



VICTORIA UNIVERSITY
MELBOURNE AUSTRALIA

Irregular no. 2; Aug. 1967

This is the Unpublished version of the following publication

UNSPECIFIED (1967) Irregular no. 2; Aug. 1967. Irregular (2). pp. 1-9.
(Unpublished)

The publisher's official version can be found at

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August 1967

An irregular publication for members of the Townplanning Research Group (Not for general publication or re-publication)

Four Housing Experiments

Rich fare at the July meeting. Slides covered:-

Radburn (U.S)
An Utzon housing estate (Denmark)
Habitat '67 (Montreal)
Tapiola (Finland)

Supplementary roneoed material on Tapiola is enclosed

More discussion is needed on all these experiments. What are the advantages and disadvantages of each? What features and what principles would be applicable here?

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Radburn

"--This idea derived originally from English garden-city practice. It was exported across the Atlantic to be developed by Clarence Stein and Henry Wright at Radburn in New Jersey in 1928, but seems to have had singularly little influence on American practice. In recent years it has come back across the Atlantic with considerable effect on our own public authority and New Town housing."

"The main principles of the Radburn scheme are:

1. The creation of a superblock (or, as we would say, an environmental area) free from through-traffic,
2. The creation of a system of pedestrian footpaths entirely separate from vehicular routes, and linking together places generating pedestrian traffic.

"--the practical effect is that a house has access on one side to a service road or cul-de-sac, and on the other to an independant footpath system. This is in contrast to the conventional arrangement whereby pedestrians and vehicles approach on the same road. The need to apply the principles in full depends on the density of the development. Probably the reason why they have had comparatively little influence in the U.S.A is that so much of the development is so low in density that there is not a great deal of walking around in any case, and what there is seems to be safeguarded by the mature and considerate behaviour of car drivers. But with the higher residential densities necessary in this country" (U.K) "and with the greatly increased number of cars in the future, the principles are likely to become increasingly useful. The application of the principles does however involve comprehensive design- ing over sizable areas. This is possible when the work is being done by local authorities or New Town corp- orations, but it is very difficult to secure better layouts from private developers with the conditions of piecemeal development in which so much private housing is built" (Our Italics)

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RATS AND RIOTS

"---Congress itself probably helped touch off the riots last week by vetoing, amid great hilarity, a Bill presented by President Johnson to eradicate the plagues of rats infesting the (Negro) "ghettos."

"The program would have cost the relatively small appropriation of \$40 million"

"The House also killed a rent subsidies program, hamstringing a model-cities project and ridiculed the anti-poverty program " (Don Petersen, Herald correspondent in the U.S. Herald 29/7/'67)

People robbed of dignity to the point of desperation riot. The same U.S Congress has sent 100,000 negroes to Vietnam to learn the latest techniques in violence. They will eventually return to the rat-infested ghettos

Consequently Congress may ultimately be driven beyond vermin-hunting palliatives towards a somewhat larky negative defensive urban renewal program.

But fear is neither a right nor sufficient motive for real townplanners who must base themselves on a more humane, more cultured, more civilised, more dignified way of life for all

Visualise Harlem "---the pawnbrokers shops, the horrifying advertisements for rodent and pest exterminators in every gruggist's windows, the aimless unemployed teenagers on the street corners. And since 1940 the position of the Negroes has relatively deteriorated. New waves of Negroes and Puerto Ricans have arrived much more quickly than the city could renew the housing stock. Urban renewal, initiated under the 1949 Housing Act, has been carried out through private redevelopers on a commercial basis. In many cases this has exacerbated the problem: between 1950 and 1957, fully half the residents of the demolished dwelling units in the city were negro, while only 5% of new construction was taken up by non-whites. --the private builder was not usually interested in negro applications for housing---public housing accommodation only just over 5% of the population---

"---the negroes have to live somewhere and it does not seem possible that they can continue to be herded into the existing black ghettos---by 1980-will be between 18-20% of the total population of the New York Metropolitan Region---

(Peter, Hall "The World's Cities" pp 193-194)

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YOUTH AND DIGNITY

Talking about dignity---we have no negroes, few aborigines, but we do have youth all around us.

Further to items 1/1/7 to 7/1/7 (Remember our system of references ? That means: item one to seven of the first issue of Irregular in 1967)---

4/2/7 The Doncaster Dance

"Doncaster Teen-agers Neglected" Doncaster mothers today accused the--Council of failing to provide for teenagers ---refusal to allow promoters to use Athenaeum hall for evening dances and picture shows---teenagers either travelled to other suburbs at night or went to city discotheques." Council's defence "---had already taken a pilot survey---a fuller survey to follow soon". ("Herald" 6/7/'67)

"Teenagers Plan Own Dance" If young people met, set up their own organisation, decided to take new approach to

Council to run their own dances in Athenaeum Hall.
 There are more than 20,000 under 21 in Doncaster-
 Roplestone ("Herald" ~~6/2/67~~ 27/7/67)

"Breath of Fresh Air". Dandy Theatre Brighton was
 led by local film producers. About 12 locally-made
 shorts, therefore packed. Source turned away. Had to hire
 1000 copies of Sunday. 98% of audience were youth. Many
 were in pairs. Youth and adults predominate

re suburban theatres - or turned into ware-
 houses?

readily, dicky-bird says Lusham High school children
 interested in making a film. No miracle expected, but a
 big advance on square-eye watching.

1/17 Bounceball

An adaptation of volleyball, but played on a 16 ft.
 by 30 ft. trapezium. Invented by Hawthorn ex-footballer
 Brendan Edwards for football air-control training, but
 becoming popular game in its own right played by 30,000
 with courts at Camberwell, Torquay, Ocean Grove, Barton
 Heads, Lorne, Queenscliffe, Rosebud and Rye. Camberwell
 Grammar first school to have bounceball centre

(Australian 29/7/67)

If this is a "with-it" pastime for youth, cannot
 go-ahead public authorities provide a few? And a few
 velley ball courts with instructors, as a sort of
 "beginner's game". Very little space, very little
 capital, but there must free instructors.

1/17 PHAT CITY RING ROAD

Cabinet on 17/7/67 approved 2 new Yarra bridges
 and an underpass under St. Kilda Road as part of the
 City ring road, as well as a further extension of the
 radial freeway system, in this case, the Eastern freeway.

Why such major decisions are taken without the
 Transportation Committee's Report which has not yet been
 tabled is hard to understand, just it is hard to understand
 how the MBEW can be expected to submit a growth-plan
 un-related to a transport plan. Decisions are made now,
 so work can commence in 1970. No decisions, it seems, for
 radical improvement in public transport at any time.

Therefore, no comment at this stage on ring road.
 But note Prof. Buchanan "Traffic in Towns" p 53.

"The power of town centres as generators and
 attractors of traffic seems not to have been fully
 understood, and mistaken reliance has been placed on ring
 roads for the relief of central congestion, when in fact
 much of the traffic has business in the central area and
 is not divertible to places outside that district. There
 may be enough traffic that is divertible to justify a
 diversionary road for its own sake, but the mistake
 arises in assuming that the diversion is bound to have
 a marked effect on central congestion--"

Elsewhere Buchanan estimates that the amount of
 space taken by a city worker and his parked car are
 approximately equal.

Now consider this:-

Within two days two projected "tower" city buildings
 were announced.

One in a report to the M.C.C. for Redevelopment into
 a "luxury city block" of the area bounded by Ionsdale, Eliza
 Street, LaTrobe and Swanston Sts to include a 50-storey
 tower, and 3-storey department emporium and a 500 room

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luxury "motor-hotel" ("Herald 25/7/67)

The other is a 50-storey tower in William St., just north of the mighty St. James tower now in course of construction. ("Herald 2/8/67")
A few statistics:-

Tower etc Project	Cost	Car Parking For.	Extra People	Extra Parking Needs	Extra Road Needs
William St.	\$ 63 1/2	1500	?	?	?
William St.	\$ 20	6000	?	?	?

The tower on the corner of Latrobe and Swanston will be near an underground railway station if and when an underground is ever built.

How maybe the total effects of all this on ringroads, viaducts, bridges, freeways, public transport, underground have all been calculated and planned? Maybe not? Maybe there is unpublicised behind-the-scenes perfect co-ordination between the MCC, the MMB, the Transportation Cttee, and Cabinet? Maybe not?

Hearken to Buchanan:-

"---there must be a capacity relationship between the network (i.e. "the interlacing network of distributory roads", and the environmental area. In most cases the network would be designed to suit the capacity of the areas just as a water pipe is designed to suit the cistern it serves. It would be unwise for instance to feed in wide roads which would stimulate vehicular movement from suburban areas if the central areas were not capable of accommodating this traffic. Conversely it would not be satisfactory to redevelop a town centre with large office blocks with huge car parks if the network could not deal adequately with the resulting traffic"-----"the concept of a network and areas puts highway capacity and the capacity of building to generate traffic into an understandable relationship on a calculable basis"
(Op.cit. p.60)

"---belief that the cause of the central congestion is all the traffic pouring in on the radials, and that the obvious 'solution' is to divert the traffic around the centre. If the idea of diverting each radial is pursued there very quickly results a complete ring. This is the basis on which the familiar 'inner ring roads' came into being---" (Op. cit p 61)

Did the Wilbur Smith report base itself on Buchanan's approach, or was it a guess based on imponderables (such as lack of knowledge on tower redevelopments)? Is Cabinet working in the dark? If not it should come out in the open and say what the "calculable basis" is.

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PRIZE FOR UNIMAGINATION

(Back-lanes---1967 St. 14)

Masterbuilder A.V. Jennings easily wins the prize for one most unimaginative project for 1967, with his solution of the long-awaited central development of the "Rathem Gardens Estate" (between C'Shanassy St and Harris St. North Melbourne)

With 24 acres or so to play around with he is erecting 4 new blocks which (without mentioning more at the moment) are so placed to re-create entirely useless back-lanes, which of course was one of the

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unsavoury features of the old slums which the master builders set out to uplift with such a flourish! The backlanes of last century at least had a use and an excuse.

We note with trepidation that the new "Australian Institute of Urban Studies" has "established a fundraising committee under the chairmanship of Mr A.V. Jennings.--" ("Prospect", Bulletin of the Melbourne Division of the Australian Planning Institute, June 1967)

In the writer's opinion (personal of course) Mr Jennings's activities should be confined to fundraising and building and he should have no part in either architectural design or townplanning---rather he should be limited to a "say" but not have control.

BERKELEY STREET, HAWTHORN

1) Like a lot of cut-throats to arouse the hackles of professionals!

2) Formation of "Hawthorn Residential Ratepayers Association" with purpose of "the maintenance, improvement and beautification of the residential areas of Hawthorn"

- 2) Hawthorn Council refuses to hear Gifford Q.C. put case for Berkeley St.
- 3) New Association to run candidates against all Hawthorn Councillors and calls on all members to help letter-box, hand out "how-to-votes" and provide transport for polling booths.

Elizabeth Cox, Oliver St. Ringwood wrote to Letter-to-the-Editor ("Herald 16/6/67) "I shall certainly watch with interest the outcome of the Battle of Berkeley St. Let us hope that a street containing a well-known solicitor a sharebroker, a couple of doctors, the head of a business college, and a townplanning consultant, as well as Professor Turner and the city engineer of another municipality, will have more success with Hawthorn Council than the tradesmen and clerks of our street had with Ringwood Council.

"Our quiet suburban cul-de-sac was transformed into a through-road-on-speedway against our wishes and at our expense. This expense included a heavy-duty bridge over a creek. Every success, Berkeley St."

With somebody would threaten to cut trees down around our way I might start something if there were enough professionals as well:

Seriously though. There are a thousand Berkeley Sts and Oliver Sts.--quiet residential places that were never intended for 1970-style through-traffic.

There is a cheap effective remedy for many streets. First, through traffic streets should be designated and improved at public expense with compensation for loss of amenity if necessary for the Elizabeths Coxes.

All the rest---the residential access streets---should wherever practicable be closed to through-traffic by lawns or small gardens at either end or some suitable place in the middle. The small capital cost and the slightly more costly delivery for milk, papers, mail and rubbish would be well worth it.

John Hachtler in an article "The Future of British Transport" ("Maximiser Today", May 1967 p.141) advocates this for England as part of "the gradual removal of extraneous traffic from environmental areas--", and, nearer to home this was advocated last year in the draft A to Z plan for Melbourne.

THE EFFICIENT COUNTRY

Reading: "South-Eastern Sewerage Amplification Scheme" prepared for the information of the public by direction

What the Board Public Relations Men Tell:-

I. 10-year deferment saves \$ 21 million

First Scheme (Oct. 1964)

Stage 1 Trunk from Kew to Carrum, plus purification plus pipe to Cape Schanck -----	\$ 114 m.
Stage 2 Surge relief outfall at Carrum into Bay -----	\$ 6 m.
	\$120 m.

Second Scheme (July 1967)

(Carried 29 votes, to 21)

Stage 1 Trunk from Kew to Carrum (353m) plus purification plus pipeline to Bay (330m)---	\$ 83 m.
Stage 2 Pipe Carrum to Cape Schanck --	\$ 37 m.
	\$120 m.

Difference in Immediate Borrowing

	\$ 114 m.
less \$ 83 m.	
	\$ 31 m.

2. Threat to Beaches

If \$ 31 m. extra has to be borrowed now \$15,750 extra would have to be raised in rates over next 10 years to meet interest and sinking fund, equivalent to 14% increase in rates.

3. Purer than Pure

"The reconditioned water, in fact, will be of a higher quality than that required under the Victorian Health Act for discharge from sewerage systems into inland streams from which drinking water is drawn" No effect on on health or beaches.

4. Effluent for Westport industry?

Feasibility study of selling purified effluent for industrial purposes or irrigation.

11/2/7

What the A.L.P Commissioners Said (Unreported in press):-

(Taken from recorded speech to Board by K. J. Hardiman, Commissioner from Preston and Secretary of ALP Caucus)

1. Economic not Technical? Decisions

Economic considerations not technical or scientific ones--challenged Commissioners to name one new technical or scientific fact not known in Oct. 1964 when Board almost unanimously adopted first scheme.

"The State Government rejects the request knowing well the policy of the Federal Treasurer Mr. McWhinney which he declares as being that 'the Governments should not squawk compete with private enterprise for available resources' "

Asked Government (which must approve any effluent into Bay) to re-approach Felt for grant or loans for works of great national development.

2. Same Ultimate Costs: How Long Before Scheme Completed?

"All experience shows that temporary measures taken for economic reasons tend to become permanent". Same ultimate cost---\$ 120 m.

Reasonable Doubt

Neither Fisheries & Wildlife Dept. nor Health Commission have given unqualified approval. For example Health Commission subject to (1) no dis-

contamination or spoiling of beaches (if effluent
weren't 100% adequate movement of water to point of
discharge. If effluent so pure why not publicly declare
so and then "no need to consider the proposed Cape
Schank outfall at all"

Reclamation lakes?

... possibility ... or
... suggested it be extended ... feasibility
... lakes.

Mr Deacon (Chancery Purification plant)

Wanted to know re Activated Sludge plant (said
by engineer as Chief Reynolds in 1964 to \$14m more and
to require 21.2m cu yd per year ... and was
occasionally used) was when in ... to High
Rate Trickling Filter & Oxidation ponds system (which
Reynolds said was simple to operate produced a
... standard, and could be used also as holding
... storage)

... of ... said

... Butler, one of Commissioners, taken from
... "Newspaper" 19/7/67 which had banner
... "Days of Anger" and reported all seaside
... from Port Melbourne to Mornington opposed and
... for common opposition policy)

Where Does it Stop?

"Now that the Board has decided virtually to dump
waste matter (however scientifically purified) into the
bay, how can we agree effectively with industrial
concerns who wish to do the same thing?"

Politics?

"If the sewerage outlet were placed at Portsea I
... sure that the Federal Government would soon make
the money available " it

More Speculations by "Speculator"

Westernport - new factor?

Commissioner Hardiman may be right in saying there
are no new scientific or technical facts since 1964,
but when he says finance is the only new factor is
he not overlooking another? Namely a new industrial
potentiality requiring water? The Board of Works
map shows a huge area on the Western shore of
Westernport marked "Westernport Industrial Complex"

According to Age 14/4/67 "insight" story by
John Luckin and John Tacey a consortium of companies
with the active support of the State Government are
considering a complex including oil refinery,
... plant, steel works, natural gas by-products,
... chemical, and a nuclear reactor to provide
electricity and desalinated water (note that) "to
augment the water supply.

Could it not be that this factor water, was not
another prime factor alongside finance for deferring
the decision of the Cape Schank pipeline? If
Westernport industry is to use the effluent the
pipeline would have to take, of course, a different
route. Still the consortium and the Govt are
working up their minds is it not conceivable they
could, with the effluent-in-bay scheme for a temporary
measure to give themselves time? After all, it was
the first thing Cabinet did was to lay the stress
on a report for feasibility for industry. And it would
... the necessity of taking more "Gippsland"
... from Gippsland rivers becoming more difficult
... report that Water Enquiry report will bring down
... for taking the Thompsons - it would save
... of that nuclear reactor.

The MBBW publicity "forgot" to mention that the discharge of effluent into the bay must also be accompanied by an 1 dilution. The Bay would seem to give a umpteen million to 1 dilution. But the Bay water, unlike a stream is not completely running. One of the Health Commission's qualifications, however, is that "there should be a definite movement of water at the point of discharge."

Prof. Francis interviewed by "Herald" 1/7/67 says "Not much is known about how the currents move in the Bay" and Dr. Riping says "this is really their only concern--that if the fresh water effluent will be dispersed effectively with the salt water"

How much water in St. Vincent's gulf into which the effluent goes, may be quite different. Why does the Bay have to go out two miles? Why else should the MBBW Dept be concerned at all?

What is the Status of the Yarra?
The Yarra sewage farm is said to be dangerously overloaded and as a consequence pouring into the bay millions of gallons of insufficiently purified effluent. County Director of Fisheries and Wildlife Mr J. Wharton said that random test samples of fish in Corio Bay ranged from "horrible" "definite kerosene taste", "to oily" to "something wrong" -- "more than half the potential catch in the area contaminated" ("Herald" 1/7/67)

A State Health Department officer said anyone taking shellfish in Hobson's Bay north of a line from Point Callibrand to Point Ormond was risking disease " ("Herald" 1/7/67)

What acids, detergents and other waste matters are dumped into the Maribyrnong and the Yarra and in what quantities?

Does treatment eradicate germs such as hepatitis? Does it break down all types of detergents?
Secondary and Tertiary Water

If tertiary water reconditioned effluent could conceivably be used for industry, would not the water of the Yarra at Warrandyte be classed as secondary and be used untreated for big industrial users at Manning Kelcey's factories? Would it be feasible to have a feasibility report into this too?

If feasible there would be plenty of shouts of joy. They'd not come from treatment-plant engineering firms. Maybe not from the timber millers who want treatment as an excuse for access to catchments for logging.

But the Town & Country Planning Assoc. enthusiast (Was it R.A. Gardner in the April-June issue) who wants the Yarra opened for "playgrounds" could have his dam at Warrandyte for this purpose, the MBBW could continue its "protected catchment area" policy and water for residents would be tremendously augmented simultaneously. Industries requiring pure water had been leamed or sensitive boilers could still have the first-grade var-

MORNINGTON PENINSULA
SUB-REGIONAL PLAN URGENTLY NEEDED

To return to the Mornington peninsula problems: Dr. Bayly Senior lecturer at Melbourne University has correctly isolated one of the crucial planning tablelands--a demand for a sub-regional plan for the whole of the Mornington Peninsula.

Apert to putting a strong case to the "Melbourne Herald" similar, here is reproduced a letter to the

Editor of "Prospect" Bulletin of the Melbourne Division
of the Australian Planning Institute April 1967

The Mornington Peninsula is a remarkable stretch of land
culturally it is rich, its beaches are already a popular
background, and its coastline is quite as delightful as many
of the most famous resorts of the world. The growth of the
metropolitan area of Melbourne is adding to its permanent
population considerable numbers of long-distance daily
commuters, and its popularity as a place for retirement is
increasing.

Into this sufficiently complicated situation now come
two potentially massive intrusions. Tourism is one of the
world's most rapidly growing industries, and tourists are
already being allowed to defeat their own purpose on the
peninsula by destroying the very peace they come to enjoy.
The petro-chemical industry is virile and voracious in its
appetite for land; it has found a focus at Orib Point. It is
naïve to expect that the oil-men, the bus-men, the
hatchers and the baskers, the stud farms and the stud-farmed
houses will just naturally achieve a nice balance between
their legitimate demands. If any of them is to have real
freedom, all of them must accept control of some kind.

Nothing less than a truly sub-regional plan will do--one
summer's sales of literature would pay for its preparation and
make significant inroads on its implementation. Without such
a plan, based on a realistic assessment of many reasonable
and sometimes incompatible requirements, and on cost-benefit
analyses, a paradigm of the "the Australian way of life" is in
danger of degenerating into the confusion of a can of worms"

John J. Bayly"

Notes:-

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written ! And when you do write in a contribution--you
never know when you might need to refer to what you said.

Wanted

Who is Paul Ritter ? What's it all about ? Can some-one
who knows write a few words ?

Melbourne Spring

Space permitting, notes and comments on this seminar
appear in the next issue of Irregular--it has been
decided in favour of more topical immediate issues.