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Education for members of the Townplanning Research Group

in bulk, layout, date of issue, content, style ...
to contribute (if you have time) either articles,
discussions, "clippings" and/or to read (if you have time)
and "pick-the-eyes" out of it (when you have time).

publication or re-publication. There will be no
except to exclude such items as racing results -
and siting of racecourses is in order.

before, can be as rough as you like.

reference all the main separate ideas of "Irregular" will
1/4/7 meaning the third item in "Irregular", issue 1, 1967.

YOUTH. AH YOUTH!

1/1/7
regardless to provide any community facilities which will
for youth? Some say "Yes", others "No". If "Yes": Has it
be old-fashioned as a football ground? Or can it be as
as a discotheque?

1/1/7
interests:-

2/1/7
Brighton YMCA \$160,000 youth centre with Council and churches
support. To cater for 500. Gym, library, cafeteria, rooms
for indoor sports (?) and craft work. Smaller rooms for
clubs and classes. (Herald 18/4/67)

3/1/7
"Cross-Roads Coffee Lounge" in Devonshire Rd., Sunshine,
weekend "home" of 1800 teenagers - mods, rockers and sharpies.
Methodist Rev. John Blacker and volunteers run it in disused
warehouse. Sunshine Council now given half of old town hall
and \$1000 for renovations. Plans: Cafeteria, T.V. room,
counselling offices, billiardroom, chapel (Herald 15/4/67).

4/1/7
Olympic Hall, West Heidelberg, unused since Olympic Games,
to be youth club. Indoor heated swimming pool, a discotheque,
coffee lounge, gym, judo, boxing, woodwork, crafts, painting,
ballet, drama, film nights, cricket, football and basketball.

5/1/7
Groyden's \$30,000 "Open Youth Club" championed by A.L.P.
Councillor Race Mathews. Dance floor, coffee lounge, areas
for indoor games, reading, listening to records, gym, double-
workshop, one end for crafts, the other for boat building
and car repairs. Lecture theatre, with nightly talks, demos
in skin diving, bush walking, coin collecting. Finally, a
proper theatre stage. (Aust. Municipal Journal Feb, 1966.)

6/1/7
Preston Council want "Police Paddock" Bundoora for 600 acres
of northern suburbs play area - picnic, golf, bowls, cricket,
football, soccer, baseball, basketball, hockey and tennis
(Preston Post 16/2/66). State Government will create a
250 acre park near Latrobe Uni. 18-hole golf, sports oval,
picnic grounds and lake (Herald 10/4/67).

7/1/7
Sakleigh and Moorabbin. M.M.B.W. plan park. Sir Bernard
plans: "as good as Albert Park." (Herald 11/5/66).

Is Albert Park any "good" for youth? Could it be better?

Must what combination can attract youth? Can't there be
such as (a) (b) (c) and (d) in parks such as (e) and

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A VICTORY FOR GUM TREES

for Diamond Valley Shire Planning Association ?

Valley 436 acre subdivision seeking Government approval. The civic centre, shire offices, town hall, library, art gallery, "set on rolling hillsides lavishly clad with gums" ... Residents to live in an engagingly rural atmosphere ... "Ideally curving roads and quiet courts will give access to areas so planned that children will be able to walk to school and parks free of traffic. There will be shops, high and low schools and an area of high density building suitable for people or childless couples" (Age, Real Estate page 20/5/67).

It is as mighty like a victory for Mr. A. Cole, President of Diamond Valley Shire Planning Association and their excellent town planning.

Want to know more about it!

THE PARKVILLE "BACKYARD" PARK

Melbourne already has several examples of how housing and open space can be combined. The row houses fronting Gatehouse and ... streets in Parkville back onto an irregular linear park in which children can play with almost complete freedom from traffic." (from "Melbourne Sprawl" seminar ... see below.)

Mr. Armstrong (M.G.C.) claimed that Uni. High is to be resited in ... park so Melbourne Hospital can take over Uni. High sites. Minister of Education Thompson denied Government contemplated move at this stage". (Herald 2/6/67).

WORTH READING

Some Useful Reading

Role of Town Planning

Published by Victorian Branch of A.L.P., Box 70, Trades Hall, Melbourne 40 cents.

Work of the Town Planning and Decentralisation Committee.

In a foreword it explains "A notice of motion has been given at the next meeting that the Committee form four sub-committees to examine A.L.P. policy on municipal affairs, as these are closely associated with town and regional planning. Suggested sub-committees are:

- (1) Municipal organisation (size of Councils and municipalities, franchise, etc.),
- (2) Municipal finance,
- (3) Services given by municipalities and
- (4) Organisation of inter-municipal bodies, such as the Board of Works.

Views on the booklet for "Irregular".

Melb News Review. Vol. 3, No. 4, Oct-Dec 1966.

Melbourne's Future Development? Price 20 cents. Important reply to Hamer on Melbourne's development. Membership of Town & Country Planning Association \$3. to the secretary, 56 Dudley St., West Melbourne. Maybe you could write that address for copy of "Plan" if you don't want to join.

Melb News Review. Vol. 4, No. 1, April-June 1967.

Annual Report on Yarra Valley.

controversial attack on M.M.B.W.'s policy of protected (park areas) - "pure" water or play parks?

Recently, dicky-bird tells us that the Parliamentary Enquiry into Melbourne's Future Water Supply final report is nearly completed. It is expected to support multi-use of catchments, as was the recent A.L.P. Victorian Conference.

What are your views on this?

LORD MAYOR AND THE PARKING PROBLEM

Responsible authorities are beginning to advocate the smallest possible city "run-about" to conserve space and ease traffic congestion. R.A.C.V. Journal May '67 has article by its U.S. correspondent: "Hate the Big Cars".

Our Lord Mayor's contribution is to buy a \$23,800 Rolls-Royce, the largest car in Melbourne, "large enough to squeeze an ordinary car quite comfortably in the back seat".

GROG AND BEAUTY SPOTS

Government has approved new kiosk and licensed restaurant for Botanic Gardens. (Age 31/5/67). James A. Smeal (Age 12/6/67) protests strenuously. "The new building is certainly needed, but not for people who cannot live without more alcohol are not wanted here... meeting place of undesirables, children will not be safe and many decent people will avoid it".

Letter (so far we think, unpublished) by T.R.G. member to "The Age"

"The opening of national beauty spots to private enterprise for the sale of alcohol at Wilsons Promontory, Mt. Buffalo and the Botanic Gardens is bound to create lasting bitterness such as that expressed by your correspondent James A. Smeal.

Many who dislike drink regard these spots as likely to be invaded by undesirable people encouraged by drink and not because they appreciate nature. Many others argue for a more sophisticated attitude and consider they are entitled to a drink in civilised conditions in such places.

Surely there is room in this country to supply conditions to suit both sets of people?

Mt. Buffalo and the Botanic Gardens were community efforts made by our grandfathers and great-grandfathers. Why not leave them as they are for the sort of people who have patronised them solidly for generations?

Long overdue is the creation of some new magnificent parks and gardens and the opening up of some new beauty spots with the help of Government subsidies. Some of these, then, could be serviced with licenced restaurants and beer gardens.

Both committed groups could then be happy. And many others, possibly the majority, who have no strong feelings one way or the other, would have a double range of enjoyable places with variable conditions to choose from."

Query: (Is this a feasible townplanning principle - make room for both extremes?)

IS THE TRANSPORT GOING TO DICTATE THE GROWTH PATTERNS?

OR VICE-VERSA?

CAN'T THEY BE CO-ORDINATED?

Member at the seminar on "Melbourne's Sprawl" 3/6/67 proposed a "Workshop Seminar later in the year to swap views on Plans for Melbourne's Growth Patterns, i.e., the plans of the Board of Works, Town and Country Planning Board, Town and Country Planning Association, etc.

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In the writer's view, Transport plans and growth plans are in-
tensely connected and must be co-ordinated.

Any sensible "workshop" conference should wait the Melbourne
Transportation Committee's report, too, and take into account any
other views on transport.

What it is worth "Cross-Section", produced by the University
of Melbourne Department of Architecture 1st June issue states:-

"Plans for an inner city and outer city transport scheme
for Melbourne probably costing in excess of \$200 million
are nearly complete and should be presented to the Vic-
torian Government by the end of 1967.

"The scheme is being prepared by the State Government's Melbourne
Transportation Committee and includes a three-station under-
ground railway circling the city centre and linking with
Flinders and Spencer Streets Stations and an outer city ring
road with enormous car parking stations as the links with
freeways radiating to outer suburbs. The Committee is basing
its scheme on the 1964 traffic survey by Wilbur Smith and
Associates."

Such commitment to radial freeways in the writer's view is a
commitment to chaos.

Reported for "Irregular" - some impressions on one-day symposium of
Australian Conservation Foundation 17/6/67.

GOLDEN BEACHES FREE FOR KING NEPTUNE

Local headlines 27/6/67 :

"Gold Coast Swamped" - "Pleas for Aid as Houses Topple."

"Damage" (to property) "will run into hundreds of thousands of
dollars."

That's all very well. What about the damage to the beach itself?

Australian Left Review, No. 3 1967 has article, p. 19, "Preserving
Surfing Beaches" by Kathleen McArthur.

Her thesis: "The goose that lays our golden sand is the foregone"
... "We are killing the donor which supplies this asset free.
That is more, after storms, our donor will replace the sand
that is lost free, once again."

But local authorities determined to throw away our heritage for
car-parking, playing fields "improving" the land, beach mining for
rutile, etc. Gold Coast City Council protested to Lands Depart-
ment about "menace" of sandhills!!

All this despite Queensland Government's employment of Dutch water
expert Dr. Diephuis and official paper issued to local Councils
entitled "Beach Preservation - Basic Principles" by co-Ordinator
General's Department!!

A WIN FOR FREEWAYS

... May 20th, No. 219, P.6 (without comment).

The Minister for Transport in the old Cabinet, Mr. Ray Meagher,
was, if nothing else, an enthusiast for trains and a believer in
building the long-projected Melbourne underground, with parking
stations adjacent to public transport round the inner Metropolitan
area, and he wanted to expand and modernise the whole railway system.
He had, it is reported, a habit of fighting in Cabinet for this kind
of spending, even to the extent of annoying Sir Henry.

He is now Minister for Housing, while the former Assistant
Treasurer-General and Minister for Labour and Industry, Mr. Vern
... has gone over to Transport. Mr. Wilcox is a comparatively

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junior and limited Minister and few observers doubt that he would be more amenable in Cabinet on railway spending than his predecessor. Sir Henry is opposed to doing anything about the underground unless Canberra foots most of the bill, his argument being that it would never pay for itself. The counter-argument is that the underground will be needed to overcome bottlenecks in the railway system in the much more congested peak periods likely in the 1970s and 1980s. To this same end, Mr. Meagher has been an enthusiast for tripling tracks at some points, widening crossings and the like to allow for a bigger system to meet the needs of an expanded metropolitan area in the last third of the century.

On the other hand, Mr. "Dick" Hamer has stayed on as Minister for Local Government, where he is presiding over a politically difficult freeway system, being built in minute stages by the Board of Works, the council-dominated body which handles sewerage, water, town planning and much road-making in the Melbourne metropolitan area. This could be construed as a move towards emphasis on freeways at the expense of public transport, though the construction obviously must not be taken too far. Mr. Hamer, in addition, has shown a new interest and enthusiasm for town planning, though the machinery available to him is limited."

Wanted for "Irregular"

In Next issue of "Irregular" - some information and impressions on "The Melbourne Sprawl", one-day seminar 3/6/67.