initiated project. The contribution of the BCP was to move its priority forward.

Buildings and their grouping

Buildings and their grouping comprise the individual stations along the railway line which are of contemporary steel design. Refer Nerang Station (*Illustration 4.55*).



Illustration 4.55 The Nerang Railway Station

Public domain

This criterion applies in the sense that the railway line, its stations and parking provisions lie in the public domain.

Safety and security

The open planning of the stations is evidence that attention has been given to issues of safety and security.

Activity

The activities of this project are solely concerned with the railway line and its associated facilities and the anticipated transport oriented developments.

Conservation and heritage

This was not an issue in this development.

Landscape

This criterion was not applicable other than in the very modest extent of landscape works at the railway stations.

Environment

This criterion was not applicable, other than to comment that the stations appear to provide adequate shelter from the sun and rain.

Ecological response

This was not an issue in this development.

Circulation

This project received a number of criticisms, which include the following. (15) The relatively fragmented low density distribution of urban settlements that the railway is meant to serve lie in the hinterland and hence, as an infrastructure project and catalyst for further development activity, the rail corridor misses its mark and in some eyes is seen to fail. The location of the new stations was influenced by engineering criteria, and not their direct proximity to the settlements, or roads leading into them, and hence have limited appearance of connecting with these communities. The outcome is therefore merely a line with stations. The new parallel highway further emphasises the stations' locations as bordering on irrelevant. The rolling stock acquired for this line was not well considered. The stock is fast on the straight but slow to accelerate, whereas the opposite would have been a better choice based on the frequency of stations and the nature of the inter-city Brisbane - Gold Coast line. Helensvale Station was to be a significant centre but this did not eventuate, since there was no planning or compulsory acquisition of land surrounding the station, and hence no opportunity for a transport oriented development. Coomera Station has been left with car parking and 'setdown' level problems. The parking was placed on a plateau created by civil works, generating a 'cut', as the spoil so created was needed as fill elsewhere. A gentle sloping carpark would have been the preferred answer, without the 'engineering' imposed solution.

On the basis of the preceding observations the railway line either in its present form, or as a catalyst for further initiatives, does not appear to have fulfilled its anticipated promise. Its negative aspects are:

- the station locations, and
- the lost opportunities in transport oriented development (TOD) since the railway and its stations were reported to be positioned by railway engineering criteria that did not necessarily lead to the creation of appropriately focused development.

Public art

This was not an issue in this development.

Social

The success socially of this project will only be evident if the TODs eventuate and serve their intended purpose well in becoming effective hubs for efficient future development.

Management processes

The observation here, based on the comments received, is that the management processes for this project have not, certainly as far as the foreseeable future, achieved appropriate outcomes.

The Coomera Charrette was adopted for the preparation of a detailed local area plan for Coomera, the major new centre within the Beenleigh - Robina corridor. 'The Coomera charrette produced a structure plan that achieved integration between the essential land use; transport and environmental elements; provided detail on the station area, commercial and medium density residential areas; protected waterways and sensitive foothill areas whilst incorporating them into the future life of the community'. (*Better Cities Program Evaluation, Vol. II, Background Working Papers*, October 1995, p. 34) The charrette was published and at last enquiry was to be compiled into a DCP.

Conclusion

Whilst *The Report*, Vol 2 (p. 45) advances a generally positive view of the outcome of the Brisbane - Gold Coast Corridor in that 'population densities surrounding rail stations have increased, residential areas are provided with efficient linkages encompassing pedestrians, cyclists, buses as well as private vehicles to the railway stations', such persuasiveness is not entirely convincing in the summoning up of so many disparate transportation modes. Further, *The Report*, Vol. 2, p. 48 confesses that the 'upgrading of the parallel road corridor may potentially impact on future rail market share.' On the evidence advanced, the shortcomings and failure in some eyes, of the railway component of the Gold Coast Area Strategy was one of implementation and not intention.

4.6.2 Inner - North East Suburbs Brisbane Area Strategy

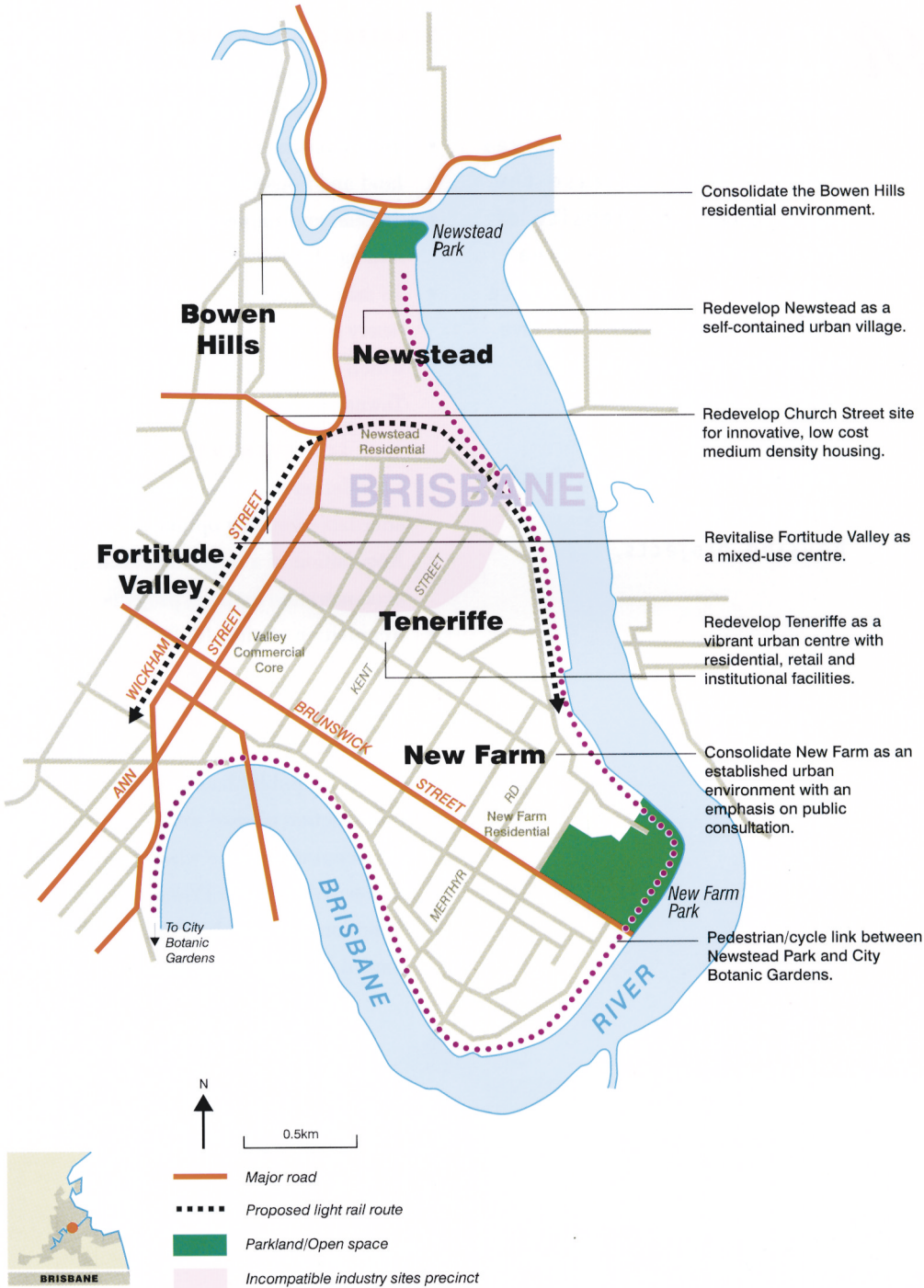


Illustration 4.56 Inner North Suburbs Brisbane Area Strategy map (Better Cities. The National Status Report. 1995, p. 41)

4.6.2 Inner - North East Suburbs Brisbane Area Strategy

Background

This Area Strategy is centred on the advancement of inner city living by revitalising the Brisbane suburbs of Fortitude Valley, Teneriffe, New Farm, Newstead and Bowen Hills. All the suburbs are adjacent, bounded by the Brisbane River and Breakfast Creek and close to the CBD. Included in the strategy were improvements in the choice of housing, together with some affordable housing and upgraded traffic management. Despite the absence of some of the enduring strands, this is a Category 1 Area Strategy, because of its proximity and importance to the centre of Brisbane.

Objectives

General objectives:

- 'To provide a pilot for the inner city areas, and
- to achieve a population of 30,000 over the next 20 years.'

Specific objectives

- 'To revitalise the area;
- to implement urban consolidation and reduce urban sprawl;
- to improve employment opportunities, access to services and facilities and appropriate housing choice in the area;
- to improve coordination between levels of government and the private sector, and
- to improve the private sector's participation in development.' (*The Report*, Vol. 1, p. 33)

Urban design evaluation

This Area Strategy contained a number of components including: low cost medium density housing to be developed on the Church Street site; consolidating the Bowen Hills residential area; redevelopment of Newstead as an urban village; the construction of a limited number of public housing units; Fortitude Valley advanced as a mixed-use centre; Teneriffe becoming an urban centre with residential, retail and institutional facilities; New Farm consolidation through public consultation; and a pedestrian/cycleway between Newstead Park and the City Botanic Gardens. Essentially, many of the above components are those of housing, and hence this evaluation is focused on this activity with particular emphasis on the Church Street site.

Buildings and their grouping

The housing configurations either fit into and front onto existing street alignments or are fashioned into successful courtyard arrangements. (*Illustration 4.57*)



Illustration 4.57 Courtyard housing

Public domain

The public domains are the existing parks and contiguous waterfront corridor. Some recent development have blocked-off the streets leading to the edge of the Brisbane River which is both a serious symbolic and visual loss.

Safety and security

Security received particular attention as follows (*The Report, Vol. 2, p. 92*):

The New Farm and Teneriffe Development Control Plan (gazetted 20 December 1996) contains a range of social planning principles. It includes taking security issues into account through the development process. This objective is to be implemented through:

- encouraging the development of after-hours mixed uses near transport modes;
- incorporating crime prevention environmental design principles into design guide lines;
- incorporating the findings of the safety audit into the design of new development and in public area improvements, and
- using developer charges to contribute towards streetscape improvements that may assist in enhancing the safety of public spaces.

These measures should be considered in all future developments as part of any approval process.
Activity

Essentially the activity is one of housing and issues of circulation. The Church Street housing development consisting of 42 public housing units and a public park is considered a milestone in, 'bringing people back to live in the inner city' (*Occasional Paper, Series 2, Paper 4, p. 79*) (*Illustration 4.58*)



Illustration 4.58 Church Street housing

Conservation and heritage

The thrust of conservation and heritage in this Area Strategy was in the conserving of the character of the area. None of the several housing enclaves visited during the field trip were seen to detract from the character of these five close knit suburbs, and indeed several housing groups reinforced the strongly individual nature of this inner north-east area. Particular heritage works included the recycling of the Teneriffe Woolstores and the redevelopment of the former Carlton Brewery site.

Landscape

The landscape to the housing courtyards has an abundant tropical ambience that adds to the character of the development. (*Illustration 4.59*)



Illustration 4.59 Courtyard housing landscape

Environment

Possibly because of Brisbane's tropical climate greater design effort was given to achieving protection from the elements with sheltered balconies, generous overhangs and sun screening. (*Illustration 4.60*)



Illustration 4.60 Environmental control

Ecological response

Although housing paid some observance to environmental considerations, the enquiries did not establish the presence of any ecological initiatives, such as in water recycling and its management, or energy conservation and its monitoring.

Circulation

A number of transportation initiatives have come together providing the inner north-east area with a welcome variety of transport modes. There is a new 'hail and ride' bus service in New Farm, the introduction of the 'Rivercat' ferries and the pedestrian/cycle link along the edge of the Brisbane River from Newstead Park to the City Botanic Gardens.

Public art

Disappointingly public art seems at present a neglected area, although *The Report*, (Vol. 1, p. 33) claims that public art works have been undertaken, they were not noticeably apparent during the field trip.

Social

The Report presented a favourable account of the social gains resulting from the Better Cities Program, as follows (*The Report*, Vol. 2, p. 92):

The residents of these previously blighted inner suburbs are benefiting from the increased use of social justice and social planning principles. In particular, the use of developer charges, crime preventing environmental design, and an emphasis of locating mixed use facilities near transport nodes ensures that residents have an improved quality of life and are benefiting from social justice principles which are enshrined in statutory planning documents.

Also, the Church Street public housing development was seen as a successful social outcome. There was, however, criticism voiced from those involved that there was a general failure to respond to the proposed Program outcomes of enhanced social justice.

Management processes

The preceding is an example of the embodying of principles of social justice - in this case safety considerations - as in the manner of CPTED, in statutory planning processes showing how these concerns of the public realm and hence urban design have the weight of law behind them.

Conclusion

This Area Strategy is important as the beginning of a resuscitation of an inner city area, and although the present housing intrusions are inherently infill and isolated from each other they are of sufficient number and design standard to be the catalysts for further ongoing development.

4.6.3 South Townsville Inner City Village Area Strategy

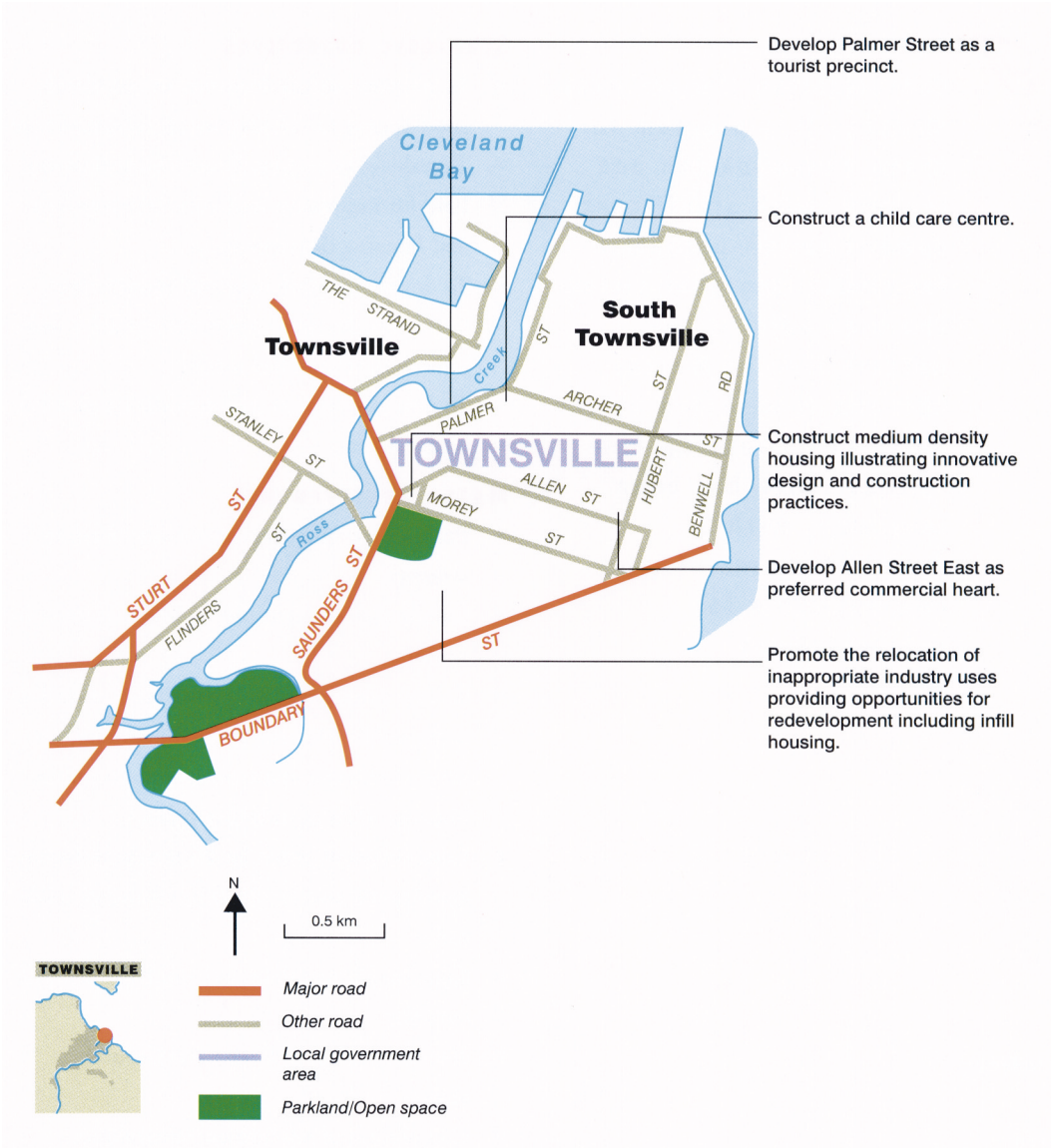


Illustration 4.61 South Townsville Inner City Village Area Strategy map (Better Cities. The National Status Report. 1995, p. 43)

4.6.3 South Townsville Inner City Village Area Strategy

Background

This Area Strategy was one of revitalisation through a range of initiatives. These initiatives included an increase in both population and density of development close to the CBD, improved traffic management, enhanced community services, better land use and public housing. This was one of the few Area Strategies it was not possible to visit and accordingly the evaluation observations have been arrived at from documents and interviews. Although this is a relatively small Area Strategy when compared with others in the Program, because of its diverse initiatives, it is regarded as a Category 2 project.

Objectives

- 'To redevelop many parts of the Area to include higher density housing;
- to demonstrate cost effective innovation in land and housing development;
- to provide an appropriate segregation of incompatible land uses while encouraging a greater diversity of compatible land uses;
- to plan and implement a road and traffic strategy for the area to provide a well defined hierarchy of roads ensuring the efficient movement of non-residential traffic separate to an improved local street system for residents;
- to minimise the detrimental impacts of heavy railway freight and road transport which passes through and beside South Townsville to access the Port of Townsville;
- to develop a landscape and streetscape theme for the area which will create a sense of identity as well as a more attractive setting, and
- to retain the special residential character of the area.' (*The Report*, Vol. 1, p. 34)

Urban design evaluation

The project aimed at reinvigorating the area with both an increase in population and density of development. As outlined above the aim was achieved through a range of initiatives, including, 'traffic management (covering all forms of transportation), streetscape and landscape management, community services improvements, land use and design management.' (*The Report*, Vol. 1, p. 34)

The detailed scope of the Area Strategy included:

- Palmer Street to be developed as a tourist precinct;
- the construction of a child care centre;
- the building of medium density housing to demonstrate both innovative design and construction;
- Allen Street East to be developed as the preferred commercial centre, and
- promoting the relocation of inappropriate industry uses and so providing opportunities for redevelopment including infill housing.

Buildings and their grouping

The primary objective was to hasten both the intensification and diversity of housing choice, but also to retain and reinforce the distinctive character of the area.

Public domain

Alterations and improvements in the public domain were an outcome of the activity objectives as described in the section on Activity. A major improvement was the development of Palmer Street as a tourist precinct but also Allen Street East as the preferred commercial centre. Other improvements are outlined under Landscape and Circulation.

Safety and security

A city safe project was instigated, 'which included a safety audit with recommendations about action to make the area a safer environment.' (*The Report*, Vol. 2, p. 85)

Activity

The detailed scope of the Area Strategy outlined in the urban design evaluation indicates the broad range of activities for this project. Whilst the activity objectives are broad, they clearly aim at improved legibility and better integration of the urban fabric. The objectives were the improved integration of physical and social planning, economic advancement, infrastructure improvements and the suitable separation of incompatible land uses whilst supporting an increased diversity of compatible land uses.

Conservation and heritage

An objective for this Area Strategy was the preservation of existing heritage values.

Landscape

The aim in landscape and streetscape improvements was to develop a theme which would enhance the residential environment and imbue a sense of identity, leading to an outcome of improvements in park and general landscape throughout the Area Strategy.

Environment

The opportunity exists in this Area Strategy, particularly in new residential design, to embody the principles and reflect the character of the Queensland vernacular residential style, with its attention to issues of protection from the sun and rain.

Ecological response

Effort was applied to ways of reducing the negative influence of both heavy road transport and railway freight which moves through, and alongside, South Townsville to the Townsville port area.

Circulation

A principal objective in circulation was the establishment of a clear hierarchy of roads to assist in the separation of residential from non-residential traffic. Attention was also given to a number of

modest, but nonetheless important, local improvements such as roundabouts, slow points, road closures, shoulder sealing and verge paving together with associated landscape works.

Public art

'A Public Art Program was implemented throughout the South Townsville area, including a variety of artworks and the incorporation of art into various functional infrastructure elements.' (*The Report*, Vol. 1, p. 34) Artworks included 'footpath tiling, murals and artworks on telegraph poles, with local artists employed to produce public art which integrated with the redevelopment of the suburb'. (*The Report*, Vol. 2, p. 85)

Social

Community consultation contributed to the development of an integrated planning approach and successfully involved the community in the planning process.

Management processes

There was 'a social history program which included the preparation of an oral history, Murri Heritage Study and further work which involved the local people in the urban renewal programs as well as providing valuable information. The social history projects laid a firm foundation for other programs such as landscape designs and public art.' (*The Report*, Vol. 2. p. 85). In addition to this program, good working relationships were developed between the Townsville City Council and State and Federal Government Departments. 'The relationship with the State Department of Housing was particularly identified.' (*The Report*, Vol 2. p. 86)

Conclusion

The benefits identified at the end of the Program by the various stakeholders were:

- 'the reclaiming of the South Townsville area more as a people's village than as an industrial suburb;
- an improved community spirit and increased community pride;
- an improved urban environment;
- economic benefits;
- establishing the basis for further change;
- integrated local area planning;
- inter-government cooperation; and
- community consultation.' (extracts from *The Report*, Vol 2, p. 86)

Although there is an equal length dissertation in *The Report*, Vol. 2 of the difficulties experienced, the project on balance seems to have come out more of a success than a disappointment.

4.6.4 Mackay Urban Consolidation Area Strategy

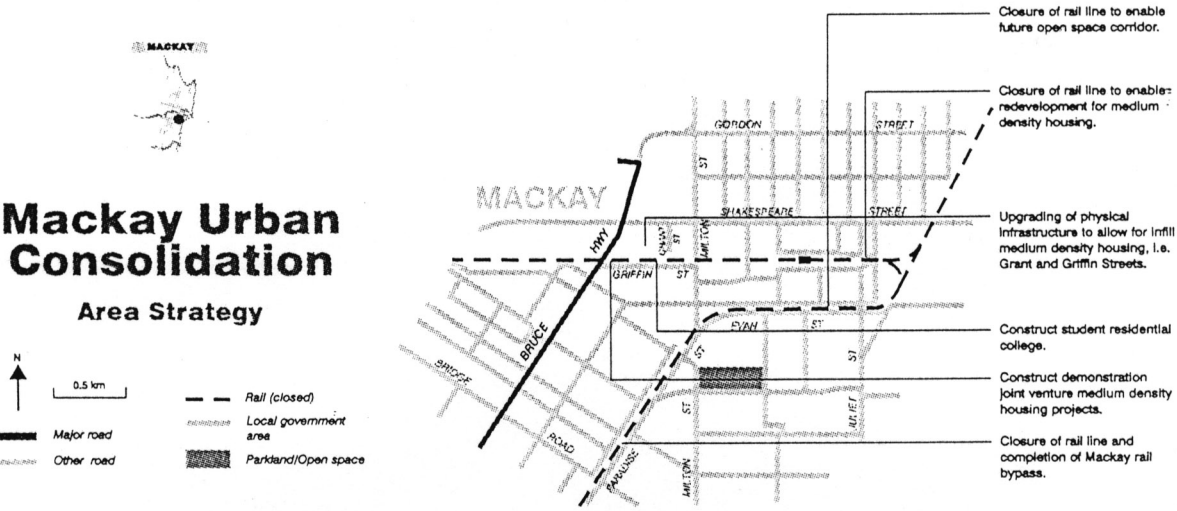


Illustration 4.62 Mackay Urban Consolidation Area Strategy map (The Report , Vol. 1 facing p. 36)

4.6.4 Mackay Urban Consolidation Area Strategy

Background

The Mackay Urban Consolidation Area Strategy was one of urban renewal and consolidation. The site adjoining the CBD required the relocation of one route of the north coast railway line which divided it. The commensurate increase in undivided land allowed the infill development to proceed. This was one of the few Area Strategies it was not possible to visit and accordingly the evaluation observations have been arrived at from documents and interviews. Because of its limited scale and components, the Mackay Area Strategy, when compared with others in the Program, is a Category 2 initiative. The project was considered to have demonstration potential.

Objectives

- 'To increase urban densities in areas with good access to existing social infrastructure;
- to redevelop surplus Queensland railway land to demonstrate innovative and cost effective land and housing development;
- to provide the necessary hard infrastructure to facilitate private sector redevelopment in the area;
- to develop a landscape and streetscape theme for the area which will create a sense of identity as well as a more attractive residential setting;
- to provide student accommodation, and
- to provide low cost housing.' (*The Report*, Vol. 1, p. 35)

Urban design evaluation

The project is essentially one of adjustments and terminations to infrastructure, including rail alignments and the provision of a range of residential accommodation.

The detailed scope of the Area Strategy includes the following. The rail line closures for Evan, Griffen and Paradise Streets are shown on the previous map: (*Illustration 4.62*)

- the closure of a rail line in Evan Street enabling the establishment of a future open corridor;
- the closure of the rail line in Griffen Street allowing for the redevelopment of medium density housing;
- the closure of the rail line in Paradise Street and the completion of the Mackay rail bypass;
- the upgrading of physical infrastructure to allow for infill medium density housing in Grant and Griffen Streets;
- the reconstruction of Grant and Gregory Streets; (*The Better Cities National Status Report*, 1995, p. 44);
- the construction of student residential housing; (*The Better Cities National Status Report*, 1995, p. 44);

- limited housing units for seniors, and
- small groups of housing, including single bedroom apartments, and public housing units of differing types.

Buildings and their grouping

At the time of its review, and because of the limited and contained extent of building in this Area Strategy, there were not deemed any significant lessons available in built form. The building program was essentially one of urban consolidation and renewal with the anticipation that there would be demonstration potential for other comparable regional cities (*The National Status Report*, p. 44).

Public domain

The closure of the rail lines in Griffin, Evan and Paradise Streets opened the way to redefine Mackay's public domain. Only time will establish how successful these closures have been.

Safety and security

At the time this Area Strategy was reviewed some built works were complete, others were in the course of construction and some were still at the design and documentation stage making any comment on safety and security premature.

Activity

The components of this Area Strategy have been outlined essentially as one of infrastructure adjustments and terminations, in particular rail alignments and the provision of a range of residential accommodation. A number of houses along Griffin Street have explored small lots, at no greater than 400 square metres, for two, one-bedroom residences. As well there are family duplexes and one- and one-and-a-half bedroom apartments. (16)

Conservation and heritage

The original railway station, with its heritage standing, was leased privately for a range of commercial activities.

Landscape

This criterion is not applicable until such time as the current built works are completed and the landscape works are established.

Environment

The sketch proposals for some, but not all, of the individual houses in the new residential development along Griffin Street, show a concern with and a reflection of, Queensland's traditional tropical architecture. However, other Griffin Street proposals appear to make little or no concession to the dominant tropical climate. The single storey curved-roofed student residential accommodation appears only to make a limited connection with its environmental context. (*Illustration 4.63 overleaf*)



Illustration 4.63 'Tropical' domestic architecture (Better Cities National Status Report 1995, p. 44)

Ecological response

The rail corridor adjustments required the removal of contaminated soil.

Circulation

The various terminations of existing rail lines are outlined above in the detailed scope of the Area Strategy in Urban design evaluation.

Public art

There was nothing found to establish a case that the commissioning of public art was a concern in this development.

Social

The social benefits are unknown at the time of writing as the works described were not complete.

Management processes

No particular management processes were identified in this Area Strategy which warranted further exploration in the research.

Conclusion

There is not a great deal more that can be said about this Area Strategy that has not been referred to in the preceding evaluation, other than to endorse *The Report*, Vol. I that the attention given to urban renewal and some increase in urban density through significant modifications to infrastructure may have demonstration value for similar provincial cities.

4.6.5 Inala - Ipswich Corridor Brisbane Area Strategy

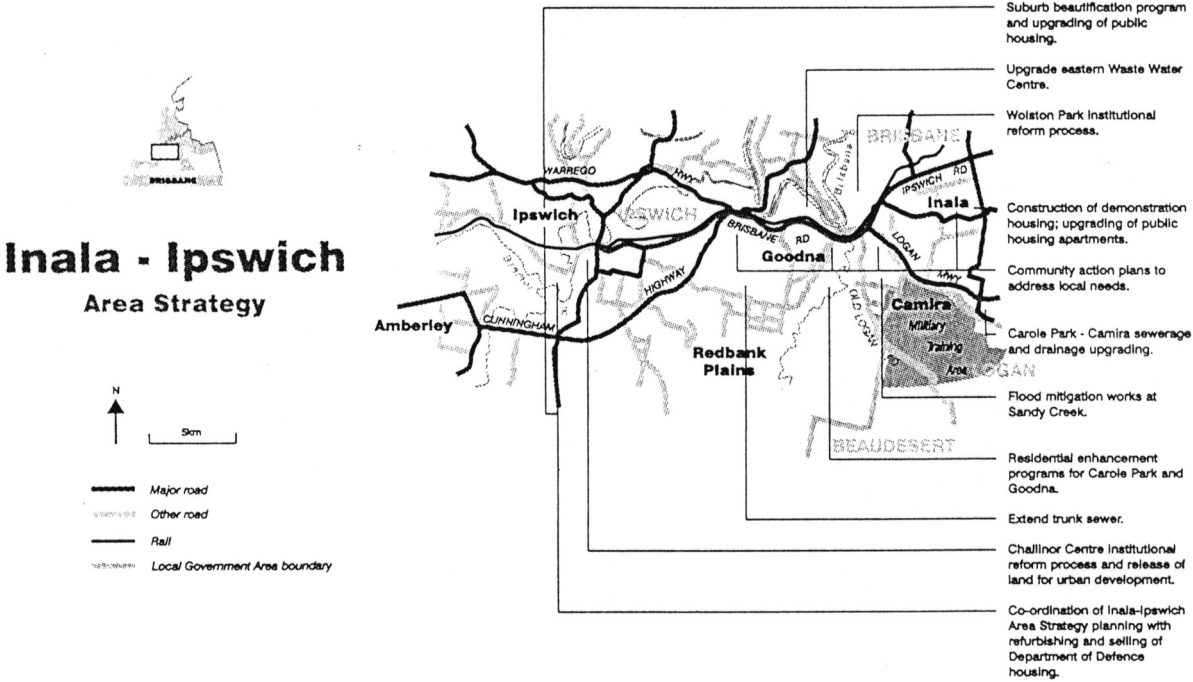


Illustration 4.64 Inala-Ipswich Corridor Area Strategy map (The Report, Vol. 1, facing p. 32)

4.6.5 Inala - Ipswich Corridor Brisbane Area Strategy

Background

This Area Strategy is centred on the Inala-Ipswich corridor west of Brisbane. The corridor contains large older type public housing estates together with some nine of the States major institutions. The area's poor public perception is further compounded by inadequate physical and social infrastructure. The objectives of the strategy were to provide improved infrastructure, community facilities and housing choice. This is a Category 2 Area Strategy focused on the Challinor Centre and University of Queensland Ipswich Campus.

Objectives

- 'To address the issues of social inequality and poor public image associated with the corridor as a result of the concentration of public housing and large public institutions, and inadequate provision of social infrastructure;
- to implement a process to reform institutions in the corridor for the mentally ill, intellectually disabled and persons suffering from the long-term effects of drug and alcohol abuse, which will result in an improved range of decentralised support services tailored to meet the needs of people in their communities of origin;
- to improve planning and coordination in the strategy area, and
- to bring forward a range of significant capital works projects which will demonstrate the planning policies propounded by major strategies and regional planning studies (i.e. SEPTS, and the Stimson plan) and are likely to comprise key policy recommendations arising out of the SEQ 2001 growth management study for south-east Queensland, for example:
- urban consolidation, and
- improved linkages between public transport and places of employment and commercial activity.' (*The Report*, Vol. 1, pp. 31-32)

Urban design evaluation

This Area Strategy was a number of individual projects, some connected and others not. The projects included the upgrading and building of public housing at Inala, the deinstitutionalisation of the Challinor Centre for the intellectually disabled, the downsizing of Wolston Park hospital, various sewerage and drainage works and the construction of the University of Queensland Ipswich campus. The Challinor Centre and University of Queensland Ipswich campus are adjacent to each other with the existing heritage buildings adapted and integrated with new built works to form a small and intimate campus. (*Illustration 4.65*)



Illustration 4.65 Aerial view of the campus (Campus Guide UQ Ipswich)

Buildings and their grouping

The buildings are scattered in a linear 'lozenge' form with the road circulation generally around the perimeter of the 'lozenge'. The existing heritage buildings are in the Georgian style whilst the new are contemporary and not derivative of the existing, apart from a sympathetic sharing of the pitched roof form. Most of the campus is single storey with limited exceptions being the heritage Administration Building and the previous Male and Female Ward blocks. (*Illustration 4.66*)



Illustration 4.66 Recent University buildings

Public domain

In this context the whole of the campus is a public domain.

Safety and security

The openness of the grounds and the absence of places of entrapment all contribute to personal safety and security on campus. In addition, the University maintains its *UniSafe* program with a 24-hour security presence, emergency call points and service to escort people around the campus after hours.

Activity

The activities of this project are University focused and include facilities for the academic programs, sport and recreation, book and stationery outlets, and food and drink services.

Conservation and heritage

Detailed conservation, and redevelopment plans were prepared for the adaptive reuse of the existing Challinor Centre. The robust structure and well preserved fabric made the Centre's building ideal for adapting to other purposes. (*Illustration 4.67*) (Refer Blake, T. and Kennedy, M. 1994, and Hassell, Walker, CMPS&F and JLW, 1995)



Illustration 4.67 *Challinor Centre historic buildings*

Landscape

The landscape development is one of extensive lawns and existing mature trees visually reinforced by more recent plantings. The overall outcome is open with shade trees appropriate to its campus purpose.

Environment

The new buildings are well adapted to the elements of rain and sun with broad overhangs providing shelter to both buildings and, in cases where they overhang paths, to pedestrians also. (*Illustration 4.66*)

Ecological response

No particular ecological programs for this site were found, but it was evident that the extent of lawn could well have benefited from a water conservation management program. The issue of embodied energy was addressed in the retention of the existing heritage buildings.

Circulation

The separation of pedestrian and vehicular traffic is commendable. To the extent possible, vehicles circulate well outside of the linear cluster of University buildings, whilst a network of paths within the roads provides safe pedestrian routes. These routes have a minimum of cross overs thus reducing pedestrian and vehicular conflict points. However, bus, taxi and car parking are in very close proximity to the buildings. (*Illustration 4.68*)

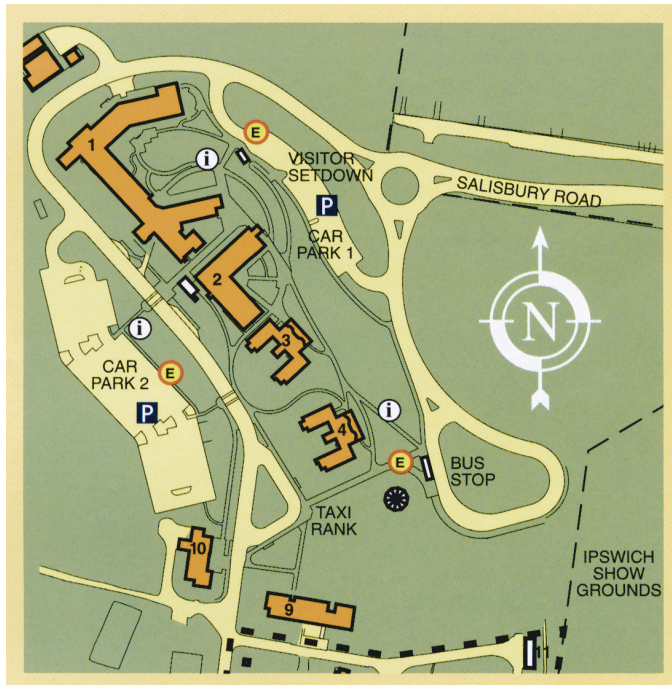


Illustration 4.68 *Circulation system*

Public art

The absence of public art is disappointing, as the opportunities on campus are extensive.

Social

The campus has all the amenities to be a welcome place for those that use it.

Management processes

There was no evidence from the literature that this campus was conceived other than by means of the usual planning and architectural design process.

Conclusion

A sensible, modest and inviting Program initiative that succeeds in many of the evaluation criteria.