

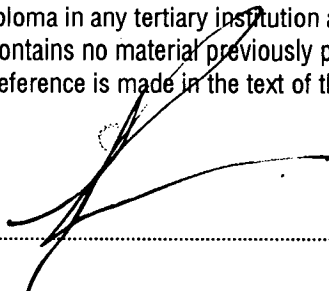
Public and Private Space in the Traditional Suburban Centre

by

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This professional paper contains no material which has been accepted for the award of any other degree or diploma in any tertiary institution and, to the best of my knowledge and belief, this paper contains no material previously published or written by another person, except when due reference is made in the text of the paper.

A handwritten signature in black ink, appearing to be 'Scott Pedder', is written over a horizontal dotted line.

Abstract

The broad suburban landscape in Australia has evolved to produce few rich, strong centres, outside of the 'shopping towns'. Because of this, suburbs rarely provide central places whose character and function reflect the full spectrum of civic life. The structure and history of traditional centres, which developed before the world wars, however, suggest a quality of community life can be redefined in the suburban place. This professional paper, in recognising this opportunity, establishes a strategic planning approach in order to reinvigorate the traditional centre's public and private spaces. A three dimensional plan of the subject site, Camberwell Junction, is developed to demonstrate the approach.

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2. Adapted from the *Camberwell Planning Scheme, 1989*.
- 3 & 4. Adapted from the *Camberwell Junction Structure Plan, Heritage Study, Nov. 1990*, by Roderic Elphinstone.

Introduction

The nineteenth century saw urban expansion into the suburbs by virtue of the railroad. Seen as an answer to the perils of inner city slums, the suburbs developed as places more satisfying in terms of social and political order, and local environment. "The motive for the suburban exodus was largely an escapist one, spurred by the moral disorders and environmental foulness of the city, not least of its gains was a political one. Politically the suburb might be described as an attempt to reduce the functional urban community to a size small enough for an individual family to cope with." *Mumford*¹

The nineteenth century suburb was to provide for an attitude and function of public space in new communities reflecting that of the recently departed city with, commonly, places of meeting and business developing around the rail stations and market places.

The impact of the majority of suburban development in the Twentieth Century, however, was to diminish the importance of these traditional centres, and today we perceive the suburb more as an un-integrated amalgam of housing, work, recreation and circulation, than a neighbourhood entity with any defined central place.

The 'ageographic' suburb of commuted, electronic and simulated spaces, where connections to locality and physical nature is seen to be less than necessary, is dominant over the traditional importance and nature of public spaces.

In the traditional city, democratic public space and in particular central places, provided social life and varied experiential qualities seen as priorities for community living. In the dispersed cities of today this is not the case. Instead the relationships between private space, buildings and infrastructure, to public space is becoming increasingly

irrelevant. Streets are less likely to act as traditional public space but infrastructure conduits. The new suburban centres contained in the market place of the privatised shopping towns, reproduces an urban life "devoid of the city's negative aspects: weather traffic and poor people"², impacting upon social life and cultural, educational and recreational activities.

It is the relationship across private spaces that increasingly has become the important determinate of social life in cities today. The impact though has been to limit freedom of movement and to create places restricting cultural experiences. This is most apparent in the suburbs, where places are created which provide the bare functions of a city, "while doing away with the vital, not quite formal mix that give cities life"³. How these problems are resolved forms the basis of this paper.

Objectives

The purpose of this study is to explore new planning approaches capable of reinvigorating suburban centres, to provide them with connected democratic public spaces as was the case in the traditional city (and embryonic suburban centres of the nineteenth century), and which contributes to an appropriate social, cultural and sustainable suburban environment. Camberwell Junction suburban centre, in Melbourne's east, will be used as the case study site.

To develop a workable strategy the following objectives are to be achieved;

- To investigate the agents of erosion of public space.
- To analyse existing patterns of town and suburban centres.
- To establish methods or strategies for the regeneration of the suburban centre with specific regard to democratic public space.
- To record the impacts of the agents of erosion specific to Camberwell Junction
- To illustrate/demonstrate principles for the regeneration of democratic public space in suburban centres.

Relevant planning movements through the century (including current responses and attitudes to suburban development) and modern movements in architecture will be looked at in attempting to resolve the issues of declining importance of traditional suburban centres, and in particular the diminishing value of public space, as places of social communication.



ABOVE: Burke Road in the heart of the Junction.

Camberwell Junction

The Camberwell Junction centre is an important district centre in the eastern suburbs of metropolitan Melbourne. It is part of the newly proclaimed Local Government area of Boroondara, encompassing the Cities of Hawthorn, Kew, and Camberwell. Previously the Junction was divided by the municipal boundaries of Hawthorn and Camberwell along Burke Road. Around quintessential middle class suburbs, the centre grew amid the prosperity of the Gold Rush days of the late nineteenth century.

The subject site contains three major intersecting roads: running north-south, Burke Road, along which the most significant development has occurred; east- west is Riversdale Road which

flows directly to the City; and from the north - west intersecting both Roads at the Junction is Camberwell Road, which contains the Civic Precinct. The Railway Station is situated to the north of the Junction along Burke Road.

The suburbs commercial centre developed around major nodal points of the railway station, and picture theatres and Hotels close to the six way intersection. Like the majority of Australian suburban centres of this period development of the commercial activity occurred along the street. The centre attracted the majority of mercantile activity of the suburb of Camberwell and its contiguous neighbours, rivalled in the district by the centre of Melbourne as a destination for commerce.

The development of the Maroondah highway and South Eastern Arterial and Chadstone and Box Hill Central Shopping Centres not surprisingly saw Camberwell Junction decline in status. A number of studies by the local authorities have been undertaken in an attempt to stem the decline.

However it is the quality of public space in the centre which reflects an overall decline in attitudes to the sense of community in the suburb. The desire to compete with the shopping town has seen local authorities direct future planning of the centre toward the resolution of inadequacies in retailing and commerce without conceptual regard to a civic quality. It is this overall picture which is to be addressed in this study.

Public space - context

Public space exists in streets, squares, parks, playgrounds, footpaths, railway and bus stations, museums and galleries. They are places for meeting, conversation, play, protest, celebration and conflict. They have come to represent the life of a city, and more than any one building or collection of buildings reflects the character and culture of a place.

From the time of the ancient Greeks the public space was where education in life would unfold.

"The temples, markets, playing fields, meeting places, walls, public statuary, and paintings of the ancient city represented the culture's values in religion, politics, and family life. [The Ancient Greeks were taught] the moral dimensions of sexual desire in their gymnasiums - modern places, that is, filled with other people, a crowd of other people, rather than the silence of the bedroom or the solitude of the psychiatrist's couch. As materials for culture, the stones of the modern city seem badly laid out by planners and architects, in that the shopping mall, parking lot, the apartment house elevator do not suggest in their form the complexities of how people might live." *Sennett*⁴

While it is not possible nor desirable to reproduce the social fabric of a city of Ancient Greece as described by Sennett, it is possible to recognise the backdrop of public space in stimulating the Ancient Greek's culture and identity.

The evolution of today's cities, intimated by Sennett, has negated the ability of public spaces to convey social life and communication. Cities are seemingly designed and developed to inhibit that goal as an important one. The new imperative as described by Michael Sorkin in *Variations on a Theme Park* is more than anything directed to segregation and security, providing 'pseudo public spaces': secure circulation systems through threatening urban territory under the gaze of private police; shopping mall arcades; and residential enclaves, where he says "city planning has largely ceased its historic role as the integrator of communities in favour of managing selective development and enforcing distinction". *Sorkin*⁵

Just as important in Sorkin's writing as the nature of public space is the quality of the connections developed today which he portrays as inhibiting of democratic accessibility.

Where once the interrelationships across public spaces, the in between space, and private spaces were likely to determine the accessibility of urban areas, and provide for a place with a sense of community, their quality of construction and articulation in latter day urban evolution has provided the opposite.

19th Century attitudes

In assessing the nature of public space (and the connections to private space) from one of being essential to the life of the city and its inhabitants, to that of segregation and simulated space, it is useful to determine the attitudes in urban planning to public space in urban centres at a time concurrent with the emergence of the suburban centres in Australian cities.

Published in 1889 was Austrian Camillo Sitte's study of the character of European Cities through the middle ages, entitled *Der Städte-Bau* (City planning according to Artistic Principles), who perceived public spaces as the unifying element of all great cities.

This seminal work was to focus city building on the art of planning public spaces in the urban fabric. The contained space, and the interrelationships between spaces, were the most important elements of the urban environment for Sitte. His concern was the quality of arrangement and sequence of spaces.

"The continuity of space, in which buildings were mere instances or provided a transitory framework, and the continuity of time, which caused a perpetual evolution of the urban fabric, were for Sitte the fundamental aspects of older towns. In the apparently chaotic jumble of the unplanned, he searched for an inner structure, a hidden pattern, that allowed for unending change in response to the demands of historic time." *Collins & Collins*⁶

His objective in writing *Der Städte-Bau* was to determine a set of artistic principles of spatial form for squares, their networks, plazas, and streets (deduced from the study of the historical development of the city).

The underlying intention of the book tends to reflect the stimulating nature and significance of the street as public space which contains the outer life of a city⁷. Even while decrying the lack of activity in the squares and streets of his day, Sitte recognised the status of the authority of public spaces. In developing an approach to suburban centre development, the idea of connected space and links of democratic space pursued by Sitte seem most appropriate.

Part of the traditional nature of public space as described by Camillo Sitte, is to connect buildings to street and plaza, and in turn to networks of streets and squares. Freedom of circulation thereby promoting social communication and a sense of community. When public space is not connective (as in the case of present day large suburban shopping centres), effective social communication is diminished.

In the chapter on the *Relationship of Buildings and Plazas*, Sitte describes the ability of urban plazas to provide the 'active continuous of public life'.

"In the middle ages and the renaissance there still existed a vital and functional use of the town square for community life and also, in connection with this, a rapport between square and surrounding public buildings." *Sitte*⁸

The artistic principles contained in Sitte's book were to have greatest impact in urban areas. However Sitte was to clearly influence Raymond Unwin and Barry Parker who developed the new towns of Letchworth and Hampstead during the early years of the twentieth century in the suburbanisation of the Garden City model of Ebenezer Howard. *Hall*⁹

It was these artistic principles and attitudes espoused by Sitte which were to be questioned at this point in time as the avant garde movements in art, architecture and literature were developing new forms and ways of perceiving the physical environment. The nature of the avant garde movement in architecture was to look for inspiration not only in the great architectural works of the past, but the parallel movements in modern art and literature. The modern movements in art created the possibility for architects to develop a new architectural vocabulary where the reference or use of historical elements, symbols, and typologies, which reinforced the traditional notion of security and cultural place in our built form, were no longer imperative.



"How ordinary house fronts can produce a picturesque street if it is slightly undulating is demonstrated to us by the street of the Marche aux poulets in Brussels. Here, no tower, no belfry, and yet an intimate and characteristic tableau." *Sitte p 204*

The above plate taken from *Der Städte-Bau* exhibits the image hailed against by Le Corbusier, as the pack donkeys way.

BELOW: Images of vitality in the historical city's public spaces, from Rome, Barcelona and Florence.



THE SUBURBAN CENTRE

Introduction

The traditional Australian suburban centre has evolved typically to produce a fragmented form. From their embryonic structures of corridor shopping strips, dispersed public buildings, and transport stops, these centres have rarely evolved in any cohesive sense due to the nature of a number of significant influences. They include the rise of the use of the motor car, functional zoning systems, physical typologies and most recently the rise of commercialisation and the privatisation of social functions. This has left the typical centre, in its current evolution, to conform to a series of unrelated typological models.

The embryonic traditional centres did however offer an opportunity for the Australian suburbs to develop neighbourhood or community centres better adaptable to the suburban places on going need for social and environmental well being.

The traditional centre

During a period of expansion, which began in the nineteenth century, the spatial city in Australia was marked by a blank formal imposition on the landscape: the grid. Individual lots were treated as abstract units for selling and the most economical division of the unit was based neither on topography or social need but the grid's mechanical pattern. The commercial, and social centre developed within this standard street and street block pattern. Unlike historical European centres the newly created centre was not compact nor did it generally form around a public square.

Centres evolving within the grid pattern, either created a spatial form of street space enclosed by a solid building of one to three storeys on the street line, or detached buildings, as objects in space, set back from the street grid.

The completeness of the spatial enclosure of this solid building form would be determined by external elements including the success of the strategic location of the strip, road transport connections and railway service, and the availability of land for development. This often left, within this form, buildings standing alone, built to shoulder new development.

As the centre would increase to service local communities or serve as a strategic centre in a district, community buildings including the railway station, town halls, churches, and post offices would in turn be established.

The siting of public buildings rarely occurred in concentrated or compact form. Church buildings gravitated to the higher parts (topographically) of a centre, often standing alone, while other community buildings would tend to conform to the street grid's continuous building line, seeking prominence either through setback, elevation on stepped platforms, or corner siting.

This pattern of scattered development would become reinforced as time went by, with stylistic change in architecture generally conforming to the nature of the physical spatial form of buildings creating space, or outside the shopping strip, the suburban pattern of a building in space, orientated to address the street.

The meeting places of the centre would be within the congregational halls of churches, railway stations, post offices and hotels, and most importantly within the street space. This meant the connections between public spaces and private buildings containing publicly accessible spaces, were similar to that of the historical city, and were not necessarily linked to the quality of the streetspace itself or quality of the architecture in the centre.

Community leaders of the suburbs would often be representatives of public institutions in these centres, such as the bank manager, clergyman and the post master. The buildings that held them not only providing their functional use but acting often as a surrogate refuge in a social sense.

Despite the completeness or fragmentation of the street form and extent of development, the nature of the traditional centres reflected a sense of community in the suburb. However the ability of these centres to continue to act for the community and retain connections to democratic public space was eroded from a very early stage.

The motor car and the separation of uses

The nature of the grid in the landscape was to mean that the traditional suburban centre relied on the street as the primary public space. If centres were to include public squares or parks they were generally contained within the street block. The nature of the street as the primary space then meant that the qualities it retained were most vulnerable to two prominent influences. The emergence of the private auto as the main means of transport, and linked to this the physical separation of functions.

Cars brought a new scale to the suburb. Extending developable areas beyond walking distance of rail and work destinations. Planning in the suburb was to be given form by the car.

"Under the present suburban regime, every urban function follows the example of the motor road: it devours space and consumes time with increasing friction and frustration, while, under the plausible pretext of increasing the range of speed and communication, it actually obstructs it and denies the possibility of easy meetings and encounters by scattering the fragments of a city at random over a whole region." Mumford¹⁰

The fragmentation of uses spread over the city does not readily provide a sense of place but 'space' in what Melvin Webber termed the theory of the 'non place urban realm'. This conceives of suburbs as a separation of social 'place' from physical 'place', more conspicuous today with the development of the electronic and communication technologies.

These two impacts were initially exemplified, and given greatest definition in the new spatial relationships formulated by the early modern architectural movement.

Territorial definition

- Public space
- Publicly accessible private space
- Private space (overlooking public space)
- Private open space

Model of public/private space relationships of shopping strip, with buildings defining space.

The shopping strip

The shopping strip formed an important element of the embryonic suburban centre, and represents a typical urban form typology of buildings defining space. However, frequently the shopping strip in the suburb contained 'missing teeth' or gaps in the building form, which reinforced a notion of fragmentation.

The aspect of the shopping strip significant in this discussion is that here the relationship of public and private spaces was connective and contributed to the quality of the centre. It should be noted that the street enclosed by the building form functioned on a number of levels, not as simply a movement conduit.

The nature of the relationship of the building form to the street space therefore provided the street with a series of territorial relationships reminiscent of the historical city. From private through to public space the thresholds of each is seemingly defined but allows for a number of social transactions which contribute to the nature of community: houses above shops allow for overlooking of the street, maintaining a casual surveillance; the transition of public street to shop is enhanced when a shop stall or display is on the street; and so on.

As summed up in an editorial on a similar subject in *The Architectural Review* these sequences of public through to private, demonstrated here, allows for "an urban weave which offers much ambiguity and spatial variety, an intermixing of public and private that we now seem unable to achieve".¹¹

ERODING THE TRADITIONAL CENTRE

The modern movement

Functional separation and the impact of the car were cornerstones of the early work of Le Corbusier, the influential and great French modern architect and planner of the early twentieth century. In a seminal work in urban planning and development for this century, Le Corbusier's *Urbanisme*, argued a case against the historical cities slums and filth. During an age of huge technological advancement he offered a solution of a new spatial form for cities, which he had initially developed in 1922 called the *Ville Contemporaine*, and elaborated upon in the *plan Voison*.

Le Corbusier was to concentrate on the redevelopment of the city, (as opposed to the decentralised solution of Ebenezer Howard and the Garden City movement to urban problems, or the suburban expansion already occurring) and in so doing create an urban centre of greater density contained within a natural or parklike setting. The new spatial form, (or non- form) to arrive in urban development was the separated object in the city in the form of the tower, around which a spatial form was free flowing, and which required the separating of movement functions . This development while greatly effecting the nature of urban places over the century, was intrinsic to attitudes affecting the developing suburban centres.

Contained in *Urbanisme*, the *plan Voison*, (named for the automobile manufacturer who was to sponsor the plan) expressed a vision to rebuild a part of inner Paris based around the motor car and seven separations of movement functions. He redefined the street in to a modern superhighway which became the "central axis of his urbanistic schemes, and hence, also, his constant urge to separate automobile traffic from pedestrian circulation and to layer the different levels of mechanical transportation according to function range and speed". von Moos¹²

As von Moos points out the separation of movement types had already occurred in the cities of London, Paris and New York in such places as underground rail systems but here Le Corbusier's was to seek the end of the street. "It is the street of the pedestrian of a thousand years ago, it is a relic of the centuries; it is a non-functioning, an obsolete organ. The street wears us out. It is altogether disgusting ! Why, then, does it still exist?" Le Corbusier¹³

The street which held the pattern of the city was to be transformed. While Le Corbusier considered the teachings of Camillo Sitte an "appaling and paradoxical misconception in an age of motor-cars", for Le Corbusier the modern city would be rationalised along the straight line, functions separated. Le Corbusier¹⁴

The impact of Le Corbusier's planning theory was to be wide spread. The CIAM (*International Congresses of Modern Architecture*), were specifically influential (Le Corbusier in particular) in directing the Modern Movement in Architecture to urban issues. The 'Chartre d'Athenes', the official document of the 1933 CIAM conference dominated by Le Corbusier, presented solutions to the slums and blight of European Cities and the perceived needed reparation. Most significant of the statements was contained in the definition of the 'functional city', which accommodated four essential functions: dwelling, working, recreation and circulation.¹⁵

It was this statement which was articulated in the construction of so many developments in terms of the physical separation of units, as planners were to pursue in the separation of function of land use to alleviate problems associated with the health and amenity of urban and suburban dwellers.

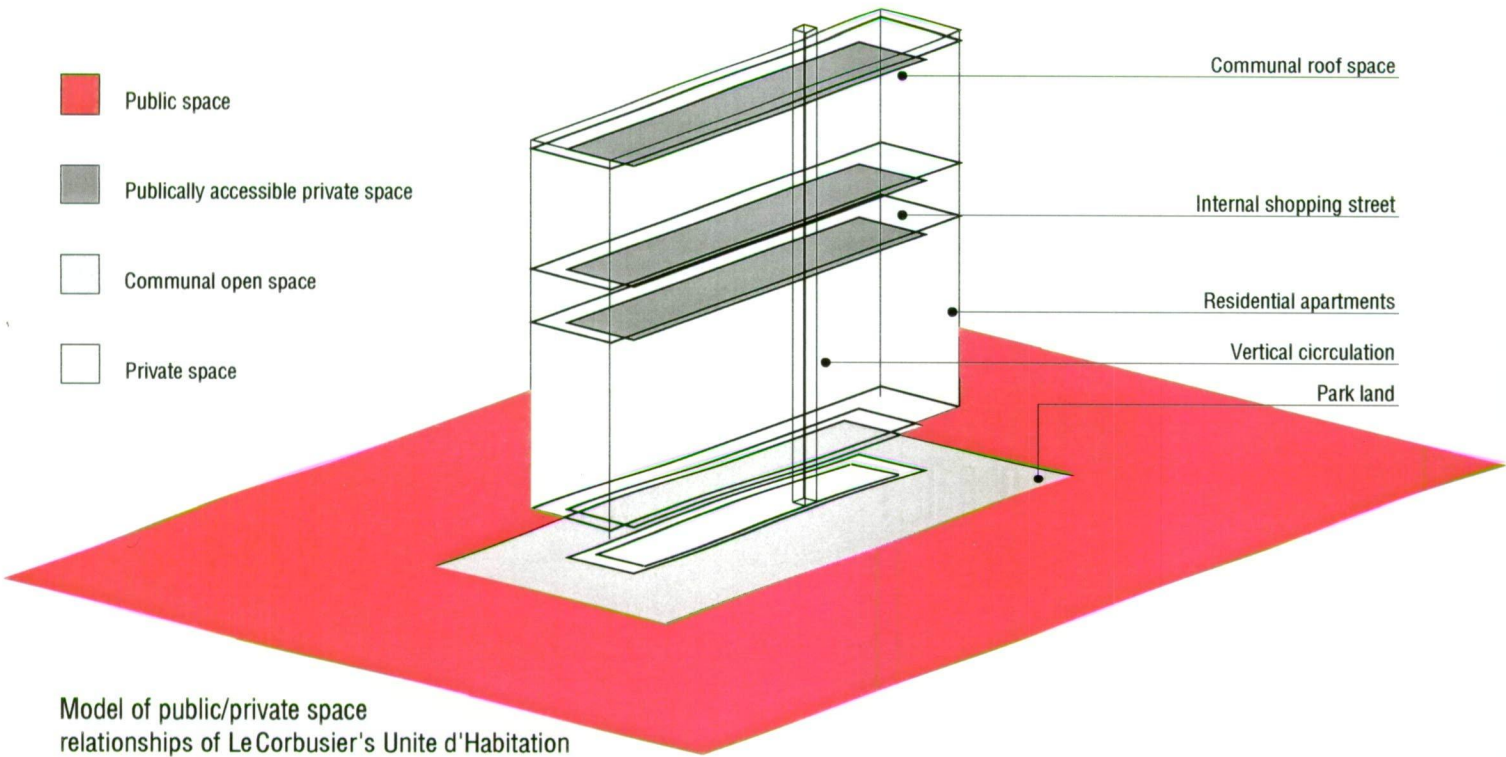
The modern architect having been provided with a freedom of form parallelling the new potential offered by technology sought to explore

the possibilities in developing a new architectural vocabulary broadening perceptions, and attempting to create a more vital urban landscape.

Le Corbusier in particular was to produce an architecture expressing exciting formal spatial and functional relationships. His buildings were to acquire style not through historic motifs but through a design which incorporated technology, functional requirement, aesthetic principal and planning. It provided a new complexity in architectural language and volume which he expertly realised. The great failure though was the inadequacies in connective public and private spatial relationships.

This is best typified in LeCorbusier's architectural housing model he developed in response to post-war reconstruction and the requirement to 'rehouse the uprooted masses - four million families in the case of France' ¹⁶. In 1947 he succeeded in having the *Unite d'habitation* built in Marseille, which highlights both the brilliance of his architecture and also the inadequacies of the form to physically connect to the surrounding environment. (see below)

It is primarily the failure to link to public space which was to render too many post-war developments (much being of an infinitely poorer architectural quality) as inadequate to fully satisfy the civic requirement of a democratic urban or suburban fabric, and reduces the street (and our temporal connection to it) to infrastructure. The *Unite* was to highlight in modern urban development a conspicuous barrier to the once democratically functioning public space connections. An aura of separation evolved, with elite spaces, personally alienating spaces, and where temporal boundaries through physical space were created.

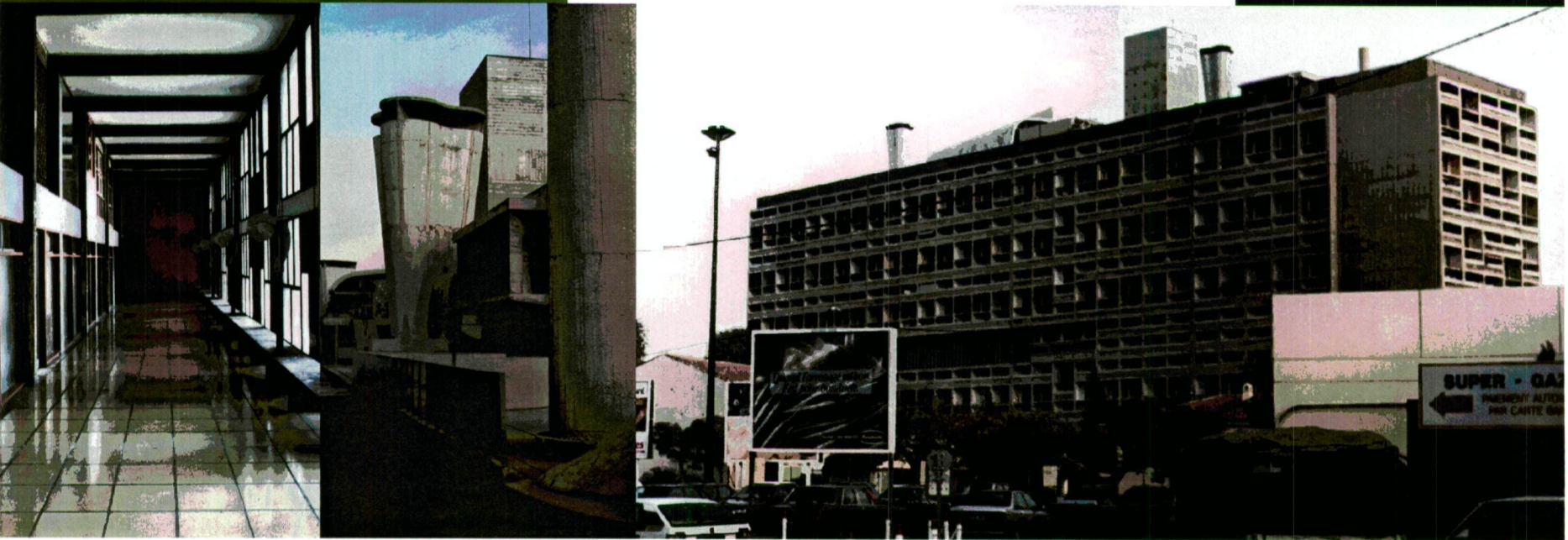


Unite d'habitation

The ocean liner metaphor used often to describe the physical quality of the *Unite* fits the Mediterranean landscape, which can be viewed from under the open sky up on the roof. Paradoxically it is here a connection to 'place' is most apparent, where a number of collected (and collective) activities are combined in a dramatic concrete landscape reminiscent in physical quality to the Acropolis. The connection it provides to the city of Marseille however is not a spatial one.

The roof which houses a communal gymnasium and children's nursery (complete with wading pool), along with the internal shopping street, are the critical breaks to the once traditional progression of private space through to public space. One could theoretically live in the *Radiant City* of the *Unite* and never have to confront a public space.

BELOW: From left the *Unites* shopping street , roof space, and southern facade.



ERODING THE TRADITIONAL CENTRE

Team 10

The modern movement, in developing the new urban form of the buildings in space, was to have a dramatic impact on the relationship between use and spatial form. The separation of movement patterns and the separated tower both became symbols of the new age. However the failure of these embryonic typologies, like Le Corbusier's *Unite*, (which managed to manifest into a number of situations and forms, and develop simplified expression) was that they did not adequately resolve the connection to the existing city.

It was from within the Modern Movement, and in particular through Team 10, re-assessment of accepted notions of urban re-development caused a shift in the late 1950's. The Team 10 idea was to re-evaluate the urban requirement within the tradition of modern architecture, however linking re-development to the city fabric. Architects Alison and Peter Smithson along with Denys Lasdun sought goals of identity, connectivity and place.

"Already by the 'Fifties it was clear that the Modern Movement as a whole had failed to appreciate the need of the city. The city was being gradually destroyed - its historical continuity was being lost, partly because of the needs and the complexity of modern life, because the increasing number of people and traffic, but also because of the growing insensitivity to its requirements and the true scale of its activities." *Lasdun*¹⁷

They, along with Architects including Alvar Aalto (see below), Giancarlo de Carlo, Aldo van Eyck and Herman Hertzberger, who working within the modern movement, developed architecture that was connective to existing urban development and was of a human scale.

The new street

The functional attitudes typified in architecture were reflected in vast scale by the suburban place. As suggested by Mumford the highway allowed for not only functional but non-functional zoning where civic activities were isolated.

Responses in transport planning contributed to defining the new boundaries in an attempt to resolve the pedestrian and car conflict in the new service conduits, altering the nature of urban and suburban development. An important document enabling this change was *Traffic in Towns*. Produced in Britain in the 60s by Colin Buchanan the study documented initiatives and solutions to the increasing problems of cars and urban areas. Planning solutions were based around transport engineering where initiatives sought to elevate traffic above the overall urban picture resulting in networks of single purpose highways and arterials. Ring roads around centres created built form islands within which pedestrians were freer to move.

"Alternate pedestrian systems became central to postwar reconstruction efforts in Europe. Traffic was banned in all-new pedestrian districts in Rotterdam. With the rise of the British New Town movement of the 1960's heavy public investment in pedestrian infrastructure merge with a modernist urbanism in the Corbusian mode...It became standard practice to include a wholly or largely pedestrian core, linked by bridges and walkways to the surrounding housing estates, with traffic and service and support functions woven in between the areas." *Boddy*¹⁸

The effect has been to reduce the capacity for a public spatial grid to perform in an adaptable way. Private spaces of office buildings,

shopping centres and amusement complexes become too easily isolated from connections through public space. The attitude to the street space is no longer to see it as the primary public space as in the traditional centre. The service provision particular for the car was the new priority. The development of traditional centres in responding to this was to decrease traffic permeability by creating malls, ring road systems, and one way streets and to reorder development to reflect the shopping town typology.

The shopping town as the new suburban centre

The evolution of the suburbs into separated functions linked by highway and main street infrastructure is exemplified in the suburban shopping town. The shopping town provides the suburban dweller with a car bound destination for the weekly entertainment and shopping.

They are set apart from the street, located instead in service lots directly accessible to the commuter highways and well provided with carparking. The centre building with its typical form (providing space to major department stores, supermarkets, restaurants and speciality shops) of blank free standing structures and glossed internal courts and arcades, contains a sanitised interpretation of the historical public place.

The shopping mall was designed to be the new suburban focus. Victor Gruen in *Shopping Towns USA*, proposed the shopping centre incorporate two categories of activities, the cultural, educational and recreational activities, and the merchandising activities. However the community activities were to become an inherent part of marketing

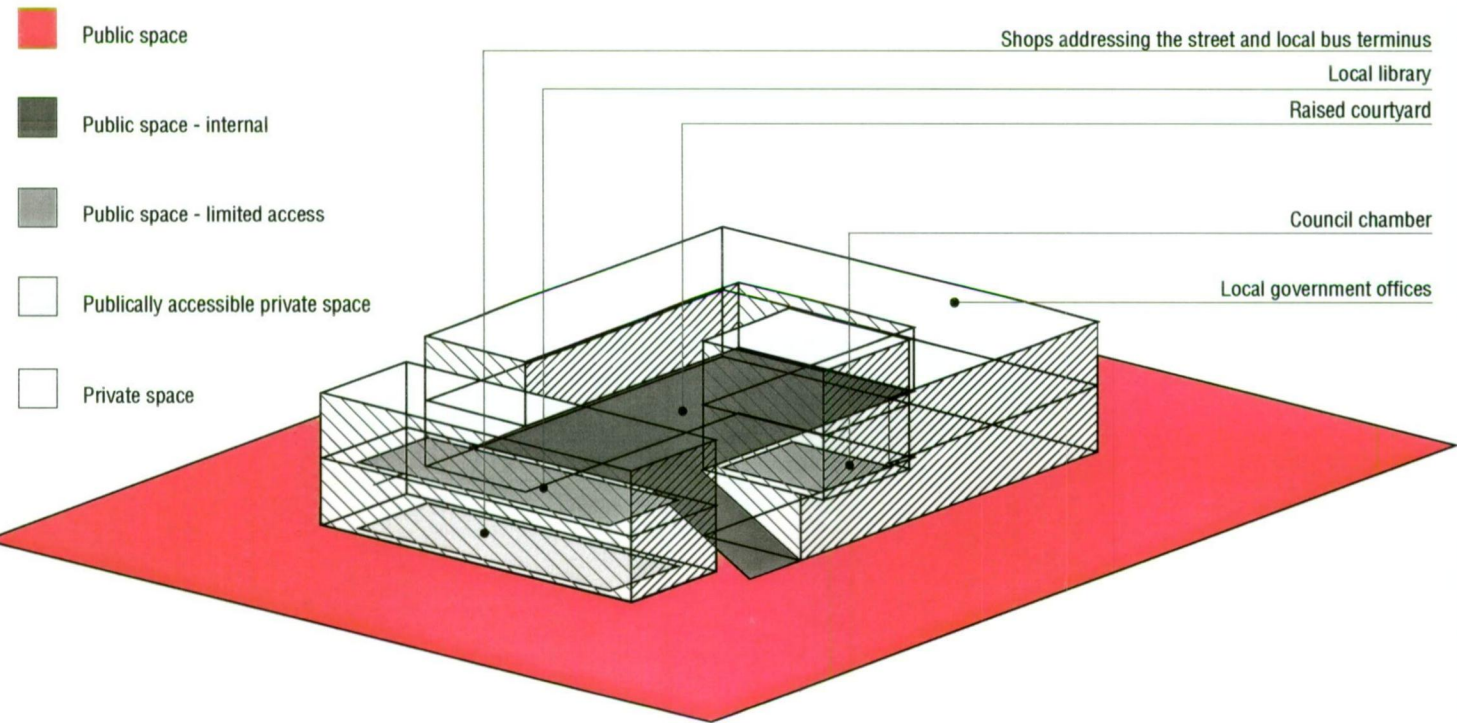


ABOVE: The Staatsgalerie in Stuttgart by James Stirling reflects the historical city's outdoor spaces contained within one site, with new approaches to the relationship of the buildings external spaces and form.



ABOVE: I.M. Pei's pyramid at the Louvre in Paris contributes a new dynamic to the traditional pattern of public and private spaces.

Territorial definition



Model of public/private space relationships of Alvar Aalto's Town Hall at Saynatsalo, Finland.

Saynatsalo

Saynatsalo Town Hall, Finland by Alvar Aalto. A modernist work from 1952 which provided links through human scale and spatial construction, for a building type usually a great deal more austere.

The building sits as an object in space sets up a number of territorial relationships with a public space network.

BELOW: View from the west toward the main entrance of the council chamber.



ERODING THE TRADITIONAL CENTRE

and consumption, where the “non saleable objects, activities and images are purposely placed in the commodified world of the mall.”¹⁹

The result is a suburban focus where “proximity has established an inescapable link between human needs—for recreation, public life and social interaction—and the commercial activities of the mall.”²⁰ The human needs for recreation, public life and social interaction are a subset of the priority function, the commercial activity, and not the other way around as in the historical centres.

“Recreating a second nature was only the first step; the next was to reproduce the single element missing in suburbia, the city. The enclosed mall compressed and intensified space... Architects manipulated space and light to achieve the density and bustle of a city downtown—to create essentially a fantasy urbanisation ...”. Crawford²¹

It is the largely isolated shopping centre which perfectly represents in all aspects the private space of the suburb. Designed to be devoid of physical or functional diversity, the shopping town creates physical barriers to the dwelling areas and workplaces, they exist amidst.

The influence of the shopping town as the new suburban centre has required the traditional suburban centre orientate its retail function in a similar separated way, with other functions divided into precincts for civic or commercial functions. The centre mimics the stand alone centres in attitude to public space as infrastructure. Attitudes to the commercialisation of functions once contained

within public buildings further emphasise this shift, as in the case of the post office which now has it as a shop front retail point. The mix of functions and spatial relationships that once gave the traditional centre life has too easily been eroded. Rarely in the heart of the traditional centre, orientated to the retailing, function does a social life permeate. Yet in the traditional centre lies the best opportunity to recover a civic quality best able to respond to social or environmental imperatives in the suburbs.

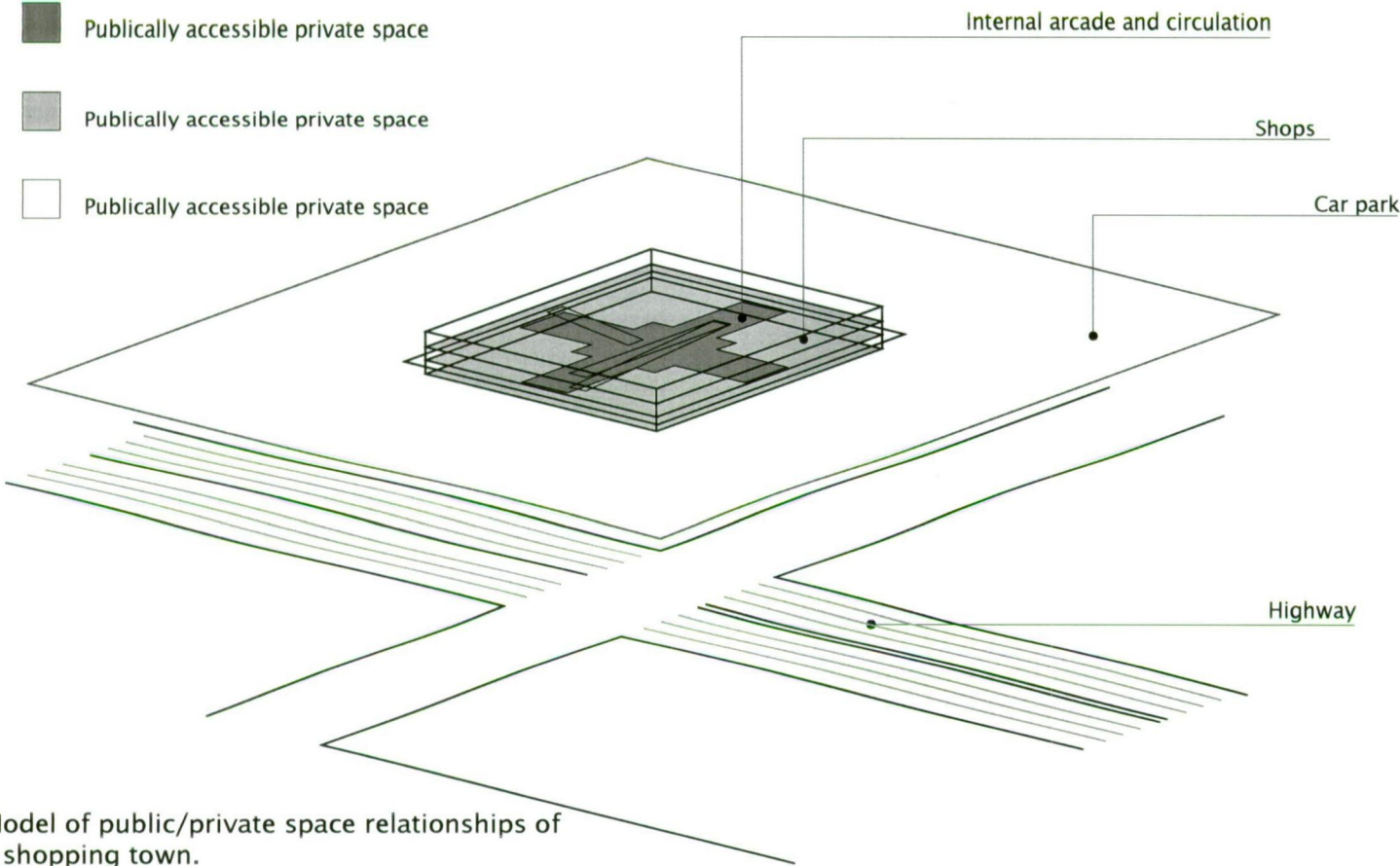
The evolution of separated functions and movement is finally seen in the pattern of precinctual developments, creating boundaries separated often by the motorways - the large precinctual complexes such as universities or secure residential enclaves. Isolated places have become insular places. Temporal divisions in spatial connections become powerful barriers to access.

“The problems of inversion and introversion in development patterns, and ambiguity in the character of public spaces created within them, are not unique to new shopping center developments. It is commonplace that the modern city as a whole exhibits a tendency to break down into specialised single-use precincts- the university campus, the industrial estate, the leisure complex, the housing scheme, each governed by internal esoteric rules of development and implemented by specialist agencies..... but know almost nothing of the dissimilar precincts which about their own.” Maitland²²

The impacts on the traditional centre of these influences can be highlighted in two ways: the change in perceptions of public space, and the physical responses required to accommodate them. These changes are seen in the evolution of Camberwell Junction from a traditional suburban centre to a district centre fluctuating between the desire to retain its character, and the development requirement to compete with stand alone centres and retain its retailing and commercial status. However today the centre no longer reflects the urban place it sprang from but increasingly the separated places and car orientated space of the shopping town.

Territorial definition

- Publically accessible private space
- Publically accessible private space
- Publically accessible private space



Model of public/private space relationships of a shopping town.

Shopping town

The territorial relationships of shopping centres are generally across private spaces. Public space connections are provided in the form of a highway or public transport.

Territorial definition is determined by the extent of functions capable in a given area. The shops, like any within a shopping strip, are private spaces accessible to the public within the shop floor.

The shopping arcade, where spaces are designed to simulate the nature of public space, are contained within a private secure environment. The car park is to a lesser extent, a controlled private environment.

DEVELOPING A MODEL FOR REGENERATING PUBLIC SPACE IN SUBURBAN CENTRES

Introduction

To resolve the problems of fragmented development, in particular the failure to intercommunicate across boundaries or produce meaningful public spaces, **requires a new way of thinking about space within a landscape of fragmented form.** This is clearly illustrated in the traditional suburban centre where over time a number of typological forms and functions have been introduced, depending upon the ideology of the day, but rarely establishing a significant amalgam.

Comparing this to the historical city we see townscapes whose *character and function* reflect the full spectrum of civic life, from "haggling in a market to joshing with the passing parade from a sidewalk cafe, from congenial and conversational promenading to solitary contemplation"²³ amongst the typical functions of commerce, religion, judiciary and administration.

To establish a well functioning plan for a town or suburban centre will require a solution which is not tied to any *particular physical typological solution* but establishes, within this fragmented form, an overlaying structure able to best regenerate connected and robust public spaces. That solution should look to unify a centre not define edges.

Structure of a centre

When we begin to think of the structure of a town or suburban centre, it can be done, as it is in a planning scheme, in terms of areas of development for typical uses: residential areas supported by workplace, recreation areas, and circulation systems. Within this system elements to best achieve the objectives of the planning scheme are defined, such as car parking requirements. Here we can start to assume types of forms for the particular use, for example the low density housing landscapes, the office tower, the shopping strip or shopping mall, or the industrial park, and establish controls to best accommodate them.

These responses do not always provide for the best solution over time. The character and function of places designed within this system, or structure, tend to be static and unresponsive to change. They also contribute to the creation of edges and boundaries between elements or functions either spatially or by use. This results in poor connections between elements, and is compounded as new ideas in planning, architecture or technology enter popular acceptance. A fragmented form can often develop. An urban or suburban place and particularly the plan from which it is based should however have the capacity to adapt to changes over time, as in the case of the historical city.

This is to say functional zoning or physical typology solutions can not be successful in fragmented places as the primary device for the control of development. This is highlighted in current attitudes to urban space as described by Colin Davies:

"Ideas about urban space in the early '70s have now become the orthodoxy. As Richard Rogers puts it, very succinctly ' The traditional city is based on space enclosed by buildings whilst the modern city consists of buildings standing freely in space. The former is primarily about spaces and the latter about objects in space'. Note that in the '60s that simple statement would have exactly the opposite meaning. We are, of course, meant to read it: traditional space good, Modern space bad." ²⁴

In much the same way popular thinking in the zoning of functions today is to develop areas of mixed uses and in this way recreate the social life of the traditional city, to counter segregated zoning, the solution of the past. These solutions do not always resolve amenity inadequacies or democratic connections.

If we assume the identification of typological forms (modernist space, traditional space) and separated functions, conflict at a number of levels exists. To develop a unifying device we must recognise the formal spatial and temporal relationship between a buildings interior spatial organisation and the exterior urban setting to which it is added. In developing a model for regenerating public space in a centre (or indeed any built form relationship) we can perceive a structure in terms of a hierarchy of public and private spaces, and importantly the myriad relationships between one another. The divisions can be represented, as argued by Dutch architect Herman Hertzberger as a series of spaces whose territory is defined by responsibility.²⁵ Function and spatial types (as well as movement, activity, spatial detail and the like) would be used to analyse and design for these relationships. The result is to develop a flexible spatial structure capable of connecting meaningful public space.

In this theory, a pattern of public spaces would ideally be linked spatially and visually in a hierarchical sense with private spaces. It develops connections within or across boundaries of planned areas. Where breaks occur a master plan would set up a spatial structure within which design or planning devices appropriate to the situation can be sought. The plan would necessarily be a three dimensional one taking advantage of vertical as well as 'at ground' relationships.

As illustrated already in the case of the shopping town, spaces within and without can be generally defined as publicly accessible private spaces. We can link a house or private space, via the highway to the shopping centre's controlled environment without having to access a meaningful public space. The intention is to resolve this inadequacy and re-establish democratic links for the suburban place.

In establishing a new plan, the elements that contribute to the quality of public or communal space, (and just as important, what gives these relationships the necessary quality to provide a centre structure capable of adapting and developing to contribute over time, despite stylistic changes they may have to absorb) would be analysed.

To ascertain the **relative quality** of these spaces, qualitative assessments would be undertaken as in any design process. This is to assess such elements as a spaces' robustness (ability to adapt or contain a number of functions *), connectiveness (spatial and visual connections to surrounding development), accessibility and quality of detail.

Primary public spaces would be those places accessible to the public at all times; the street, the park, the common or public square. As Sitte had observed these types of places in the historical city provided character and community. They provided for a number of activities and represent a state of community not provided for in the private place or in the utility spaces of infrastructure. **As stated they tend to contain 'the full spectrum of civic life' when existing amongst, and connected to, a range of typical private spaces and functions.**

Public buildings represent the next step down in the hierarchy. They contain spaces that are extensions of the street space when open. The library, public swimming pools, market buildings and the railway station hall and platforms are representative of this type.

Spaces connecting the primary public space network to the purely private spaces or serve as functional areas such as service alleys and car parks represent the lowest rung of public space in the hierarchy.

Private space can also be divided by function, accessibility and connectiveness. They include privately owned establishments that contain spaces that are publicly accessible whether outdoor or indoor: the restaurant, shop, hotel and the shopping arcade. The further step down could be the outdoor places contiguous with public streets or parks which have private ownership but exert a

'governorship' of the public space through visual connection. The territorial definition of a homes front garden is neither purely private or publicly accessible private, but an in between space. Here a relationship of spaces connects the two realms and contributes to the amenity of the public space. When a front fence is erected extinguishing the connection, the quality of the public space is diminished.

Visual connections providing overlooking from a house or office buildings can add to the quality of a public space in a more austere way. They contribute little to vitality or the dynamic of the public space at ground level. Within an office, house or private yard so important in the suburban environment are truly private spaces. They too may establish relationships to other private or communal spaces without direct access to the primary public space system.

It is across these spaces that we can begin to connect the spatial structure of a centre in ways which shall benefit the quality of the environment and therefore the quality and nature of public space. This will enable adaptable approaches to guidelines for spatial structures or zoning distinctions.

This spatial structure will once again provide for architecture to connect not only in a physical and spatial sense, but a temporal one as well, and allow participation from end users in developing the form of the civic centre.

This has been taken up in the design of buildings which contribute to the public space by Hertzberger. "Provided we incorporate the proper spatial suggestions into our design, the inhabitants will be more inclined to expand their sphere of influence outward to the public area. Even a minor adjustment by way of spatial articulation of the entrance can be enough to encourage expansion of the personal sphere of influence, and thus the quality of public space will be considerably increased in the common interest." ²⁶

Of course, within these simple divisions are any number of relationships that do not conform to obvious rules. As an example the house which overlooks a public park can either be seen to contribute to the safety of users of the park in a guardian sense or depending upon the nature of the form of the building can be seen as exerting a sovereignty over the space. The qualitative assessment of such instances would have regard to the positive nature of a development.

The elements

In order to resolve the decline in quality of public space at Camberwell Junction requires a synthesis of the elements which have an effect upon the quality and connective nature of public space. Those elements are:

- the spatial structure;
- the built form and orientation;
- the spatial detail;
- the building detail;
- the pedestrian network;
- traffic and public transport routes and stops; and
- the broad land uses within the Junction.

A brief history and overview of existing controls shall prelude the analysis.

* An excellent example of this is the Dutch Woonerf principle for the development of residential streets. In these places activity related to the exterior function of a residential development would be carried out within the street space accommodating traffic and parking as a subset of the overall function not as the *priority* function.

CAMBERWELL JUNCTION

Camberwell Junction - study area

The determination of the study area is based on the intention to address connections across typological and functionally defined areas creating a more cohesive public space structure.

The study area therefore includes the boundaries between the Junctions residential areas at the edge of the non-residential functions, which give the centre its status. For this reason a single defining boundary is not given.

Within Camberwell Road and Burke Road a distinguishable boundary is not evident between residential and non-residential areas due to non-residential uses extending along the majority of these streets. In this case a cut off for the study area was determined as being appropriate within the constraints of the basic premise.

The study area does encompass the area of study for the structure plan, undertaken by the two local government bodies, and the District Centre Camberwell Zone contained in the relevant planning schemes.

BELOW: A view from the junction of main streets looking west toward the city along Camberwell Road.



The Junction - historical development

Camberwell Road was a highly trafficked route in the 1860's carrying the farm and market garden trade and village traffic from the East. Between the hotels that provided a convivial resting stop and the railway station, grew a commercial centre promoted by local storekeepers as more prominent and vital than the commercial centres of the nearby villages of the rest of Camberwell.²⁷

The growth of the Junction as a centre for civic and commercial activity can be identified prior to the railroad when, during the 1860s, a number of Church groups and public bodies chose to develop around the Junction. The local road board settled at the site of the current town hall and church congregations began to build on allocated land at the Junction. A school and postal service were also included in the burgeoning settlement centre at the Junction which concentrated along Camberwell Road.

During Melbourne's land boom of the 1880's, the subdivision and development of farm land at Camberwell for real estate was propelled by a rail line which was to open between Hawthorn and Camberwell in 1882. Prior to the rail, the mode of transport to the City was the horse

bus or the horse and cart. Now with a connecting steam train from Camberwell to Melbourne the land of Camberwell was available to be exploited for the real estate boom. Development occurred creating a strong street grid and street block pattern broken significantly along Camberwell Road. The spatial structure of streets and street block perimeter development allowed for a vital public space system.

The building form was reinforced around the junction of the streets which saw prominent development on four of the corner sites by the 1890's. Only one of which remains today that being the Victorian Gothic ES&A Bank building currently occupied by a motor car trading company. A post office built in Federation Free Gothic style was demolished to make way for the current building, a poor replacement now disused.

"Viewed from the south and west this cluster of corner buildings created an illusion of urbanity and density at the Junction and marked a major phase of physical development in Camberwell."²⁸

The Junction was well serviced by Melbourne's expanding public transport infrastructure, which added to the quality of the public space system. The electric tram extended into the district during the first

world war years igniting another period of development in the Junction, "serving to consolidate its role as the central shopping and service complex of the expanding eastern suburbs".²⁹

The car was soon to have its impact. Motor transport in the form of Motor bus connections to the City were on line in the twenties soon followed by the motor car, and as an affluent neighbourhood Camberwell residents were quick to adopt the new form of transport. At the Junction "tangles of cars, trams, horses and buses led to complaints and an attempt to fix speed limits. By 1929, Camberwell Junction had become recognised in the new argot of motoring as a bottleneck".³⁰

The form of development in Camberwell was in part determined by zoning and building restrictions in the 1920's. This was to create zones of exclusive residential areas and limiting frontage for shops to 18 feet with minimum depth of 120 feet. The legacy of this building control is evident in the strong built form pattern along Burke Road.

An identity and civic nature had evolved over this relatively short period of time. After the second world war the second wave of development to significantly impact on the current form of the centre

CAMBERWELL JUNCTION

occurred. At this time the development of the Chadstone shopping centre by Myer (which became a prototype of Melbourne shopping towns) was particularly significant to the strategic importance of the Junction as a district centre. Melbourne's first freeway, the South Eastern arterial, was built in the 1960's to the south of the junction linking the Chadstone shopping centre with the surrounding suburbs, followed in the 70's by the Eastern freeway to the north.

The impact of competition from the shopping towns, and the car were to alter the nature of the centre. Physically the demand for greater ease of parking and the desire to attract 'magnet' retail developments to the centre, "promoted by Melbourne Metropolitan Board of Works strategies" ³¹ as at the shopping town, was pursued by the commercial traders, with local government purchasing land to resolve the perceived inadequacies. Demolition reduced a number of attractive Georgian and Victorian streetscapes to the past, with the traditional pattern of street block built form behind Burke Road shops vanishing to make way for carparking and large stand alone buildings.

The new spatial system in the Junction was to eat away at the once significant attractiveness of the street as a public space. Activity moved off the street for the first time, and boundaries began to emerge in functional distinctions. Often connections to new buildings occurred across private or utility spaces, and failed to set up meaningful relationships to the public space system. New development not only failed to contribute to public space but the opposite in that they detracted from them.

As will be highlighted new spatial connections and territorial definitions were to decrease the centres attractiveness as a civic place.

"By the 1980's a number of trends had become clear. Camberwell Junction was not appealing to local residents as much as it used to and it had become a site for high level real estate investment by outsiders who had very little concern for for the quality of life in the area. The main corner sites were changing hands for over a million dollars by the early 80's. Wealthy developers were proposing large scale changes to sites. The days of the local benevolent businessman

were over. For many years those who had lived nearby the Junction had become an adversary of the suburb, threatening to destroy that quality of suburban existence which had, ultimately, been at the base of the Junctions prosperity. The middle class backlash against the AMP, Podgor and Grollo development proposals from 1987 [an internal shopping mall behind the shopping strip which contained three levels of shop floor, and six level car parking] was sustained and ultimately effective."³²

The problem expressed above in a recent study of the Junction seems to reflect a common problem of the 1980's of 'shopping mad' centres, where greed and the desire to gain short term property successes were sought at the expense of the civic interest. Yet the identification of these excesses as a problem does not *resolve* the inability of the centre to retain a civic nature. As Frances Anderson suggests on a piece on the English city of Bath's failure to reconcile the consumer excesses of the 80's with the cultural interests of any other period³³, the people may now have no place to go after spending their dough, except back to the car and home.

Planning schemes

The planning schemes

The Junction is controlled by two complimentary planning schemes: the Camberwell Planning Scheme 1989 and the Hawthorn Planning Scheme 1989 (being divided along Burke Road the previous boundary of the two municipalities).

Each scheme contains three sections containing state, regional and local policies and provisions. The state section applies (as the name suggests) to all schemes in the state and covers broad policy for environmental, economic and cultural aims. The regional section policies and provisions applies to all metropolitan local government areas, and the local section is specific to the planning scheme area.

Within the regional section, eighteen metropolitan district centres are identified as locations whose role is to "concentrate major suburban retail, commercial, administrative, entertainment and cultural developments" (see below). Further definition divides the centres into outer strategic district centres, regional district centres and inner area district centres of which Camberwell Junction is one of three. Metropolitan policies are detailed on aspects of Activity centres and

commercial development, retail development, industry, and technology precincts.

Primary aims include the reinforcement of existing pattern of activity centres, the maintenance of reasonable access by public and private transport and the quality of environmental conditions in centres. As an inner area district centre Camberwell Junction is identified as most appropriate for office and retailing development outside of the prime metropolitan focus, Melbourne.

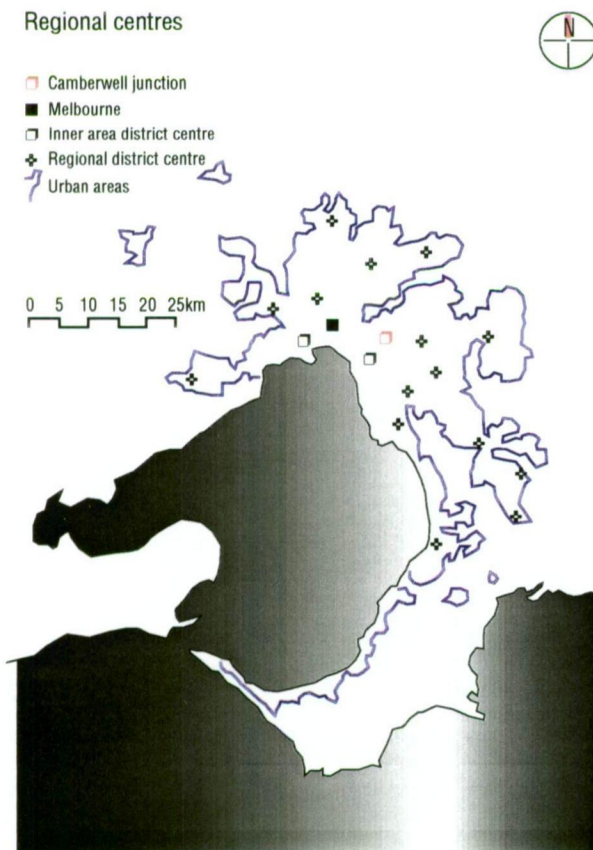
Metropolitan policy also states that retail development shall be focussed in the currently identified district centres, with new freestanding retail developments encouraged in residential areas capable of extensive population growth.

The regional section of the schemes contains the Victorian residential codes for subdivision and single houses and multi-dwellings. Mandatory elements of both documents are outlined in the schemes for appropriate residential development. The regional section also contains parking provisions for types of development in specific zones.

The planning schemes' local sections relevant to the study area, are dominated by the District Centre Camberwell Zone either side of Burke Road along the shopping strip. The mixed use Zone is designed to implement the metropolitan policy aims, and "encourage in suburban centres well served by public transport a wide range of commercial, professional, cultural, entertainment, and community activities and not inhibit activities that normally take place outside normal working hours". It also designed to develop pedestrian amenity, adequate off-street parking and residential development above shops.

The aims of the planning schemes however are too broad to impact effectively on the cohesive quality of public spaces and the ways in which they respond to private development. This is apparent at one level when comparing the planning schemes' broad land uses in the Junction. When a use (or cluster of uses) is defined, the planning schemes fail to recognise the implications for the connected public space network. A clear example is the zoning separation of the District Centre Camberwell Zone and the Residential Zone which proves inadequate when addressing their visual or physical connections. Poor connections with clearly defined edges between the zones and across broad land uses have resulted, to the detriment of the public space network. (See below)

BELOW: Regional centres of metropolitan Melbourne taken from the Metropolitan Regional Section of the relevant planning schemes.

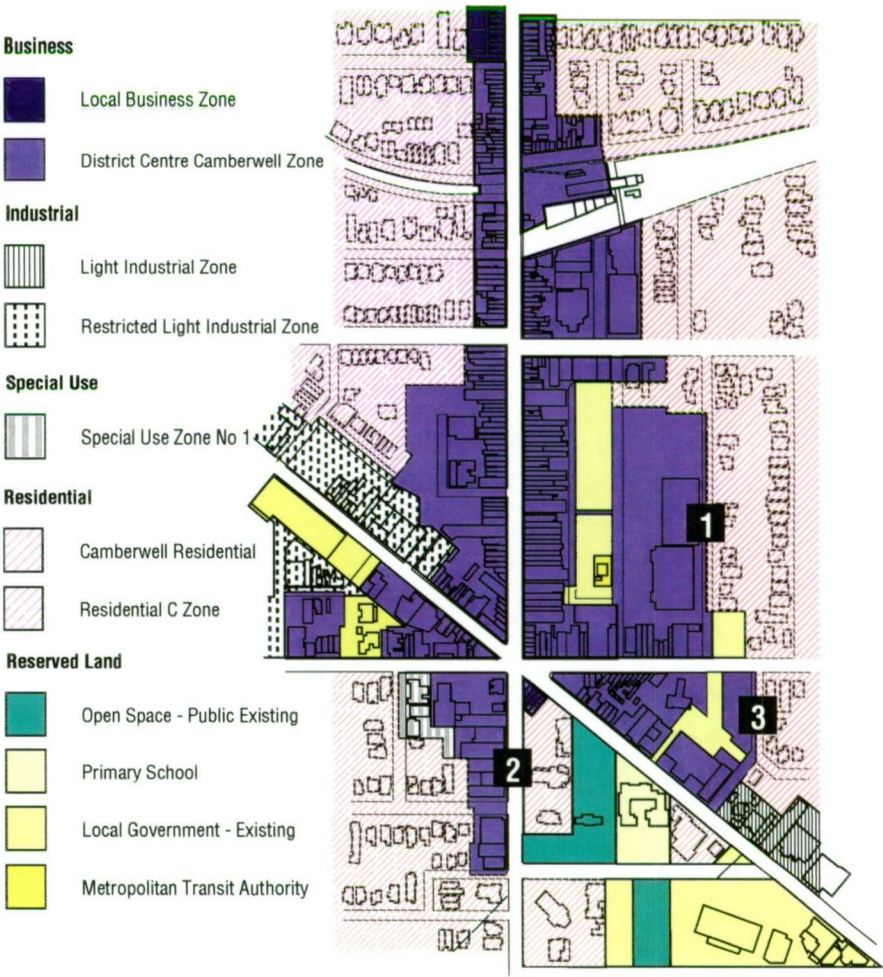


RIGHT: The diagram at right is a representation of the plan of the combined planning schemes relevant to the Junction.

Within each zone broad principles are expressed through which development control is based. Specific provisions are contained for relevant circumstances. Principles for development control within these zones have been developed for the Junction as a whole through a structure plan.

The division of use zones appears most effective when contained within street blocks, where service or private yards become the boundary.

Separation of use across street boundaries has tended to undermine the nature of the street as a primary public space, when those uses are not inherently complimentary. This can be seen in Fairholm Grove (1), along Burke Road south of the Junction (2), and in Butler street (3)



The structure plan

The Councils of Camberwell and Hawthorn in 1989 began a number of studies to resolve the perceived inadequacies of the Centre and have recently released a structure plan for the development of the centre for the next ten years. The weaknesses were identified as:

- the inability to compete with the greater range of goods and more pleasant shopping environment offered by the shopping towns;
- a lack of pedestrian amenity in the shopping areas and poor linkages between precincts;
- inconsistency in streetscape elements;
- poor visual amenity and spatial detail;
- uncoordinated development of individual sites; and
- problems provided by poor coordination between the Council authorities.³⁵

Adopted as Council policy in December 1993, the structure plan provides broad guidelines for land use, traffic management, pedestrian and public transport provision, and urban design, based on a number of strategic principles. The structure plan vision is to be realised, through policy direction for development proposals and through an implementation strategy of short term and long term actions.

The strategic principles outlined reflect similar aims to that of the district centre aims contained within the planning schemes. Those principles are provided with broad outlines on how this might be achieved. The ten strategic principles relate to:

- the centres retail role (as a weekly shopping centre, to be strengthened by encouraging the development of a new supermarket);
- the retail environment as a strip shopping centre (prohibiting the development of enclosed shopping centres);
- housing (encouraging living above shops, medium density housing and mixed use of sites at the edge of the Junction);
- residential amenity (limiting the extent of the commercial area and reducing traffic in local streets);
- the Burke Road strip (encouraging the reinforcement of the strip and maintaining good access);
- community facilities (encouraging multiple use of car park areas, and the opportunities for night time activities);
- scale and character (relating to the distinctive qualities of the Junction);
- encouraging the use of public transport;
- traffic and parking (protecting residential areas from traffic generated by the Junction); and
- equitably funded infrastructure.³⁶

The current structure plan promotes decision making based on broad policy objectives. While the general direction contained within the structure plan promotes a strengthened centre, the lack of a physical concept or clear vision of the end result may prove inadequate. The implication is that decision making may reinforce the fragmentation of the overall Junction and the capacity for it to re-establish a connected public space structure, as an alternative to the stand alone centres. This is highlighted in the application of the planning scheme objectives where land uses fail to resolve existing problems relating to the quality of public space, and which is reinforced in the structure plan.

Activity

The Junction contains a mix of activities contributing to its civic and commercial quality. Identified in the structure plan as a centre with a primary retail role (current retail floorspace in the junction is 62 000m²³⁷), the focus is within the strip shopping of Burke Road. Supermarkets and secondary retail shops are generally contiguous with the strip. The structure plan suggests the Junction has the capacity for 22 000m² additional retail floor space.

The majority of cultural and community activities to be found in the Junction are contained within the south-east triangular block. Other activity types of importance are commercial office, and light industry.

Activities contained within a traditional centre's built form are paramount to gaining an effective quality of public space. Different uses require different responses to their connection to public space. Retail sellers displaying wares in a street front window establishes a different connection to that of a school which must establish a degree of austerity and protection in relation to the street. Responses to the design of elements such as spatial and building detail, and building form can however enhance the quality of the street space, in both instances.

The Junction currently exhibits both good and poor responses to the vitality of streets determined by the uses contained within the built and spatial form. Retail development along the strip exhibits the best response and contains the areas of greatest vitality in the Junction. Medium rise commercial buildings in Burke Road, Camberwell Road and Railway Parade exhibit the least valuable street to building connection (emphasised in many cases by the poor quality of building detail at ground level).

Within the open space areas (other than streets) carparking is the major land use activity. Special activities however have the capacity to significantly alter the quality of these places, as occurs in the regular Sunday market.

The space directly behind the shopping strip on the east of Burke Road transforms weekly into a popular folk market, organised by local community groups. For the only time in the week this space exhibits a

diverse and exciting life, giving greater meaning to the otherwise service space.

Unfortunately the heart of the Junction does not readily allow for activity outside of the retail function apart from the markets weekly forum. The planning scheme in responding to this inadequacy allows for residential development above shops in the District Centre Camberwell Zone.

Within the core retail area the Junction surprisingly lacks a quality of public space capable of providing activities such as eating lunch, or passive recreation. The parks near the Town Hall and Primary school in Camberwell Road otherwise capable of providing for these activities are not well enough connected to satisfy the function. To re-establish a sense of community, the civic, cultural, retail, commercial, day and night time activities, must all contribute to a cohesive place.



LEFT : The Sunday market adjacent to Station Street.



LEFT : The arrangement of stalls at the market forms 'streets' within the space creating territorial relationships of public and private space reminiscent of the traditional centre.

CAMBERWELL - SPATIAL STRUCTURE

Spatial structure

The primary spatial form of Camberwell Junction is determined by the gridiron pattern of streets and street blocks. The significant break in the pattern provides the centre with its heart: the six way intersection provided by Camberwell Road which diagonally intersects the primary roads of Burke Road and Riversdale Road.

The Junction is formed within a shallow valley rising up along Burke Road, north and south of the intersection and less dramatically toward the east. The centre's spatial structure overlayed on this landscape was determined by the network of arterial roads layed out in the early days of the settlement, as farm land was surveyed and connecting roads from Melbourne to crown land and to mining town destinations in the east, formed.

The spatial system radiating from the grid occurring in a rectangular street and street block grid form, is divided into two triangular blocks either side Camberwell Road. The pattern of development and the division of functions has left the built form within each block at different degrees of completeness or fragmentation.

The integrity of a gridiron spatial structure relies on the completeness of the built form to be successful. Any fragmentation or major gaps in the built form system decreases the ability of the overall grid structure to retain a sense of cohesiveness and in turn reduces the quality of connective public spaces. As is the case in many suburban places a fragmented spatial form is apparent.

New development does not have to reinforce a spatial typology. The existing fragmented system offers opportunities for development to create alternative spatial forms and exciting public/private relationships.

Erosion of the spatial structure

The impact of the agents of erosion identified in the preliminary discussion have been to contribute to the disruption of the completeness of the street block building form in the Junction. This becomes apparent in when comparing the figure ground patterns at different evolutionary moments through this century.

BELOW: Figure ground drawing of the study area from 1905 (left), 1935 (middle), and 1994.

BOTTOM: Views looking along the major streets of the Junction.

Left, Burke Road looking north.

Centre, Riversdale Road looking west to the city.

Right, Camberwell Road view to the south-east.

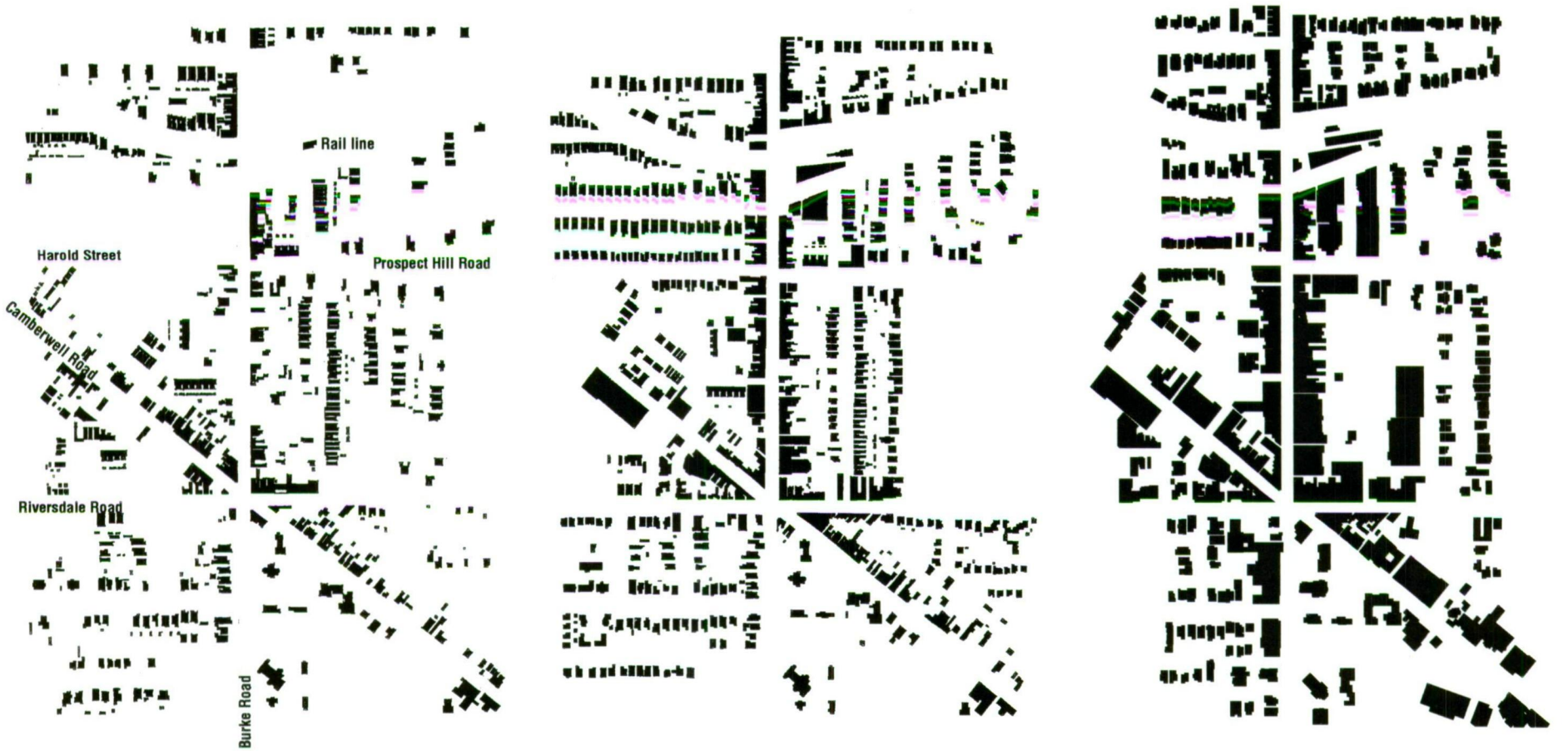


Figure ground - 1905 and 1935

The historical figure ground from the turn of the century shows clearly the embryonic spatial system despite the minor scale of development and incompleteness of the building form. The dominant spatial element is contained within the six way junction of Camberwell, Riversdale and Burke Roads. Within the major grid system the spatial structure can be discerned with significant north-south street spaces East of Burke Road, north of the Junction and west of Burke Road, south of Riversdale Road, and north of Harold Street an east-west spatial form. No significant pattern in the triangular blocks created by Camberwell Road is obvious.

The 1935 figure ground pattern shows the significant perimeter block development defining the spatial system. The main shopping strip along Burke Road displays a well defined spatial form, which continues along Camberwell Road toward the city. Two major exceptions to the defining nature of the street block system exist in terms of the formal spatial structure: the triangular street block in the south-east and the block west of Burke Road north of Camberwell

Road. The former has evolved little in terms of building development since the first diagram, with buildings sitting as objects in space. Two significant buildings define the street in a space making fashion: at the major junction and at the extreme south-east of the study area on Camberwell Road. The block west of Burke Road containing irregular detached and terrace housing development does not define a significant spatial form.

Figure ground - 1994

A number of changes have effected the current figure ground pattern since the second world war. In general however the Junction has retained its street and street block form. The Junction has absorbed changes in the scale of development, which for the most part conforms to the historical pattern. The most obvious impact on the spatial structure of the Junction is within the street block east of Burke Road north of Riversdale Road. This shall be discussed further over leaf. The spatial definition is also substantially eroded within the triangular block south of Riversdale Road, east of the Junction.



CAMBERWELL - SPATIAL STRUCTURE

Elements of the structure

A number of elements make up the spatial structure of the Junction. The primary system contains the major gridiron streets: Burke Road, Camberwell Road, Riversdale Road, Prospect Hill Road.

Secondary streets within the system do not necessarily apply to a regular pattern but are connective to the overall gridiron. A further connective element within the service alleys connects collections of private spaces to the public space network.

Within the street grid spatial system are a number of significant intrusions into the street block . They contain open space parks, car parks, urban gardens, landscaped forecourts, and vacant lots.

Due to the nature of development the spatial structure tends to have **greatest definition in the Junction not only by building form but the functions they contain.**

RIGHT: Spatial system with major connecting roads indicated with arrows.
FAR RIGHT: Typical service laneway.

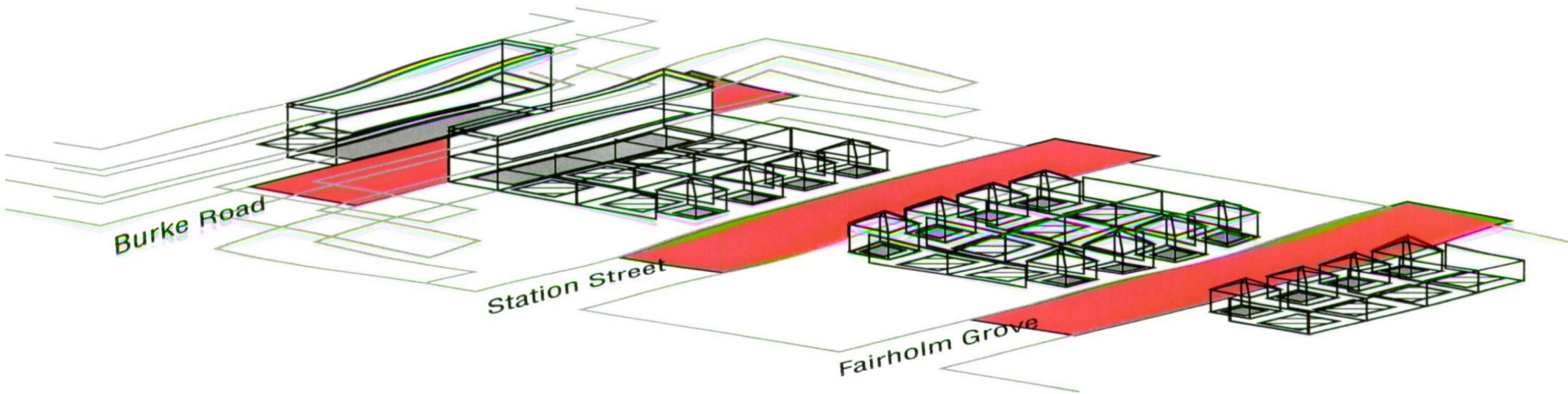
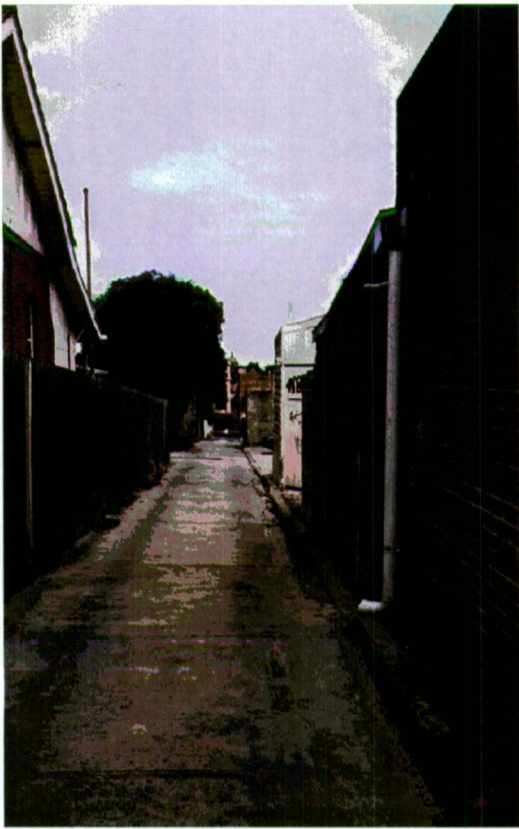
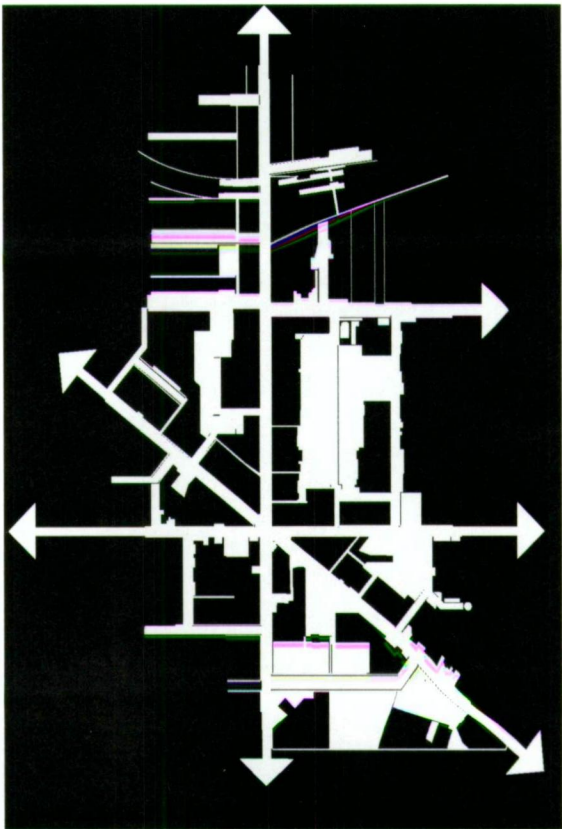


Diagram a - Spatial form representation 1935

The built form development of the Junction pre-war was typified by the shopping street and residential form. Development within the street block in both cases was at the perimeter and orientated to the street with either a small setback or built to the street line.

Development defined the street as public space in which the quality was determined by aspects of extent of traffic and public transport routes, pedestrian links, overlooking from residences above shops, houses, front yards (few high front fences) and spatial connections to public buildings, parks, and shops.

In this diagrammatic representation of the part of the Junction defined by the Burke Road shopping strip, Station

Street, and Fairholm Grove, the building typologies allowed a hierarchy of public space through to private spaces. The public space system would address private spaces through more ambiguous territories of semi-public or semi-private places.

The significant public spaces at the Junction were along Burke Road, Camberwell Road and Riversdale Road where connections to the transport stops, public buildings, parks and shops provided an extensively connective system. The secondary system of streets provided a permeability through the neighbourhood. The private spaces within the street blocks in many instances were serviced by alleys which provided a further ambiguous and connective quality to this spatial system.

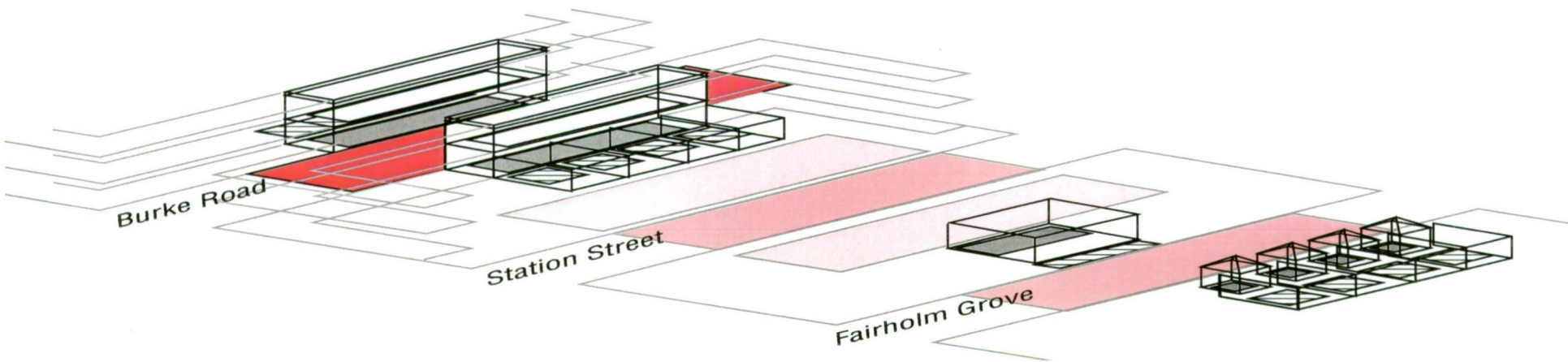


Diagram b - Spatial form representation 1994

The form of development within the same section having been subject to demolition and redevelopment dramatically altered the street grid spatial system on a number of levels. The overall effect has seen a decline in the quality through this section, and therefore the connective nature of the neighbourhood as a whole.

Today the private yards of the buildings within the shopping strip address a car park. The quality of this space is determined in part by this connection, and by the nature of the space as a car park, with little amenity, poor spatial detail and the removal of the once connective system. The territorial definition could be determined as a utility space, similar to the qualities of the alley ways of the historical spatial structure, connecting private spaces but for the shops which have created entrances at the rear. These connections serve to alter the type of public space.

This is reinforced in Station Street which has now also become a utility or infrastructure space for the car and car park without the visual or spatial connections it once possessed. The supermarket addresses the middle of the car park and the rear or private space addresses the street. Fairholm Grove once addressed on both sides by residential buildings has along one edge seen the public through private system reversed: from public space to private yard where internally within the street block the public address is created. In the grid system of hierarchy of spaces Fairholm Grove is reminiscent more of a service alley.

This is not to deny the capacity of the centre to provide carparking and supermarkets (as a district centre this it what it must do), but to simply identify, in the breakdown of the built and spatial typology, the impact on the connective public space system and the inadequate response in its replacement.

CAMBERWELL - BUILT FORM

A number of typical building forms are present within the study area. The contribution to the spatial structure is outlined below.

Buildings creating space

The spatial form of buildings creating an enclosed street space (in this case creating the shopping strip form) exists in a number of instances within the Junction. Most prominently this occurs along either side of Burke Road, from the junction, north to the intersection of Broadway.

Other instances occur in less significant instances along Camberwell Road and Riversdale Road. Buildings addressing the street in this manner but doing so segregated from a continuous pattern occur in other locations.

The traditional scale of the building form for this spatial typology in the Junction is generally within 3 storeys and whose width is less than the height of the building creating a rhythmic building pattern.

A number of large scale commercial building developments have occurred recently which, while conforming to the street alignment and address, are at a scale not contiguous with the historical pattern and are often setback from the street edge. Development has occurred up to 6 storeys and across a significant width of street address.

Buildings in space

Due to the nature of suburban development, buildings which sit as objects in space are prominent in the Junction. Not necessarily addressing the street edge and generally setback from the street this form creates a distinct opposite to the enclosed space sections. The buildings can exhibit an all round orientation.

The triangular street block formed by Burke Road, Camberwell Road, and Inglesby Road and containing institutional and church buildings prominently exhibits this form. However poor spatial detail fails to fully connect the elements appropriately. This form is also

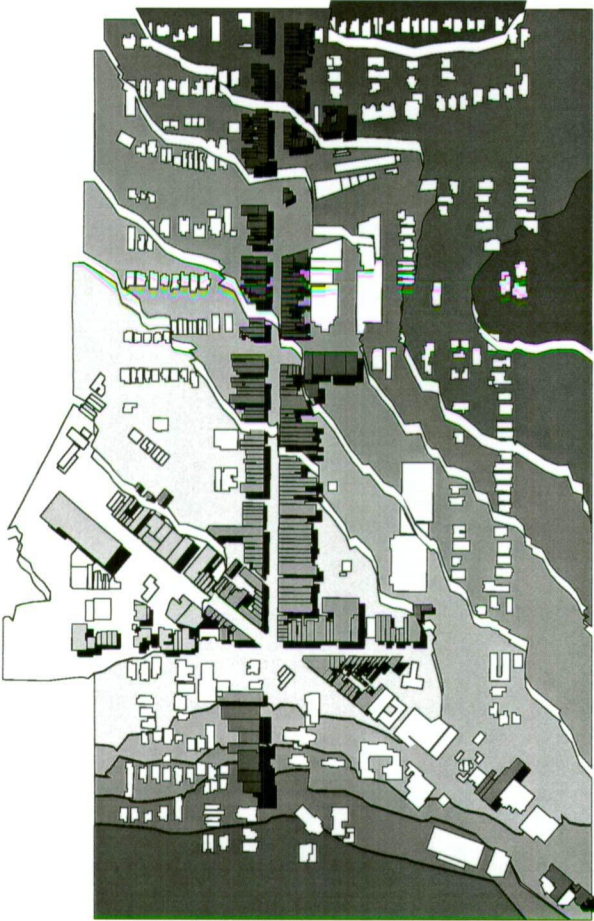
characterised within the space either side of Station Street, along Railway Parade and at the railway station.

Residential Form

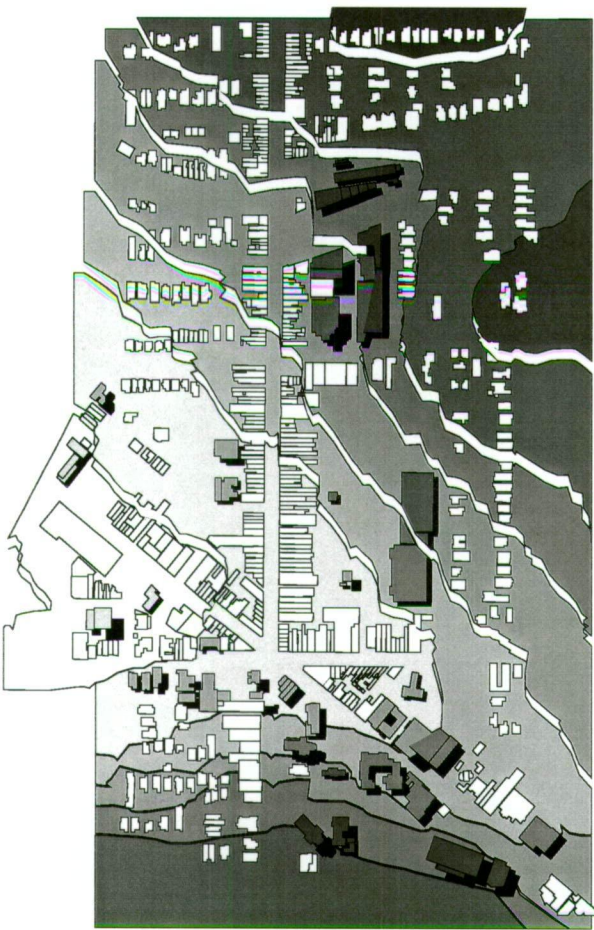
The significant residential form around the Junction contributes to the image and character of the suburb of Camberwell. Residential development within the study area generally conforms to a 3-9m setback. Typically the form of the houses are one or two storey hip and valley roofed detached buildings. The quality of the residential buildings within part of this area is recognised in the planning schemes in the form of an urban conservation area.

Within the non-residential zones, flexibility in building form (including types of construction) will enable new responses capable of setting up opportunities for dynamic spatial connections.

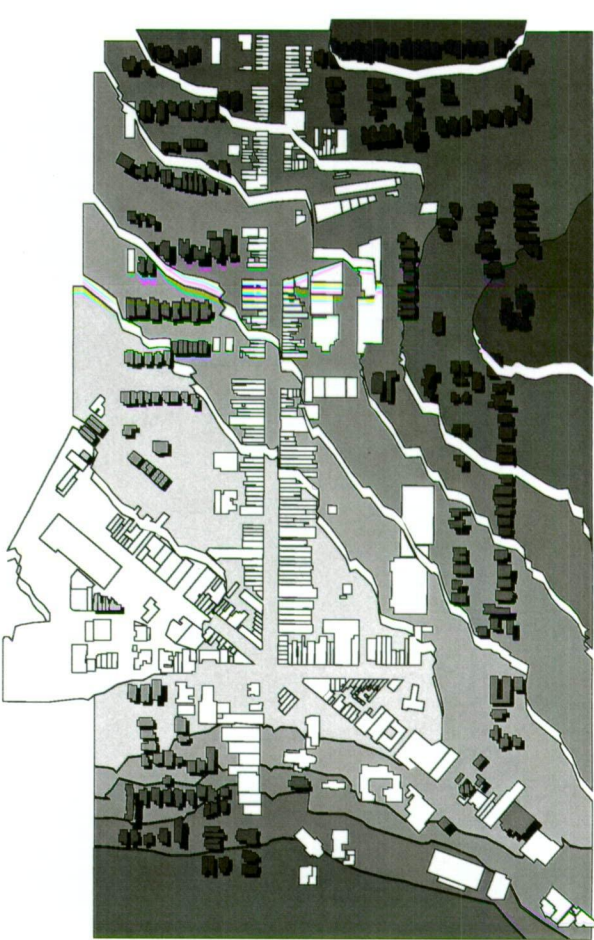
Extent of space forming buildings



Extent of free standing buildings



Extent of residential building form



Building orientation

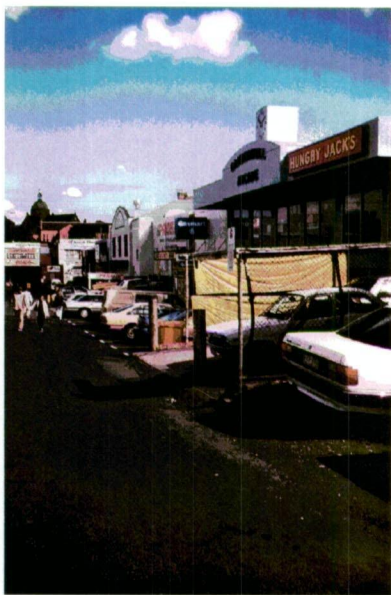
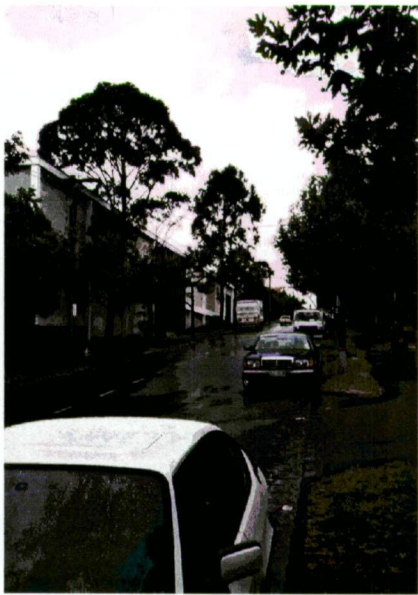
The historical form of buildings creating space in the Junction would generally address the public spatial system at the front elevation, with the side elevations abutting other development, and the at the rear, a private or communal space. Laneways for access and service purposes often connect the private address to the public spaces of the street grid system. Recent commercial development in the Junction has seen a number of large scale buildings having an ambiguous orientation toward the street space.

The free standing buildings, addressing more than one open space, tend to contribute positively to the spatial system of the Junction when establishing a physical relationship with the space to which it is contiguous.

Generally the residential form addresses the street with primary elevations, and at the rear connect to private open space. These spaces in turn address other private open spaces creating a public through to private hierarchy from each street address across a street block. Communal or service alleys add a further dimension to the relationships between the public and private spatial system.

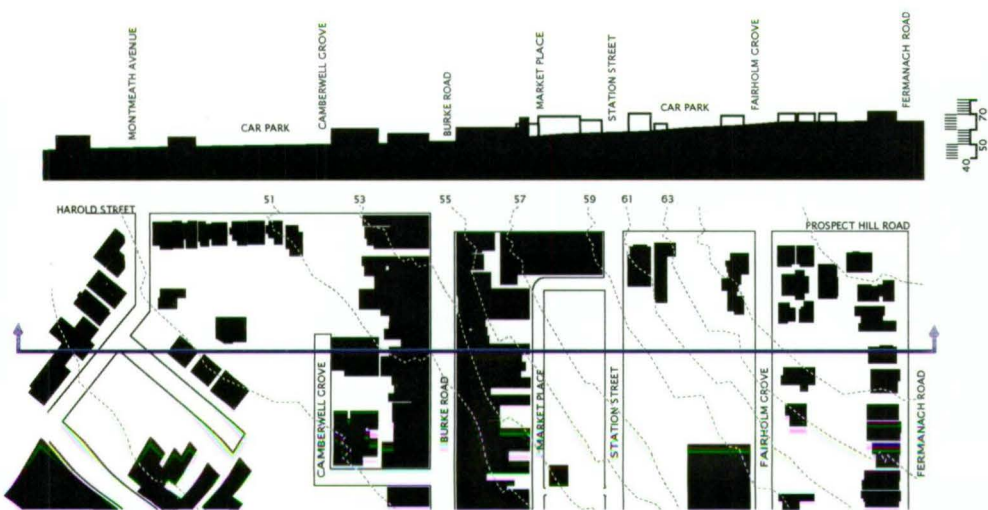
Where development has undermined this connection, the Junction has begun to mimic the stand alone centres, of separated objects disconnected from a cohesive environment. This contributes to the poor quality of the democratic public space environment.

The fragmented form of the Junction enables, as in the case of the building type, a flexible approach to building orientation.

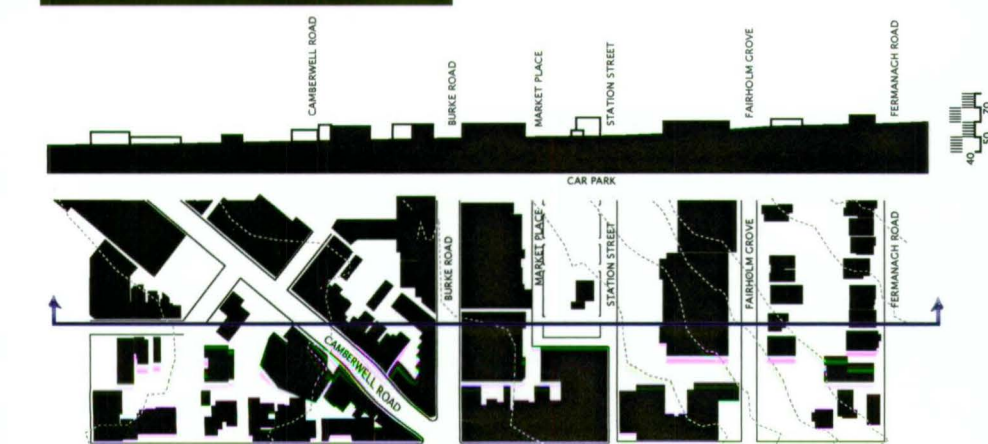


LEFT: Target shop entrance addresses the car park internal to the street block.
ABOVE LEFT: The shop's service elevation with no public access addresses the street's public space, (Fairholm Grove).
ABOVE: The once private yards of the shopping strip have begun to address the car park space internal to the street block.

CAMBERWELL - BUILT FORM



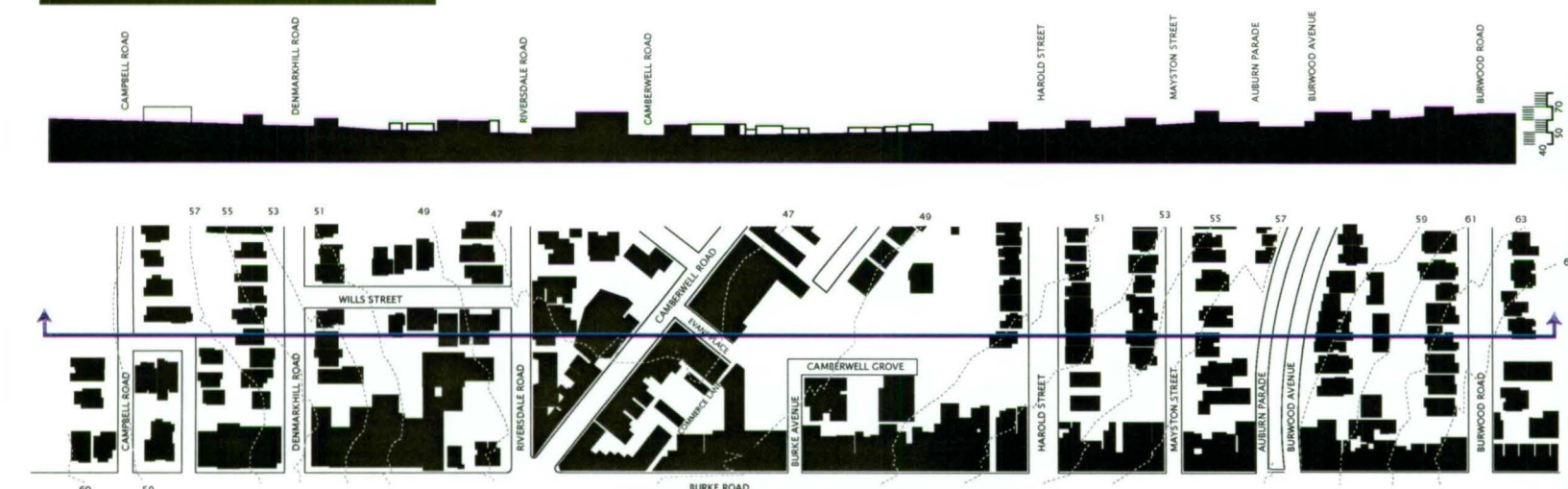
SECTION A - A



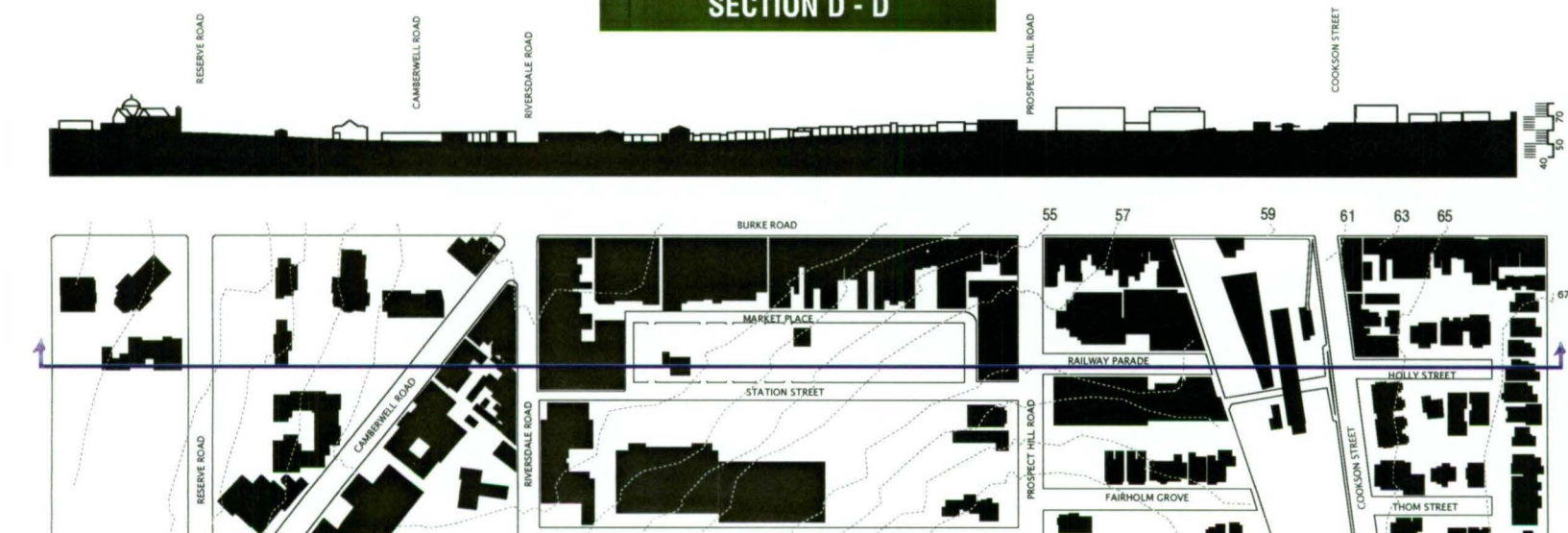
SECTION B - B



SECTION C - C



SECTION D - D



SECTION E - E

SECTION A - A

Section A -A shows the largely undefined nature of the internal blocks either side of Burke Road. The street space within Burke Road oppositely is the best defined space within the Junction.

The highest section of the study area occurs on Fermanagh Road where land falls to the East and south, exposing views toward the city.

SECTION B - B

The section through Burke Road shows the typical relationship of building form to street width along the shopping strip.

Behind this form, the space around Station Street appears contained at this section with space free flowing around the electric company substation.

SECTION C - C

The section through Burke Road south of the Junction is no longer a contained space. The free standing buildings of the institutional block and the large scale office buildings combine to create a new relationship of built form to public space. This is reflected in the section through Camberwell Road and the public garden.

Scale and land form

As part of the character of the Junction, the scale of buildings is a very important element. The predominant historical profile is of low-rise buildings, of which the bulk is determined by being attached or not. This form reflects the rise, fall and rise of the valley landform through the main junction. As such where this development pattern is disrupted, with development of five or six storeys, that contrast is not overbearing of the general character.

Images and landmarks of the Junction are provided within the institutional block. where the scale is broken through the use of towers on the detached public buildings of the Camberwell Town Hall and Our Lady of Victories Church. The church whose dome and spire sit aloft a dominating freestanding brick cruciform, is noticeable from many vantage points within the valley by virtue of its scale and position near the crest of the hill. The Town Hall at the eastern most point of the block on Camberwell Road is most prominent when viewed along the street vista. Lateral views from the heart of the Junction however seem to reinforce a notion of separation of elements: civic from retail. Church spires outside the study area along street vistas further create significant defining landmarks.

Looking west along main streets and from the Junctions elevated parts, the Melbourne city skyline of highrise buildings provides important views and vistas.

RIGHT: The town hall bell tower viewed from the entrance to the supermarket car park in Fairholm Grove. The view over two large public car parks intimates a separation of functions from the central retail focus of the Junction to the civic place. Detail improvements could start to better link the functions.



SECTION D - D

The scale of the traditional pattern of residential development (street, front yard, low rise building, and private yard) is clearly expressed in this section to the left of Harold street. The depression between Auburn Parade and Burwood Avenue is created by the railway cutting.

The enclosed street space section at Camberwell Road forms an important night time space for the Rivoli Cinema.

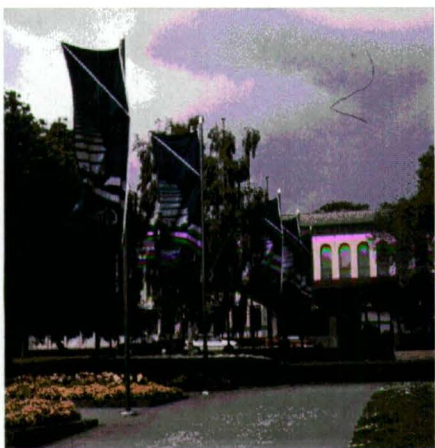
SECTION E - E

The scale of development enveloping the large internal space between Riversdale Road and Prospect Hill Road is reinforced by the dramatic change in level. The tall substation building within this space acts as a landmark.

This section also clearly shows the landmark nature of the church adjacent to Reserve Road.

The railway station is clearly below the normal ground level when viewed from Cookson Street. The cutting though provides a level pedestrian bridge from Railway Parade to the first floor level of the station building, where the ticketing office is situated.

CAMBERWELL - DETAIL



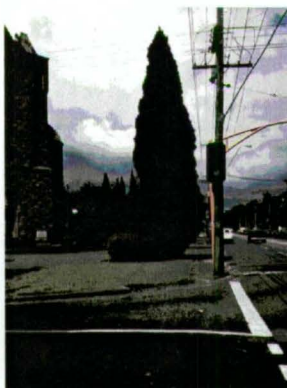
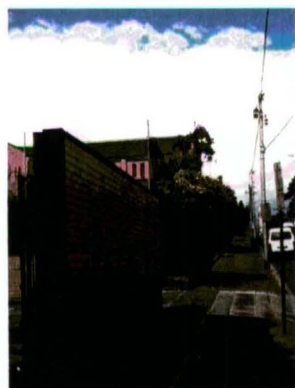
LEFT: Commercial buildings in Burke Road display an ambiguous detail pattern.

RIGHT: The community centre's form as an object in space is reinforced by appropriate building and spatial detail.

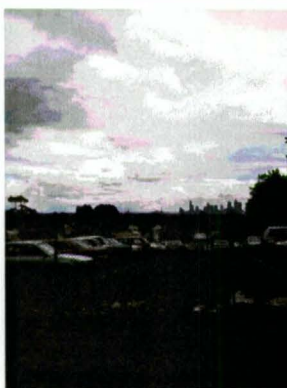
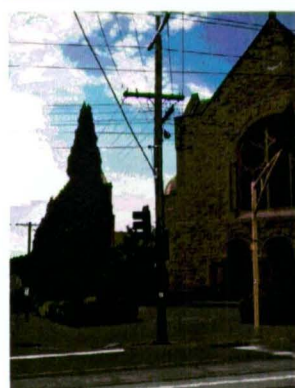


ABOVE & LEFT: Building detail on these three sites reinforce the built form at the Junction.

RIGHT: Park , Camberwell Road (view to south). Appropriate planting and detail connects well to the neighbouring school boundary, however the public space quality is undermined by connections at south and west boundaries.

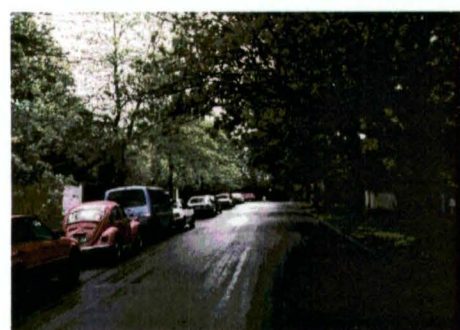


ABOVE: The pattern of street detail along Burke Road, heading south from the Junction.



LEFT & CENTRE: Contrasting qualities in spatial detail can be found at the junction of Reserve and Burke Roads.

RIGHT: Along Fairholme Grove where the street bounds the supermarket car park poor detail reinforces the perception of the streetspace as a service space.



Above: Fermanagh Road (left) and Broadway indicates the leafy qualities of the residential streets contiguous with the activity centre. Low fences and attractive planting within the streetscape increase the amenity of the streetspace.

Building Detail

The entrances and addresses of buildings, as stated in the analysis of the building form, are primary contributors to the connective nature of public spaces. The spatial relationships between public and private are given greatest physical definition in terms of the elements of a building's detail. Therefore, how a building responds to its surroundings displays an attitude to the overall spatial structure. As an example, a building with an all round address (physical entrances, windows and balconies) sets up on each facade a connective public and private spatial relationships that can contribute to a network of meaningful public space in each direction.

A building which has a hierarchy of elevations, (for example a well detailed primary address or entrance, a purely private rear facade, and sides elevations designed to shoulder other development or minor street spaces) on the other hand develops a different set of public and private spatial relationships. In this case the primary network of public spaces would be undermined when addressing a purely private space, as there is no physical form or detail relationship resolved.

This occurs in the Junction. As stated in the analysis of the spatial and built form, new development designed to enhance the retailing nature of the Junction failed to resolve the connections or addresses in a detail sense. Instead of placing primary entrances to public spaces the Junction is weakened by private spaces addressing the spatial system.

This is most obvious in the supermarket car park east of Burke Road. The supermarket facade addressing Fairholme Grove is the rear of the building and is detailed as such without windows or an entrance to the shopping floor. The entrance to the shopping floor (to best access car parking) is positioned so as to undermine the legibility of the space internally: a primary facade addressing a communal or infrastructure space. On the shopping strip west of Burke Road, historically, development was orientated to address the primary spatial system of streets, with the car park retaining the quality of a legible service space, connected to private yards. At points where links have been created through to the internal car park, building detail has been altered to reflect a primary address.

Further ambiguities exist in new development where large office building fenestration addresses internal spaces above ground, and at ground level, quality of building detail contributing to poor connections to the street space. This is particularly apparent where blank facades and vehicle accesses at ground level contiguous with the primary public spaces occurs along Burke Road south of the Junction, and within the large public car park adjacent to Butler Street.

Spatial Detail

Spatial detail patterns, like building detail, is important component in the connectiveness of democratic public space. Spatial detail can reinforce or enhance the quality or nature of the spatial form. Where the form is coherent detailing relationships become more obvious. The spatial detail composition in the Junction is one which echoes the generally fragmented spatial form. Detail elements such as paving, signs and street furniture therefore appear most cohesive where strong form is apparent. Significant spatial detail patterns are apparent within the shopping strip and within the residential streets.

Along Burke Road within the retail activity the street detail (of which signs, outdoor seating, and street lighting are prominent), in combination with the spatial and built form, and building detail, adds vitality to the space.

The residential streets are attractive, well landscaped spaces with strong patterns of street trees, nature strips and low fences in particular. The streetscapes north of Riversdale Road, as part of the urban conservation zone, are subject to development controls to retain their quality and appearance.

Spatial detail however fails to adequately strengthen the spaces in between the formal patterns of the Junction. Elements of the spatial detail pattern instead reinforce fragmentation.

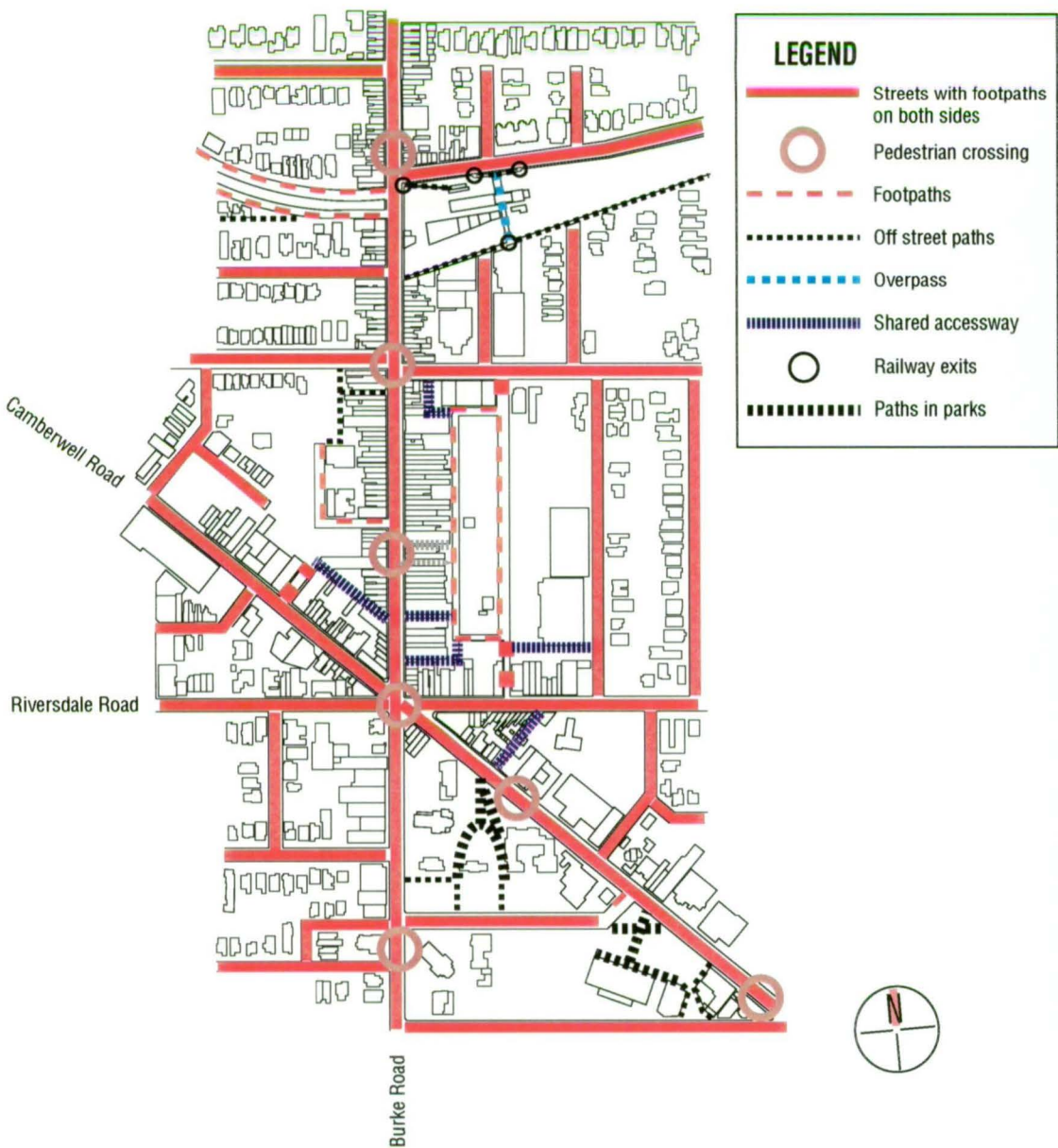
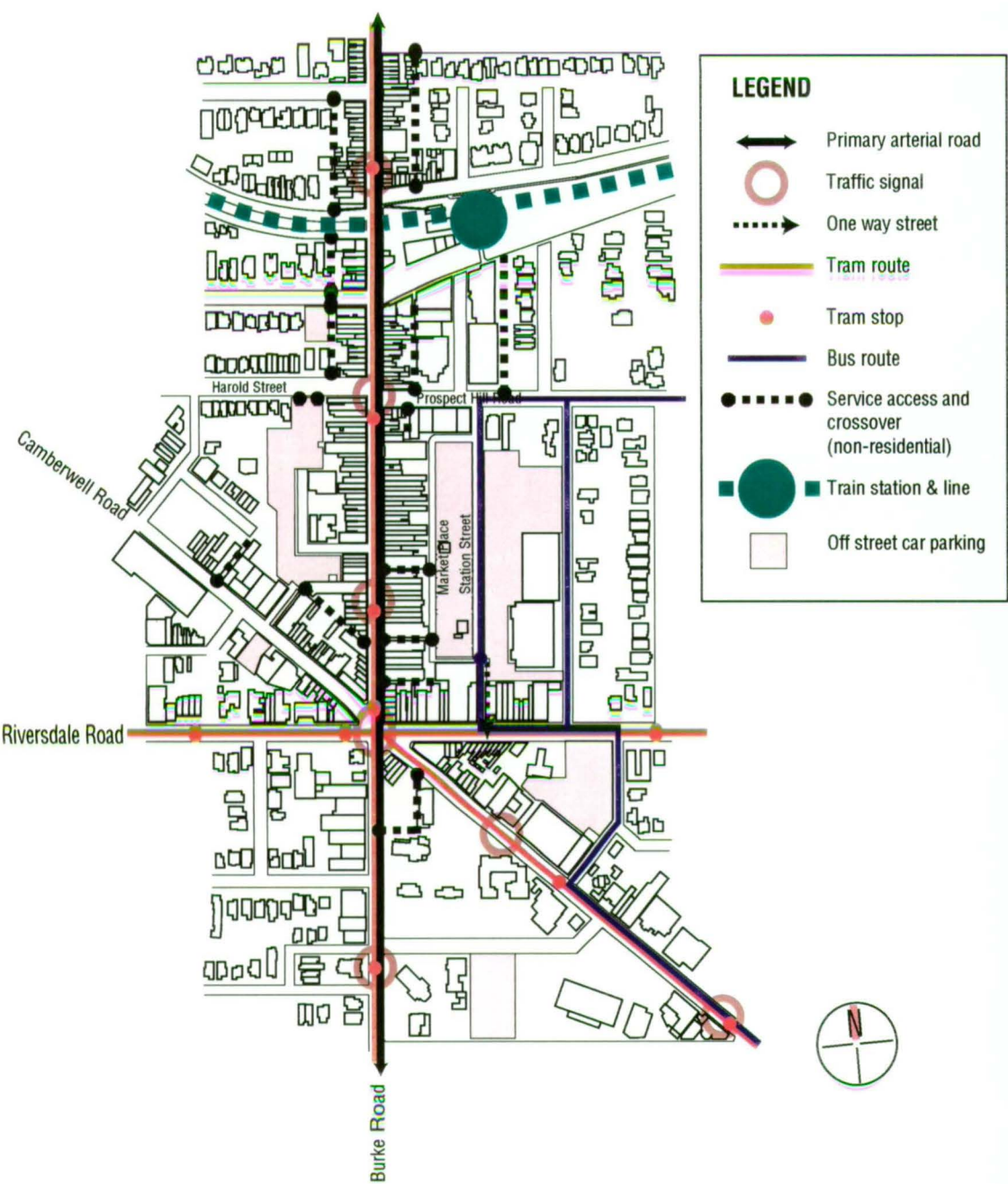
The most obvious space in which detail is poorly resolved is within the empty spatial system containing the supermarkets. Here the clearly unresolved nature of the spatial form contributes to the obscurity of the space. No clear pattern has developed for paving, bicycle stands, fences, street chairs or tree planting all of which exist in a random arrangement. This is highlighted at the bus terminal where a covered shelter is islanded between car parking spaces, planting beds and street carriageway without clear connections to the supermarkets or the public market building. Without a clear notion of how this space shall develop the detail emphasises the space as infrastructure not meaningful public space.

Another typical example of poor detail connections between significant patterns is apparent in Burke Road. Across the junction intersection as the street inclines toward the South, where building detail is at best ambiguous, the street detail further weakens the connective nature of the spatial system. On the eastern side of the road, between the strong pattern contained within the shopping strip and the attractively detailed spaces of the church and hall gardens across Reserve Road, is created a non-space, highlighted by paling and mesh wire fences, and power line posts. (see photos left)

Both the scheme and structure plans address the quality of the spatial detail. However it does so without the adoption of an encompassing perception of how the breaks in the patterns can be resolved. The traditional spatial and built form structure whereas allowed for a simple understanding of how to deal with spatial detail.

Building and spatial detail should establish, or reinforce the definition of, connections between public and private spaces.

CAMBERWELL - MOVEMENT



Public transport

The Junction is well served by the public transport system with trams, buses, and trains all stopping within the study area. The train service, linking city and eastern suburbs, operates between 5.00am and 12.30am daily. Tram services on routes along Burke Road, Riversdale Road, and Camberwell Road and Riversdale Road, operate between 5.30am and Midnight daily. The three bus routes which take in the Junction service the local district primarily on weekdays between 7.00am and 6.00pm.

The three services all have stops within close proximity which, as identified in the structure plan, should all be adequately connected for pedestrian access.

Street Network

Burke Road running north- south is a designated primary arterial road. Secondary arterial roads in the Junction are Riversdale Road, Camberwell Road, and Prospect Hill Road. Outside the study area, to the east, is a part ring road system designed to avoid the congestion of the centre. According to a traffic study undertaken by Andrew O'Brien and Associates for the structure plan, all streets function in reasonable accordance with its classification.

The grid of streets allows for good traffic permeability in and out of the centre, and is increased by the pattern of two-way roads. Only once does a one-way street occur in the study area, at the southern end of Station Street, to ease the flow within the supermarket car-park. Within the Junctions street system there are regular access lanes and pavement crossovers.

The Junction in general has resisted the impact of changes and adaption to the traffic system popular in civic areas to ease flows and reduce through traffic permeability. The two way streets contain one lane of traffic in each direction at all times other than peak time traffic flows where clearways on the major streets of Burke Road, Camberwell Road and Riversdale Road are enforced. The result has seen the Junction's streets, though highly trafficked in some instances, retain a sense of robustness. The traffic in streets does not in itself create edges or boundaries in the Junction. Within the Junction there are few instances of higher speed flows.

Parking

Parking provision within the study area combines on street and significant off street parking areas. Restricted on street parking is available on most of the street system, reduced during peak times to accommodate the extra lane of traffic. As indicated the development of large car parking lots internal to street blocks has substantially altered the nature of the public space system. The poor detail quality of the space accommodating parking will need to be addressed for the rehabilitation of the nature of the this system. Further development of retail floor space anticipated in the structure plan will place a greater demand on the requirement for the Junction's parking facility.

On street parking provides for a greater sense of pedestrian amenity in the streetspace, as the cars create a buffer to the traffic flow from the footpath. The activity retained by having this facility contributes to the robustness of the streetspace, and increases the permeability of the Junction.

Commuter car parking is not a high priority due to the extensive and connective nature of the public transport system.

Pedestrian and cycle network

The pedestrian network in the streets of the Junction is extensive and well connected. Most streets maintain footpaths on either side of the street. Access from the main streets to spaces within street blocks are provided through shops, and through the network of secondary alleys and shared lanes.

Due to the Junction retaining a 'high street' quality in its main traffic streets pedestrian/traffic conflict is relatively minimal. Few streets are difficult to cross. The most obvious exception is the Junction itself which is well catered with crossing signals. Best night time amenity is contained in the streetspaces. The study by Andrew O'Brien and Associates suggested permeability across Burke Road between the parking lots is significant.

Within the street blocks the quality of the pedestrian network is not as attractive. The pattern of paths provided in the predominantly institutional street block (containing the only public open space of any quality in the study area) offers the best pedestrian environment, with specifically planned pathways. The parking lots either side of Burke Road shopping strip contain the least amenable pedestrian environments with poorly connected paths and illumination at night.

Few cycle paths are provided within the study area. A prominent path parallel to the rail line on the southern side of the cutting, from Burke Road extends east to a prominent eastern suburbs cycle network. Further opportunities to connect this system are present in the grid system. Cycle stands are numerous within the retail and civic areas of the Junction.

The robust nature of the street system enables good permeability, and traffic and pedestrian relationships. This pattern should be enhanced, along with the quality of the pedestrian and cycle network.

MODEL

The effect of the elements discussed in the analysis section on the quality of public space, and the territorial distinctions between public and private spaces, are represented in graphic form below. In order to best display the connections, an axonometric model is used. The image represents the existing situation of the Junction.

Within the public space elements the best or most democratic spaces are coloured red, the service spaces are the lightest red. To relate this system to the shopping strip of the Nineteenth Century, the street well served by connections to the private system and public transport, (providing the primary public spaces of the community centre), would appear red. The service alleys connecting the private yards and the rear of businesses were defined by their connections and function as the tertiary spaces (light red). In the analysis graphics the white spaces represent the purely private space or private yard.

The relationship of each building within the study area to the public space system has been identified. The formal, spatial and temporal connections they provide, along with the elements of the analysis, has determined the qualitative assessment of the public spaces.

In the fragmented centre these spaces are often ill defined relating to their connections and function. Examples exist in the Junction of service spaces connecting to buildings through primary connections, or private spaces once addressing service space now addressing the primary public space. Instead of creating meaningful public space these spaces fail to make sense in terms of their territorial definition.

An understanding of the effect of development on the type of space,

and activities they permit, is paramount. The primary purpose of linkways and service spaces for example should be obvious through the design, detail and form of the space. The appropriate response when designing new development would reinforce that nature.

Ambiguous responses detract from the quality of the connected system. In the Junction this has, in a number of places, created 'boundaries'. The street network has generally retained a good connective system but is undermined in a number of significant areas. The pale red areas normally representative of service spaces dominate large sections of street blocks where previously development would contribute to the connective nature of the Junction.

The benefit of mapping the territorial spaces will be to guide development decisions or to model a desired future, and in so doing, monitor the effect on the quality of public space.

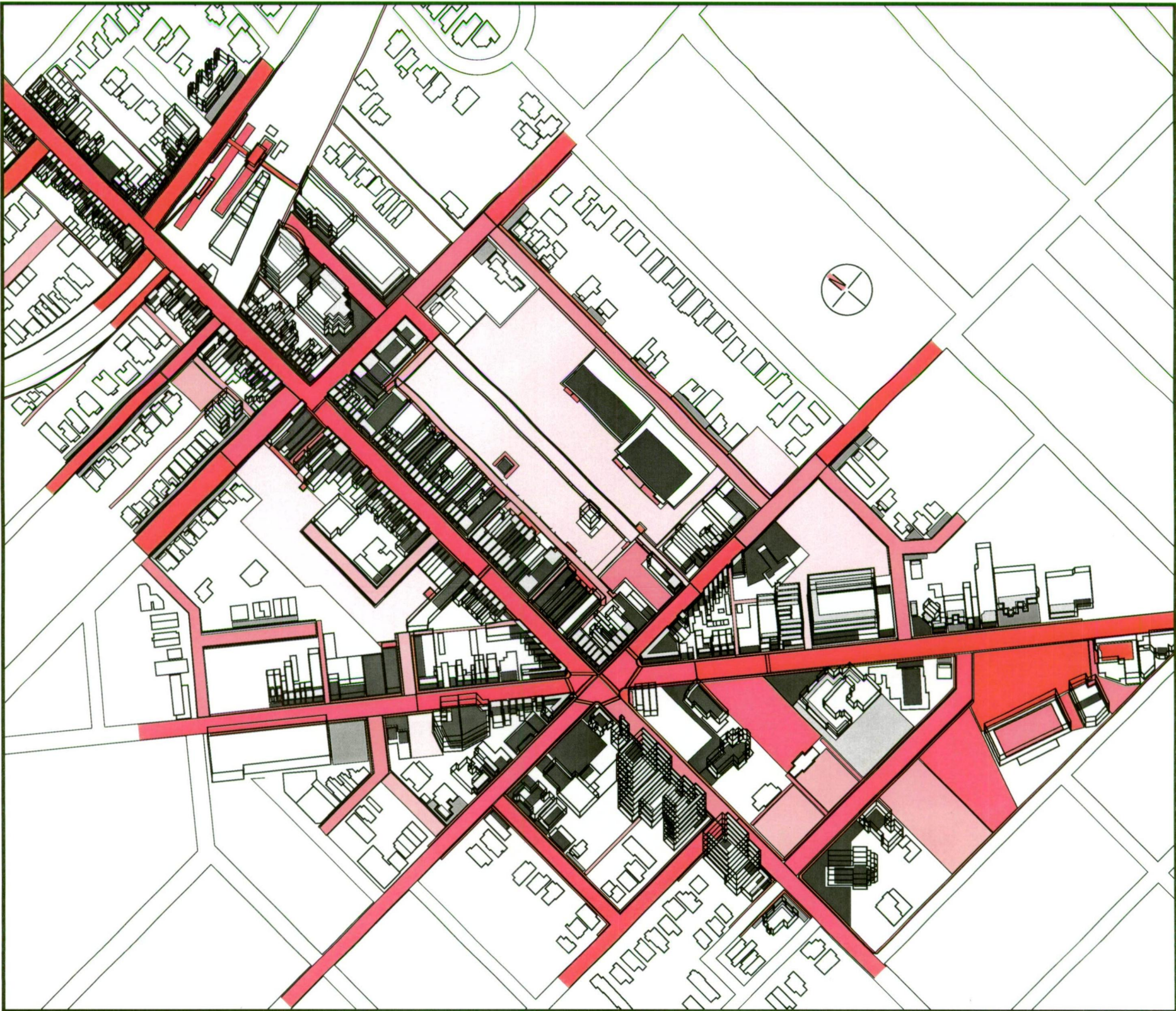
In demonstrating an intervention, the model is broken up into six sections. Typical spatial relationships are identified and inadequacies and possibilities highlighted. A model of the broad options will then be illustrated uniting the elements of public and private spaces in the Junction. The new three dimensional plan will have examples of the types of solutions capable for the suburban centre, which over-arch the planning scheme or typological condition. The aim of a connective environment of democratic public spaces through private and public initiatives will still be a flexible one, yet set a vision for the future of the centre. This centre will best respond to the requirements of a sound social and environmental place in the suburbs.

QUALITATIVE ASSESSMENT OF PUBLIC SPACE

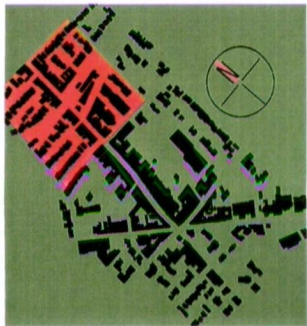
- Best - Democratic connections, robust, well detailed.
- Service - Service function, provides links between the primary network and private spaces.
- Worst - Poorly connected and detailed, ambiguous.

CONNECTIONS OF PRIVATE SPACE TO PUBLIC SPACE

- Publicly accessible private space
- Private open space overlooking public space (front gardens, landscaped open space etc)
- Private space with visual connection to public space
- Private space, private yards



INTERVENTION



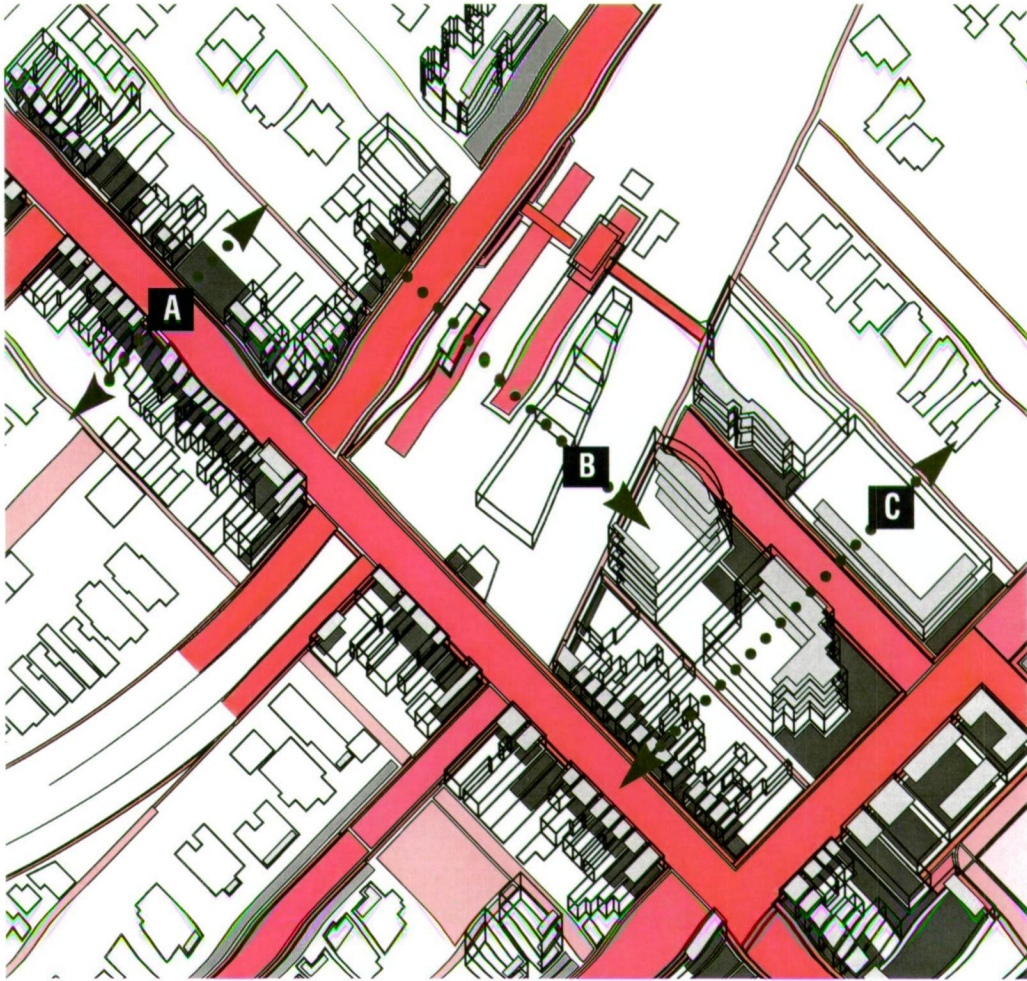
Block 1: Located north of Harrold Street and Prospect Hill Road, and containing the train station and rail yards.

Existing territorial relationships.

- A** The north of the study area exhibits the traditional nature of suburban development. Territorial definition develops from Burke Road through publicly accessible private spaces, to private spaces, to service alleys which connect the private yards. All public spaces have developed according to their definition.
- B** The section through the train station at the north, develops a traditional quality of space. Development overlooks and physically connects to the street. The railway station's public spaces, being located within the cut, retain good quality through detail, landscape, and overlooking of pathway connections.

The railway sheds interrupt this connection and present a private face to the public areas. This reoccurs south of the sheds where a large private yard faces a service lane, which in turn connects to blank office building facades. There are two interruptions to this transition. Firstly at the dead end of Railway Parade, connecting the station entry, and secondly where retail development has addressed the service lane. The latter has begun to alter the nature of this space and will need to be addressed when considering future of the rail yards as a development site.

- C** The third section is a good example of the impact of new building form on the traditional space. Development conforms to the traditional nature, but with commercial buildings connecting to the street through landscaped open areas. All public spaces have developed according to their definition, however an improved ground level building form and detail of the commercial buildings, would add to the quality of the network. Good illumination within Railway Parade adds to the quality of the connectiveness of this space. The zone change from Residential to District Centre through the service alley east of Railway Parade, has meant no effect on the quality of the public space network or amenity of residential spaces.



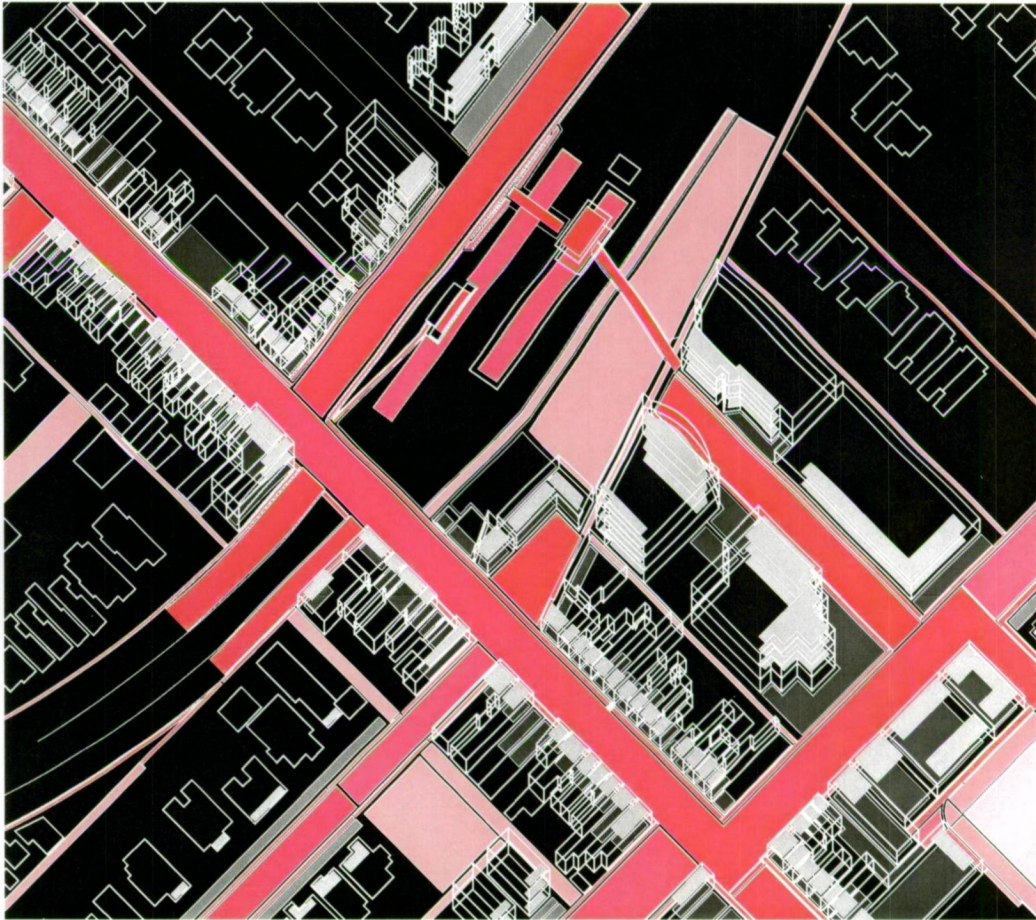
Possible intervention

- B** To resolve the connection of retail development to service lane on the south of the cutting, a local public space recess is recommended to redefine the spatial definition. Built form around this space should contain publicly accessible retail spaces. Private spaces at the rear, would then connect to a service space, suitable for car parking.

Development above the car park level, to connect with the streets south of the cutting, would be suitable only if environmental quality and appropriate amenity standards could be achieved.

The railway overpass to the station ticketing office and platforms, would best be relocated to connect with the street system, at Railway Parade.

- C** The quality of the public space would be increased with appropriate upgrading of the street detail and building connections in Railway Parade. The structure plan has recommended this process be undertaken.



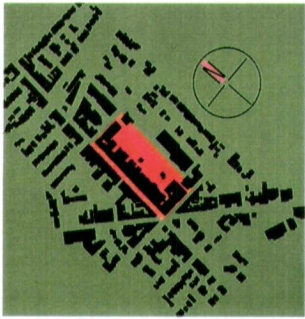
QUALITATIVE ASSESSMENT OF PUBLIC SPACE

- Best - Democratic connections, robust, well detailed.
- Service - Service function, provides links between the primary network and private spaces.
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CONNECTIONS OF PRIVATE SPACE TO PUBLIC SPACE

- Publically accessible private space
- Private open space overlooking public space (front gardens, landscaped open space etc)
- Private space with visual connection to public space
- Private space, private yards

INTERVENTION

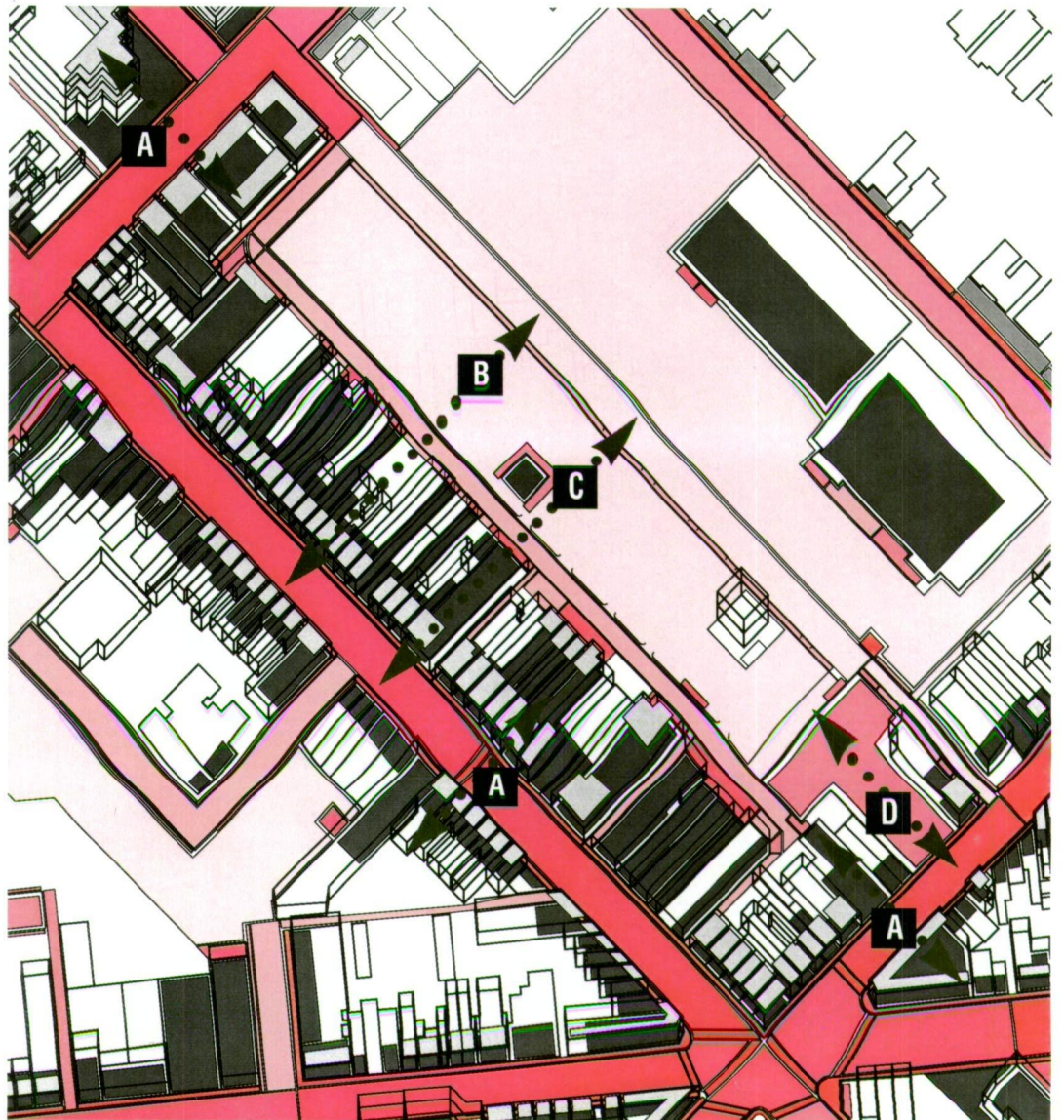


Block 2: Bounded by Burke Road, Prospect Hill Road, Station Street and Riversdale Road, and dominated by the shopping strip, and car park.

Existing territorial relationships.

- A** Private to public connections across these sections are generally excellent. The public space is enhanced by the quality of building and spatial detail, the robustness of the street space, the activities contained in the buildings, and the streets' pedestrian and traffic accessibility. Most buildings have physical connections at ground level and retain second floor windows overlooking the main space.
- B** At this section and different locations along the built form, the shopping strip buildings' rear (private) yards connect with the space containing the car park. This suggests the hierarchy of public and private spaces (as described on page 22) would normally provide an internal service space.
- C** The alternative hierarchy within this block sees publicly accessible private spaces address both the main street and the internal space through arcades and shop floors. Some development has second floor windows overlooking the internal space. These new connections, as suggested, serve to alter the type of space, from a service space to a primary public space. However the nature of the functions contained in this space, the spatial form and detail, and the poorly resolved pedestrian network does not suggest this.
- D** The public market building provides an important public space connection from the street to the internal space. The handling of the transition, from within the market to this space, however again suggests a service space. The egress at two points is directly onto the carriageway, and at the third to a disconnected footpath. The building detail of the internal space facade is blank, apart from the rollerdoor entrances (although recent signage and illumination has attempted to improve this connection).

Station Street retains few qualities of a primary public space. As it only develops connections to built form at the intersections and the substation, the street relies on a cohesive spatial detail and pedestrian network to enhance it's quality. It does not achieve this and the space acts more as a service road.



Possible intervention

- B** Within the internal space exists an opportunity to enhance the quality of the connected public space environment. To do so it must develop as a more robust space allowing for activities other than those at present, including night time activities. This will require a re-definition of the space in terms of the connections between the private and public spaces. This could be achieved by creating accesses through all existing development to the internal space, and upgrading the quality of spatial detail. However the potential of the car park to be developed as retail space (as identified in the planning scheme and structure plan) suggests a new spatial and built form solution will be required.

The illustrated option enables appropriate public to private relationships, with built form connecting to the four significant areas of private space. Ground floors (and possibly first floors) containing publicly accessible spaces, and with the upper floors as offices or residential development, enables the spaces to establish appropriate links. The formal public spaces should enable a variety of uses, including car parking*. This model also allows for the re-definition of Station Street as a primary public space. Building and spatial detail could be organised to produce a dynamic relationship between spaces.

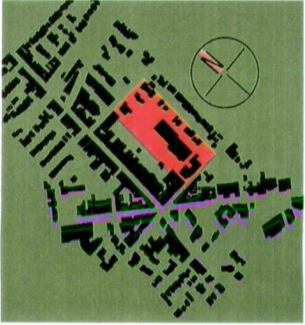
The building and spatial form, and type of construction should be flexible, but with a planned definition of space. This will enable a renewed vitality to the centre of the Junction.

*The decrease in capacity for car parking spaces would be addressed by selecting more suitable locations, appropriate to the model. This includes the rail yards in block 1.

- D** The public market elevation addressing the internal space offers many opportunities to define the nature of the space. Proper articulation of the entrance to the market building may enable the building to better establish a relationship to the external space. Elements of entrances such as verandah posts, steps, window sills allows for a more responsive environment. A permanently open arcade may also better connect the Junctions primary public spaces.



INTERVENTION



Block 3: Bounded by Burke Station Street, Prospect Hill Road, Fairholm Grove and Riversdale Road, and containing the supermarkets and car park.

Existing territorial relationships.

A Private to public connections are typical of the traditional residential relationship of street, front yard, house, private yard, service space. This site and its neighbour to the east are both owned by the council and have been identified as appropriate for redevelopment.

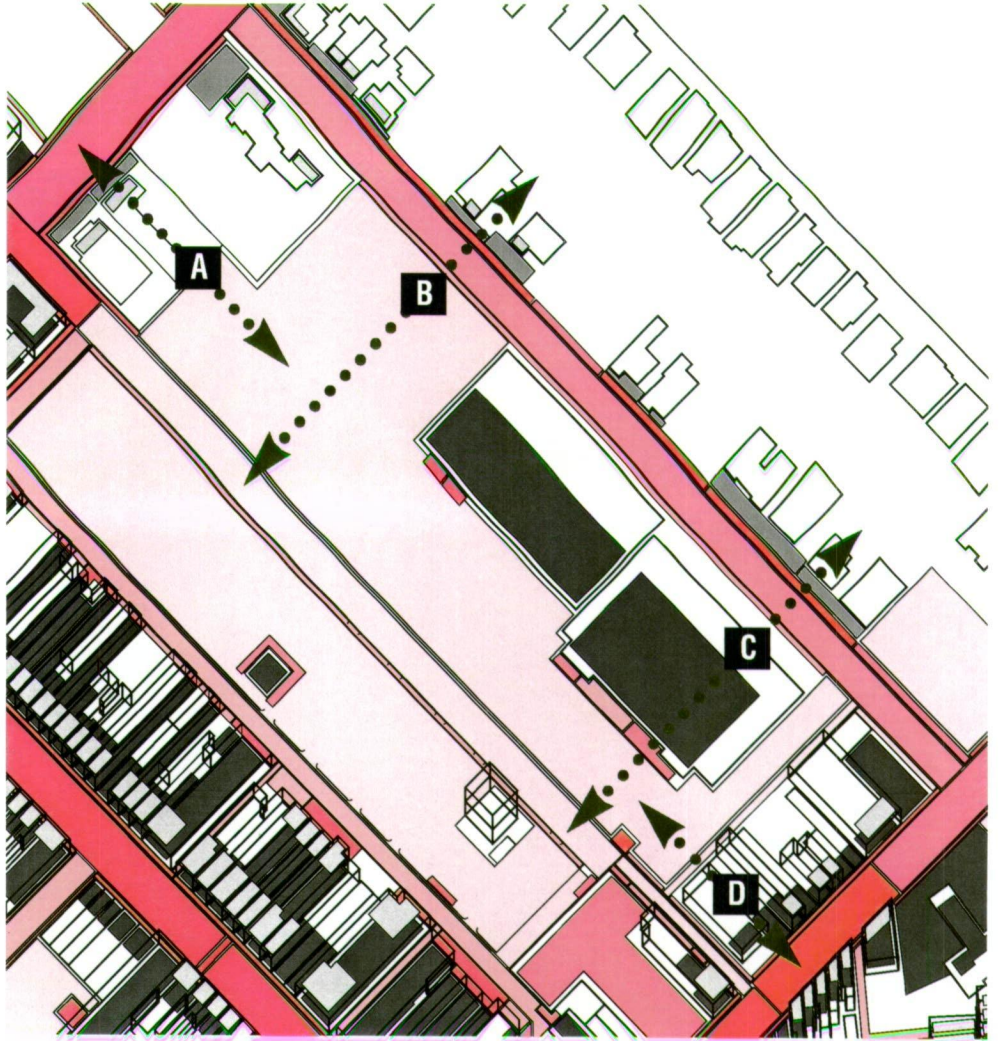
B The hierarchy of spaces through this section does not contribute to the quality of the Junction. A large service space connects with the street detracting from the quality of street as a primary public space. Despite this, the length of Fairholm Grove residential development sets up a traditional territorial relationship to the street. A number of the vacant sites are undergoing multi- dwelling development currently which shall reinforce this relationship.

The type of space containing the car park, and the manner of the spatial detail within it, reinforces the nature of Station Street as a service space. The space it contains has developed as a car orientated place. The pedestrian environment and the links between the public transport stops are not well served. The bus terminal particularly is isolated from a connective pedestrian network of any quality. To effect appropriate gains in reducing car use and encouraging sustainable centres, suitable attractive links should be a priority.

C At this point in Fairholm Grove the supermarket's service entrance addresses the primary public space, where not even attractive detail and scale of the streetspace can resolve the inadequacies of the connections between public and private spaces. This space is more a service lane than a primary public space.

The supermarket buildings' detail allows physical and visual connections to public space at front elevations which face the internal space. This space contains the car park which, being necessary to the commercial well being of the supermarket, will have to remain.

D The public and private connections through this section reinforce the supermarket car park space as a service space. A change of level distinguishes the service lane, which runs along the length of the private yards, from the car park, creating a further definition in the hierarchy of spaces.



Possible intervention

A The requirement to redefine both the street and 'lost space' of the car park in this area suggests a new dynamic approach to the spatial form may be appropriate. New development must begin to contribute to the public space. In this case, development as buildings in space (containing at ground publicly accessible spaces) would allow for pedestrian permeability through this section creating greater access. By creating visual connections above ground, in either office or residential spaces, the sphere of influence over the car park and streetspace is increased.

The hierarchy of public and private spaces would have to be well articulated in terms of building and spatial detail to achieve the objective of redefining the spaces.

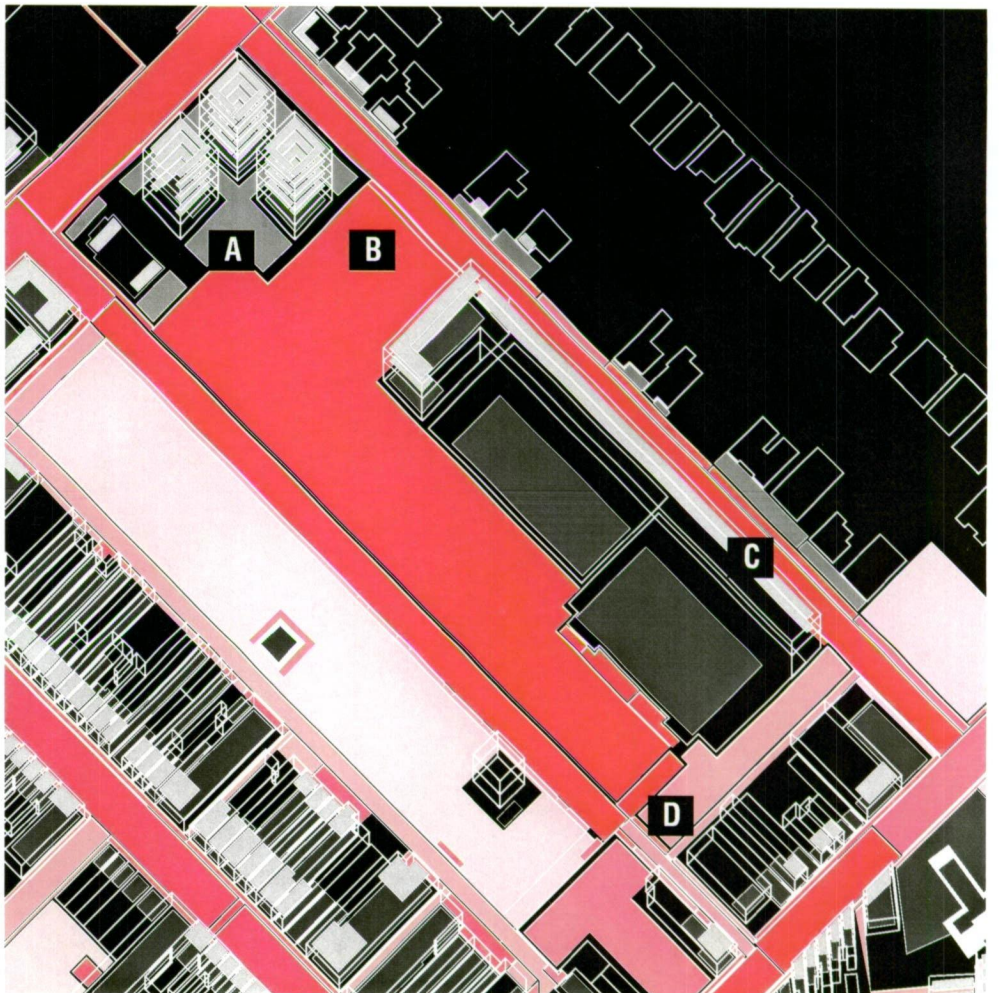
B The connections of public spaces would benefit from development on either side of entrance to the car park developing an appropriate hierarchy. At Station Street pedestrian connections through appropriate surfaces and landscaping will assist in defining the spaces. Despite being primarily a car park this could develop as an attractive space.

This space and the spaces created in block 2, allow for attractive pedestrian connections between public transport stops, encouraging more sustainable transport usage.

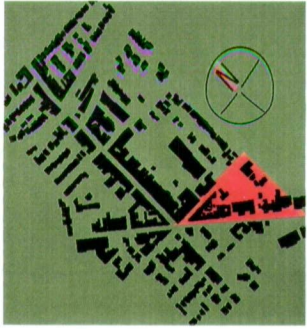
C The problem of the service (private) facade of the supermarkets facing the streetspace is approached by developing dwellings above the supermarket, addressing the street. This almost constructivist approach to built form would recreate the traditional hierarchy of public through private spaces in Fairholm Grove. The requirement for service access to the supermarkets storage spaces, must of course be addressed but appropriate design should alleviate the problem.

The space internal to the block requires little change apart from reconnecting the pedestrian environment through spatial detail.

D The service lane in this solution no longer exists as part of an amorphous service space but is defined within the structure.



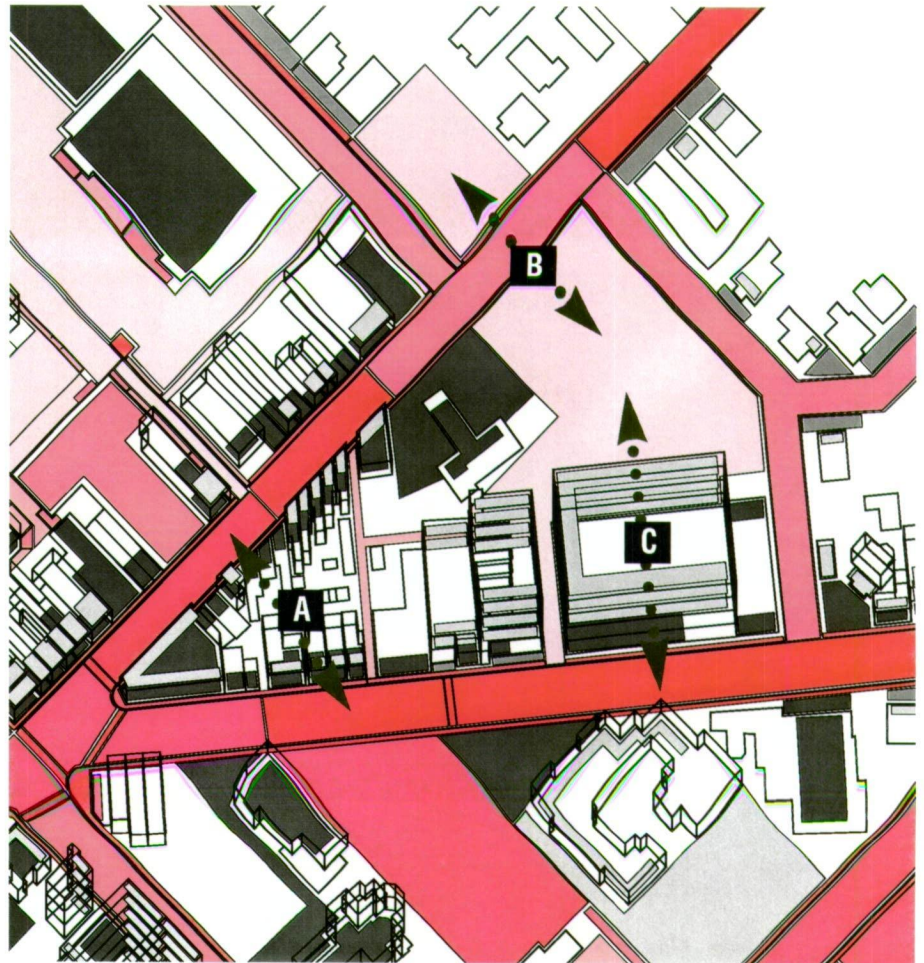
INTERVENTION



Block 4: Bounded by Riversdale Road, Butler Street, and Camberwell Road.

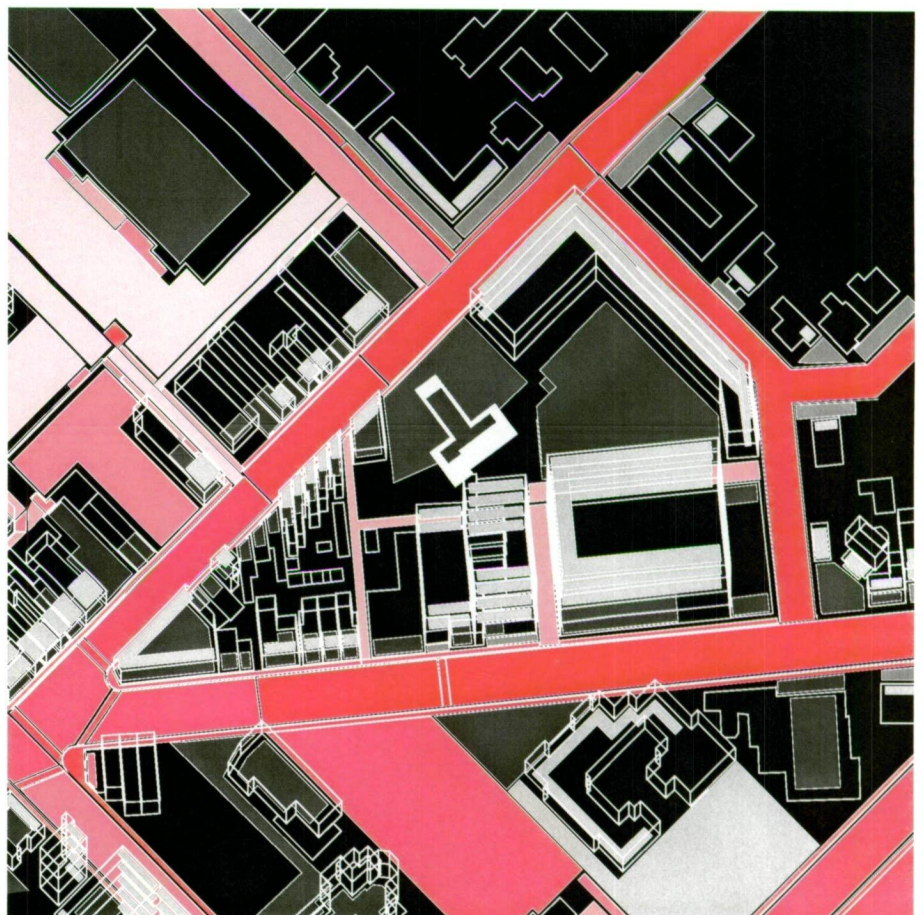
Existing territorial relationships.

- A** The apex of the block near the Junction has retained its form and territorial relationships established since before the war. Changes in building detail has satisfied these traditional connections. The well defined service lane adds to the connective nature of this part of the Junction.
- B** The demolition of detached houses for car parking at the eastern point of this block, has again seen the traditional relationship dissipate. It has instead linked the 'service' spaces of Fairholm Grove, the supermarket car park and here, to form a barrier to the connective nature of the public space system. An appropriate hierarchy of public and private spaces through Butler Street, will link the public transport stops, pedestrian paths of Camberwell Road, and the landscaped areas of the Town Hall to the Junction's retail areas.
- C** The relationship between the office buildings and this space are appropriate if the space is to be defined as purely a service space. While the upper floors have windows overlooking the space, the ground level connection is a blank, two storey wall, punctuated by roller door entrances, clearly delineating the rear of the developments.

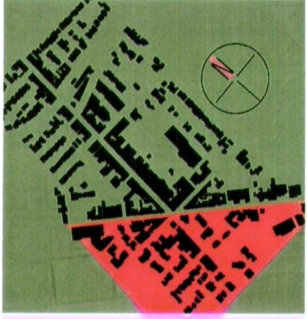


Possible intervention

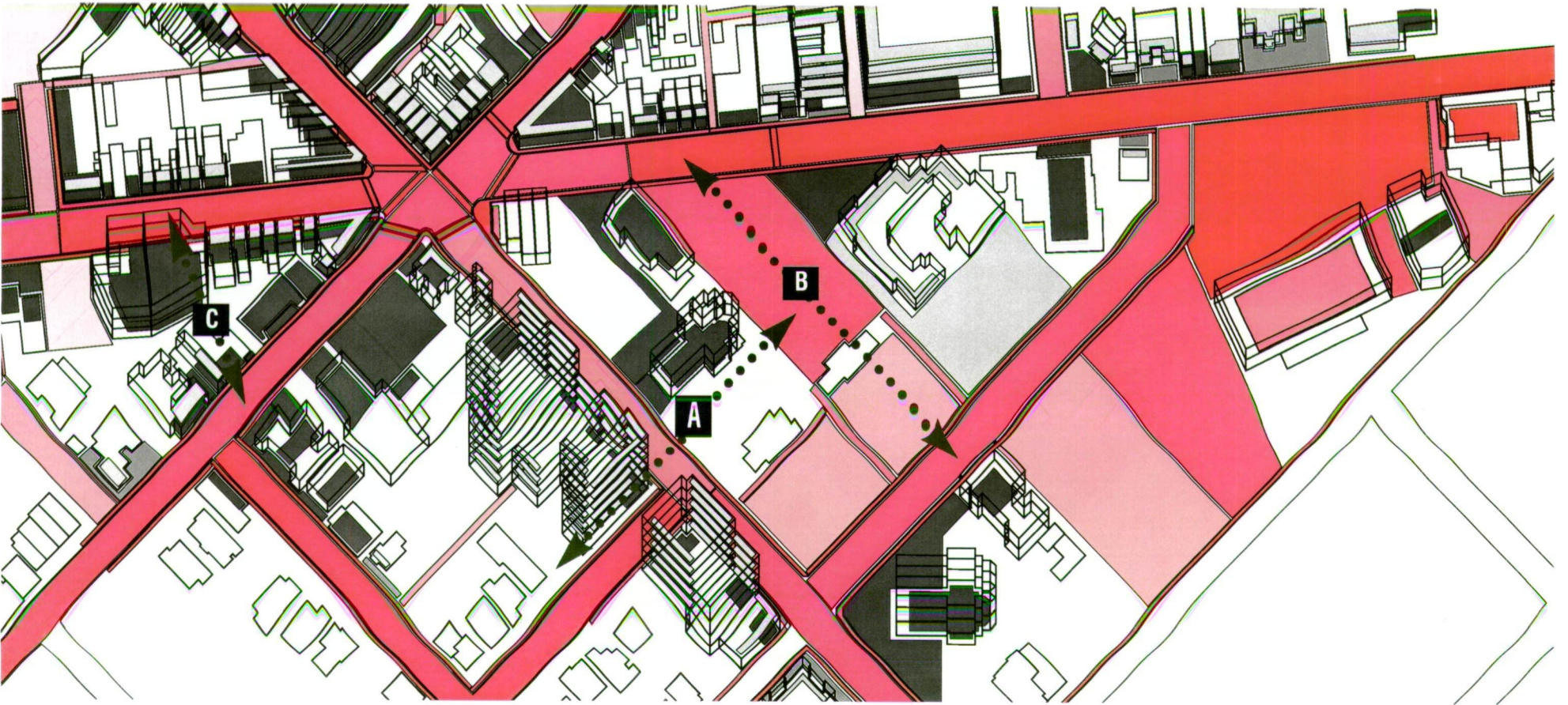
- B** The car parking spaces across this section require a built form solution to achieve a good, connective environment. The nature of surrounding development within the street blocks (intrinsically private connections), does not permit an open space solution in establishing an appropriate hierarchy.
- The perimeter built form re-establishes the traditional territorial relationships. The loss of the car park space should be absorbed in more appropriate locations.
- C** The large service space in this option is reduced to that of a laneway, which in turn connects to the existing internal laneways. The private facade of the office buildings are given a traditional connection. The internal space would ideally be suited to a multi-level car park.



INTERVENTION



Block 5: Encompassing development south-west of Camberwell Road, including the institutional block.

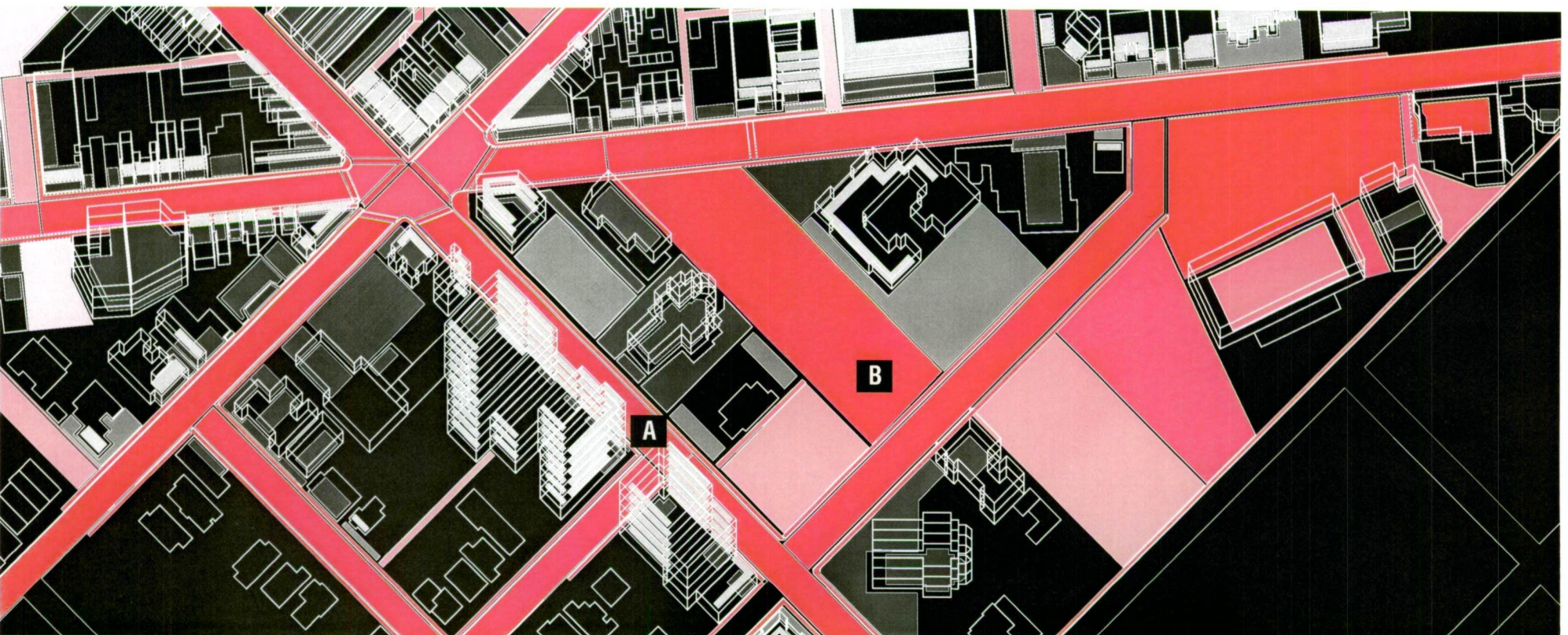


Existing territorial relationships.

- A** The territorial relationships across this section have been diminished by inadequate detail responses. The private spaces addressing the primary space of Burke Road and the poor 'at ground' detail of the office buildings have deleteriously effected the quality of the street. The nature of the spatial form and activities through this section however suggests a detail response would significantly improve the connectivity of this area. The 'all round' nature of buildings in the institutional block, and the office towers overlooking them, allows for appropriate visual and physical connections. This is the situation at the Town Hall, and across the section of office buildings facing Camberwell Road.
- B** The park exhibits positive and negative private space connections. The school grounds at the eastern boundary is well landscaped and, though private space, by detail suggests a continuation of the publicly accessible park space. At the western and southern boundary, high fences provide an inappropriate connection. The existing landscaped internal paths and connection to Camberwell Road offers a good opportunity to connect the attractive spaces in Reserve Road, to the rest of the Junction.
- C** The relationships of public and private spaces through this section is generally good, and produces adequate definitions of public space types.

Possible intervention

- A** To improve the connective nature of public spaces through this section private development must be encouraged to contribute to the detail quality of the space. Encouraging publicly accessible spaces around the church building (as at the gardens of the church further south), and more appropriate private connections to the primary public spaces, will resolve the break in the hierarchy of public and private spaces.
- At the corner building site, redevelopment should produce an appropriate internal spatial organisation to contribute to the contiguous public spaces.
- The open space at the corner of Reserve Road and Burke Road is a tennis club but, as public space, should establish a more democratic connection to surrounding public spaces.
- B** The proposal for this section is to create a park that better connects the diverse functions within the Junction. At present the building interrupting this connection is a disused bowling club. The bowling green is now used as a sports facility for the primary school. This function should be encouraged to continue creating a truly robust park space. As is the case throughout this block, spatial and building detail will create a truly connective environment.



INTERVENTION



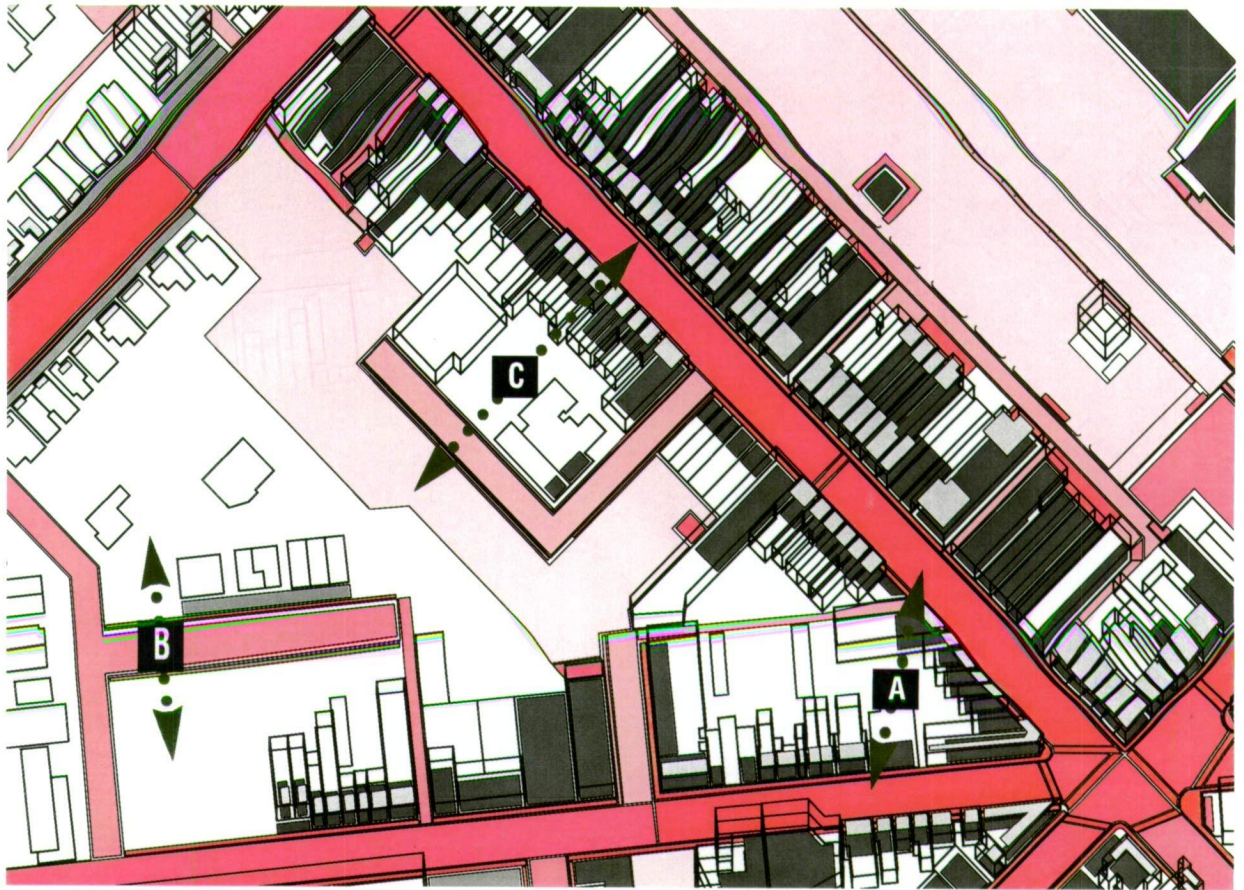
Block 6: Bounded Camberwell Road, Harold Street, and Burke Road.

Existing territorial relationships.

A As in the case of block 4, the apex of this block near the Junction has retained its form and territorial relationships. The buildings' contain spatial arrangements that contribute to the public space network, of primary spaces and service laneways.

B An important secondary space in this block is contained within Montmeath Avenue. One side has residential development, the opposite is currently under development. To define this space the manner of the new development would be required to establish satisfactory private space links to the street. This will not be the case. The zoning for the southern parcel of land is for light industrial, and the development currently under construction is service yards. The inadequacy of the response, permitted by the planning scheme, has altered the nature of this space. Future development of this area will have to respond to the new hierarchical structure.

In altering the spatial connections of this street the planning scheme has in effect reduced the connective nature of the Junctions public space system.



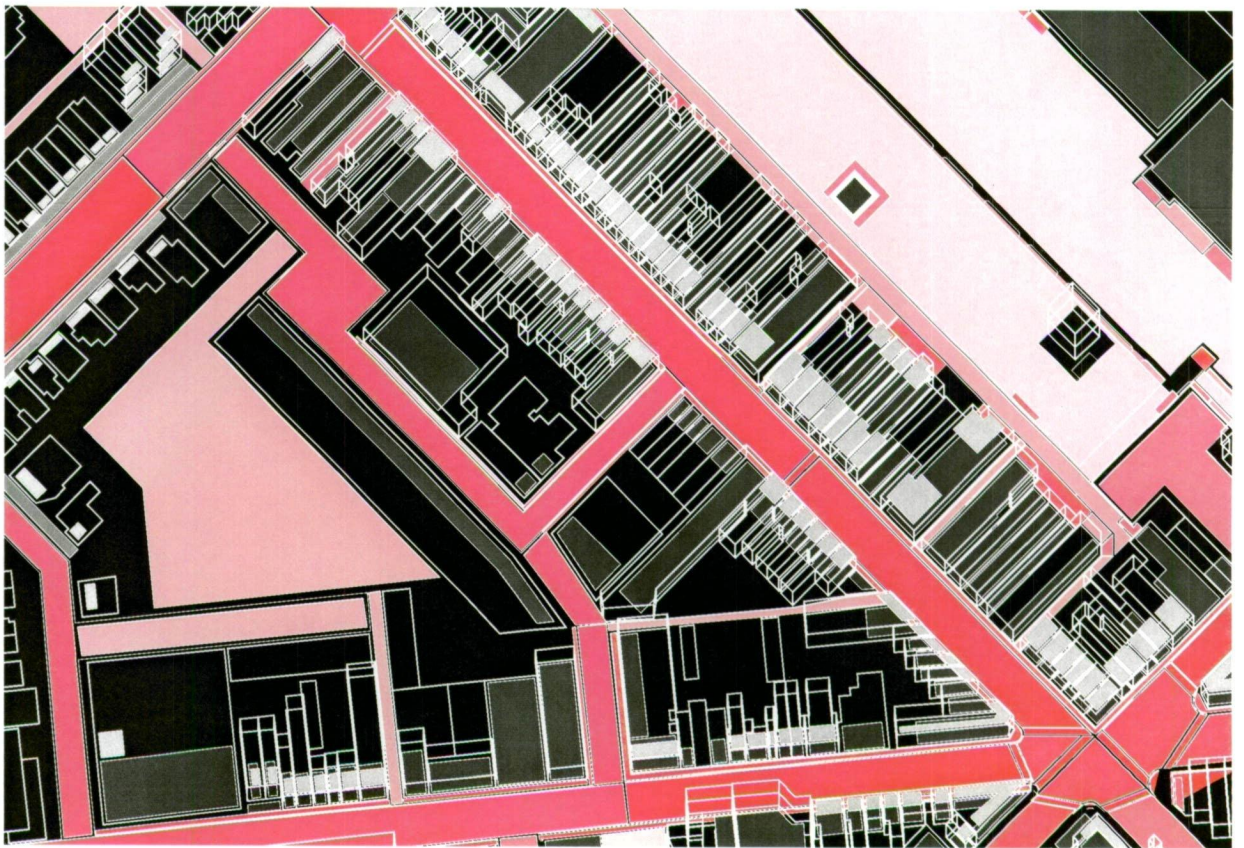
C The hierarchy of spaces from Burke Road through to the internal space is similar to that in block 2. The main difference is that few shopping strip buildings have established links to the car park. Where they have done, the building detail indicates minor entrances. The internal space is therefore reasonably well defined as a service space, with private spaces and service links connecting to it. The space though, is identified in the structure plan as the appropriate site for a supermarket.

Possible intervention

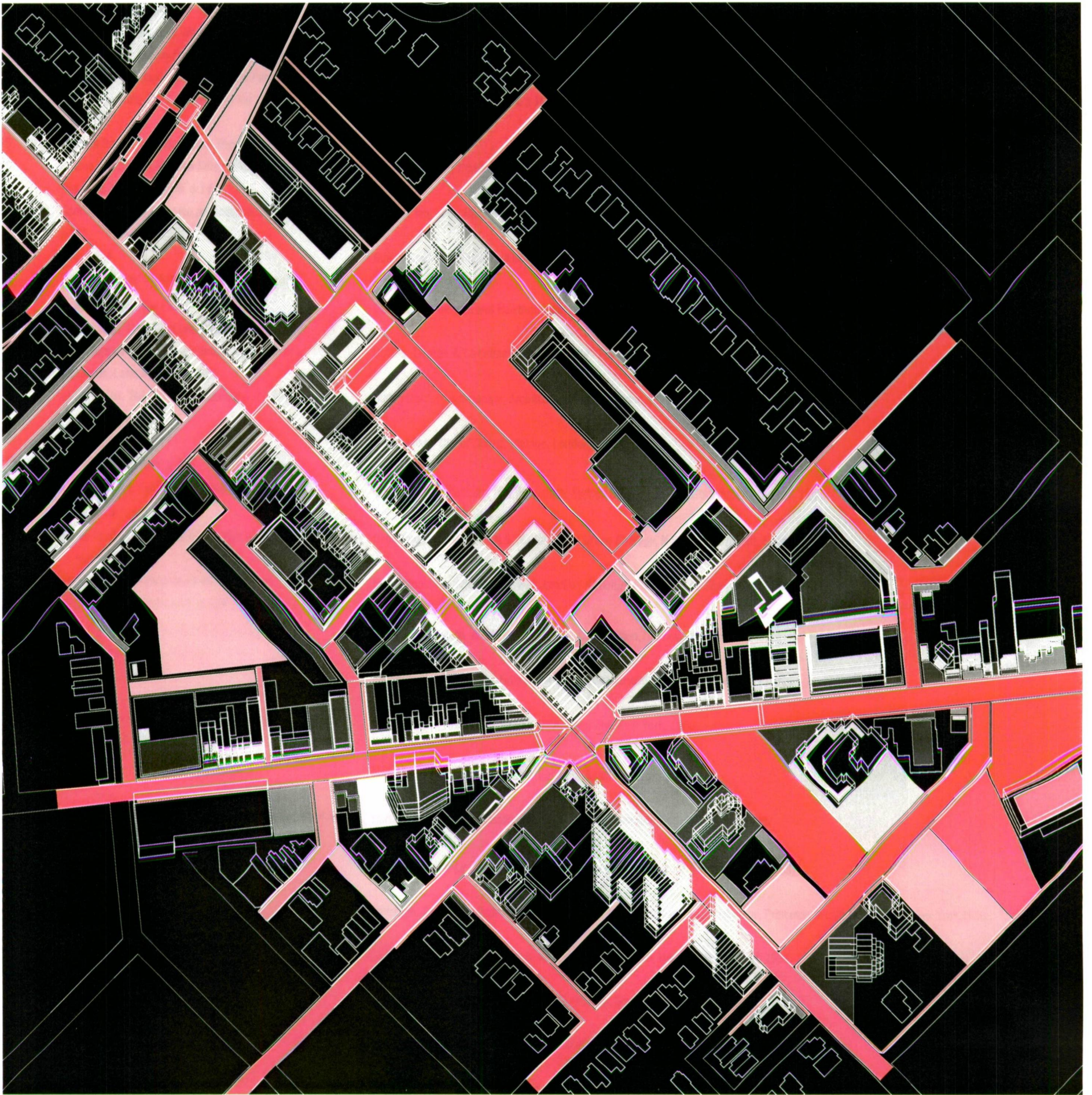
B New development currently being undertaken in this section will irreversibly alter the nature of the street space. This highlights the deficiencies of a planning scheme which has, in allowing for non-complimentary uses, divided a space across zoning distinctions. To redefine this space will now require it become a service space. To best take advantage of this would be to create a further connecting service space, incorporating a car park, to adequately resolve the hierarchical structure.

C The advent of a supermarket in this space will - as in the block east of Burke Road - highlight the problems of primary elevations addressing a service space. Altering the definition of this space will in effect undermine the quality of the system, and create boundaries. To attempt a solution, a secondary street space is formed through the block satisfying the territorial relationships. The shopping strip buildings at the north of the block, which have begun to address the internal space, suggest this is possible. Building detail changes over time will be required to truly satisfy this relationship. A space making building to the west of the street would form an appropriate hierarchy through to the car park.

The problems that will - or have been - created by recent planning decisions, (in the scheme and in the structure plan) serve to highlight the deficiencies of planning without regard to the nature of the Junction's public spaces. Without this conceptual regard to the effects on the public space system, the Junction will continue to develop in a fragmented way.



THE NEW CENTRE



QUALITATIVE ASSESSMENT OF PUBLIC SPACE

- Best - Democratic connections, robust, well detailed.
- Service - Service function, provides links between the primary network and private spaces.
- Worst - Poorly connected and detailed, ambiguous.

CONNECTIONS OF PRIVATE SPACE TO PUBLIC SPACE

- Publically accessible private space
- Private open space overlooking public space (front gardens, landscaped open space etc)
- Private space with visual connection to public space
- Private space, private yards

The model above represents a solution based on the principles of a hierarchical structure of public and private space. It is of course not a fixed typological solution but an example of the types of relationships that can be developed if prioritising the public environment.

The model for regenerating public space in traditional or fragmented centres, is however, meant to be flexible. Planning will allow the elements that effect the development of a centre, (economic, environmental, architectural) to establish appropriate responses, and allow it to best connect with the residential places they exist amidst.

The relationships of activities and spaces through the public and private realm exhibited here, displays their unifying ability, despite the physically fragmented nature of the centre. The composition of physical elements, appropriately managed, will enhance the qualities of the traditional centre.

Planning the physical environment in this way allows a freedom to create vital urban forms, which develops, rather than conforms our attitudes and perceptions. It provides for urban possibilities offered by

new technologies, and which can increase our understanding of the activity in which we are involved, and the outer life of the community. In this way, planning can effectively progress a new urban form more appropriate to our age.

By directing strategic goals to this model, through development area plans, planning schemes, and structure plans, suburban centres will best achieve the goals of sustainable, and democratic environments.

At the least, this model allows for a democratic urban realm in the suburbs. The solution above would create a suburban environment where a comfortable and safe pedestrian network, provides for the most basic of activities - walking along the street. William Whyte suggests that the quality of any urban environment can be measured, first of all, by whether there are convenient, comfortable places to sit.³⁸ This solution does so in a democratic way, by providing for these places within the public environment.

Notes

1.
- Lewis Mumford,*The City in History*, London 1961 p.569
2.
- Margaret Crawford,'The World in a Shopping Mall',
Variations on a Theme Park, New York 1992, p.22
3.
- Michael Sorkin, *Variations on a Theme Park*, p.xii
4.
- Richard Sennett, *The Conscience of the Eye*, London 1990
p.xi
5.
- Michael Sorkin, *Variations on a Theme Park*, p.xiv
6.
- Collins and Collins, *Camillo Sitte: The Birth of Modern City
Planning*, New York 1986, p.14
7.
- Camillo Sitte, *City Planning according to Artistic Principles*,
p.143
8.
- Ibid.* p.154
9.
- Peter Hall, *Cities of Tomorrow*, Oxford 1988 p.97
10.
- Lewis Mumford,*The City in History*, p.577
11.
- Peter Davey, 'Interstitial Importance', *AR1165*, p.4
12.
- Stanislaus von Moos, *Le Corbusier: Elements of a
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13.
- Le Corbusier, *The City of Tomorrowb and its Planning*,
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- Ibid.* p.10
15.
- Stanislaus von Moos, p.210
16.
- Charles Jencks, *Le Corbusierand the Tragic View of
Architecture*, London 1987 p.
17.
- Denys Lasdun, *Architecture in an Age of Scepticism*,
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18.
- Trevor Boddy, 'Underground and Overhead',
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19.
- Margaret Crawford,'The World in a Shopping Mall',
Variations on a Theme Park, p.14
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- Ibid.* p.14
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- Ibid.* p.22
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- Barry Maitland, *Shopping Malls: Planning and Design*,
Quoted in Mike Davis, *City of Quartz*, London 1992, p.261
23.
- Peter Buchanan, 'Auch', *AR1085*, p.41
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- Colin Davies, 'Unbuilt London', *AR1091*, p.16
25.
- Herman Hertzberger, *Lessons for Students in Architecture*,
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- Ibid.* p.41
27.
- Graeme Butler,*Camberwell Conservation Study*, Melbourne
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- Ibid.* p.58
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- Ibid.* p.61
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- Ibid.* p.63
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- Ibid.* p.73
32.
- Ibid.* p.73
33.
- Frances Anderson, 'Shopping Mad', *AR1107*, p.83
34.
- Camberwell Planning Scheme 1991
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- Cities of Camberwell and Hawthorn, *Structure Plan.*,
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- Ibid.* p.5
37.
- Ibid.* p.2
38.
- William Whyte, *The Social Life of Small Places*,
Quoted in Mike Davis, *City of Quartz*, London 1992, p.232

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