



Victoria

## Beacon Cove

Port Melbourne, Victoria

### DEVELOPER/CLIENT:

Major Projects Victoria and Mirvac Joint Venture

### MAJOR DESIGN CONSULTANTS:

HPA Architects for Mirvac (and others earlier at the Charrette, including Paul Murrain, Wendy Morris and the Fisher Stewart team)

### MAJOR TECHNICAL CONSULTANTS:

Various, including Parry Fraser Jones, Murphy Design Group

### PROJECT TYPE:

Major urban infill site

### PROJECT SIZE:

30 ha; around 950 dwellings when complete, plus other uses

### IMPLEMENTATION STATUS:

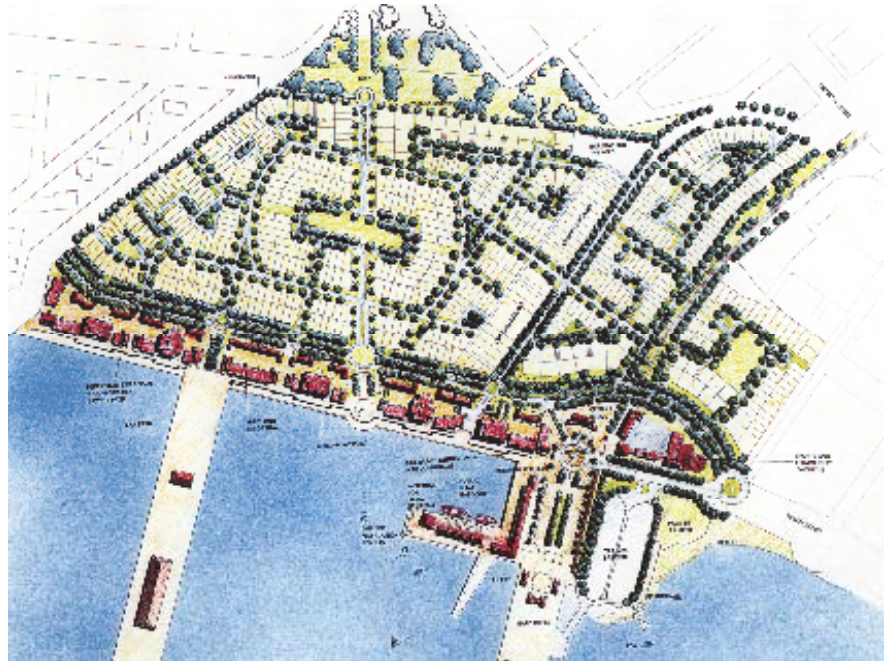
Construction commenced in 1996. Essentially completed by 2006.

### LOCATION:

Melway Map 2J A6, Beach Rd, Port Melbourne

### FURTHER INFORMATION:

Mirvac Group Level 6, 380 St Kilda Rd, Melbourne, 3004 or  
[www.mirvac.com.au](http://www.mirvac.com.au) or  
[www.majorprojects.vic.gov.au](http://www.majorprojects.vic.gov.au)



### Context

Beacon Cove is located on a formerly contaminated industrial waterfront site adjoining Station Pier, a key gateway to Melbourne, and Princes Pier. Following the collapse of a commercial canal estate proposal in the early 1990's, the Victorian Government's Major Projects Unit, as owner of the site, re-commenced planning for the site with a charrette (Bayside Open Planning Forum) in 1992. This charrette produced design concepts and principles for a walkable mixed use street-based precinct that would be well-integrated with the existing Port Melbourne community and provide a public waterfront. The concepts also included an enhanced terminal for the Tasmanian ferry service (TT-Line), and for redevelopment of the site's heritage features. Based on a tender response that responded well to the charrette outcomes, Mirvac were appointed as a joint venture partner in 1994.

### Description

Beacon Cove has transformed the former industrial landscape into a new residential and recreational hub of inner Melbourne. It has a pedestrian-friendly street network that celebrates the historic beacons and water views. It is a relatively dense residential precinct (over 30 dw/ha), with a mix of 10-12 storey apartments, home offices and townhouses. It is focussed around a busy mixed use urban square at the head of Station Pier, containing the Beacon Cove Food Store, the Tram 109 terminus, waterfront restaurants, gym, medical centre and various other businesses. The daily departure of the huge Spirit Of Tasmania ship is a feature. The over 500m-long waterfront promenade is a highly successful multi-purpose space.

### Special Features

- Beacon Cove Foodstore – an excellent general store/cafe.
- Residential density and diversity – demonstration of successful urban intensification.
- The civic square, waterfront restaurant precinct and restored finger pier.
- Three-storey home offices, mainly along Beach St.
- The historic Beacons vista and integration of historic Swallow St.
- Apartment towers that successfully interface with a public waterfront promenade.
- Beacon Cove car courts – a dwelling four-plex model that hides garages at the rear.
- Wintringham Homes - an Award-winning low-income housing complex.
- High quality public spaces - impressive public art, parks and new beaches.



# Edgewater on the Maribyrnong

Footscray, Western Melbourne, Victoria

## DEVELOPER:

Lend Lease/Delfin Lend Lease. Former joint venture with ComLand.

## MAJOR DESIGN CONSULTANTS:

Master Planned by the Lend Lease Design Group. On-going master planning by Delfin Lend Lease Design Studio based at Edgewater

## MAJOR TECHNICAL CONSULTANTS:

Environmental Effects Statement prepared by Allom Lovell & Associates – Conservation Architects supported by du Cros and Associates

## PROJECT TYPE:

Major urban infill site. Residential (519 Lots & 690 Apartments) plus Commercial, Retail, Community, Heritage & Environmental Conservation

## PROJECT SIZE:

98 ha, with 55 ha being developed.

## IMPLEMENTATION STATUS:

About 30% complete

## LOCATION:

East of Gordon St, Footscray. Melway map 28 B12

## FURTHER INFORMATION:

[www.edgewateronthemaribyrnong.com.au](http://www.edgewateronthemaribyrnong.com.au)



## Context

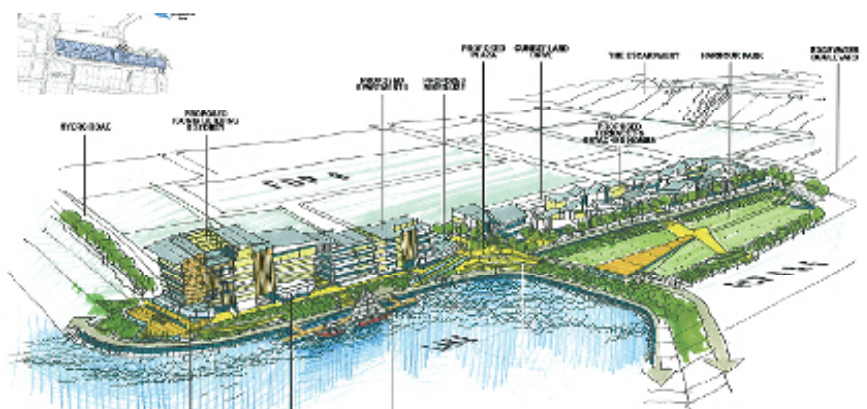
Located on a stretch of the Maribyrnong River in Melbourne's middle ring suburbs, this site, like Waterford Green (see separate project) further upstream, was a former Commonwealth Government munitions site.

Defence operations ceased in 1991 and the site was cleared and remediated from 1992 to 1997. Development commenced in 2001.

## Description

The site abuts an extensive stretch of the Maribyrnong River. It has three precincts, the historic plateau, the escarpment (with great views), and the valley floor.

Edgewater is a residentially-dominant mixed use community. The simple gridded street network makes reference to both the original industrial layout on the site, and the traditional street pattern of Footscray. A retail and community hub close to Gordon St (Edgewater Place) was established as an early catalyst, together with a diverse selection of housing product. A major feature is the historic Jack's Magazine site, with its dramatic bluestone walls. The riverfront incorporates a newly-established lake which will be developed as an urban marina precinct, and a park extends over the northern floodplain.



# Eynesbury Township

## Melton, Victoria

### DEVELOPER:

Eynesbury Development Joint Venture (Villa World & Woodhouse Pastoral)

### MAJOR DESIGN CONSULTANTS:

Concept Plan – ESD, Contour, Land Design and Tract;

### IMPLEMENTATION DESIGN:

Burns Design

### MAJOR TECHNICAL CONSULTANTS:

Tract – planning; Coomes – engineering; Graham Marsh Golf Design

### PROJECT TYPE:

New township integrated with golf courses and equestrian facilities.

### PROJECT SIZE:

1200ha township. Around 2900 dwellings; mixed use town centre; enhanced agricultural enterprise

### IMPLEMENTATION STATUS:

Construction of first golf course and recycled water infrastructure complete; homestead precinct restoration underway; residential stages due to commence in early 2007, with display houses completed by early 2008.

### LOCATION:

Around 12km south of Melton, which is 40km west of Melbourne. Entry off Exford Rd. Melway Map 226 H2.

### FURTHER INFORMATION:

[www.eynesbury.com](http://www.eynesbury.com)



### Context

Eynesbury township gained approval because of a number of interlocking issues. The site is located midway between Melton and Werribee on the plains west of Melbourne. It sits in the middle of a vast farm, which is the historic 7400ha Eynesbury Station, characterised by a stunning bluestone homestead, but also by relatively low quality farm land. Unusually, this farm has stayed virtually intact for over a hundred and fifty years.

The farm has several kilometres of Werribee River frontage, and across the other side is the Melton Sewerage Treatment Plant. This plant had reached capacity and required land for irrigation. This context resulted in the State Government approving the new Eynesbury township, as part of a package that ensures that substantial amounts of recycled water from the STP is used on Eynesbury (farm, golf course and township). The town is also required, under an approved Concept Plan, to be an exemplary sustainable mixed use walkable urban development.

Eynesbury's owners, in 2003, appointed Villa World as their joint venture partner. A new plan derived from the Concept Plan has been prepared, and the first stages of development, as well as the town centre, are in the detailed design phase. Since 2005, the first golf course has been constructed and the major recycled water system installed. The restoration and conversion of the Homestead is underway.

### Description

Eynesbury Township is designed as a traditional country town with a highly-interconnected street network. It will have a small mixed use town centre and a range of other business and employment activities associated with recreation, environmental management and farming. It is mostly surrounded by the farm, but also has a significant grey box woodland and a native grassland precinct abutting it. Green Hill provides a backdrop to the south. As a result the town will be hidden in the landscape from all major roads.

The town is integrated with its golf courses in a way that does not divide or isolate residents nor compromise accessibility and community interaction. The first neighbourhood will radiate out from the historic homestead, which will be restored as the golf clubhouse and local convenience centre. Early residential development will feature a range of lot sizes and housing products, including terrace houses and rear lanes. Appointment of a limited group of builders is anticipated. The dwelling density and diversity is significantly greater than comparable residential projects in the area.



# Kensington Banks/Lynch's Bridge

## Kensington, Melbourne

### AGENCY / DEVELOPER:

Victorian Government Major Projects Unit/  
Urban Pacific Joint Venture

### MAJOR DESIGN CONSULTANTS:

Hassell and others

### MAJOR TECHNICAL CONSULTANTS:

Various

### PROJECT TYPE:

Major urban infill site; former saleyards and abattoirs

### PROJECT SIZE:

Kensington Banks approx 39ha and 1000 dwellings; Lynch's Bridge approx 11 ha and 480 dwellings.

### IMPLEMENTATION STATUS:

Virtually complete.

### LOCATION:

Kensington, enter at Gatehouse Drive or off Kensington Rd, Racecourse Rd or Market St. Melway Map 2T D6 to H2, or Map 42 H2

### FURTHER INFORMATION:

Urban Pacific - contact through  
[www.urbanpacific.com.au](http://www.urbanpacific.com.au)



### Context

Kensington is an older inner western suburb of Melbourne, historically closely linked to the Melbourne saleyards and related abattoirs that previously occupied the Lynch's Bridge/Kensington Banks site. This project is one of the earliest large-scale urban regeneration projects in Australia. It remains one of the boldest and most impressive. The Lynch's Bridge site (area north of Epsom Rd) was initiated as a Government-led demonstration urban consolidation and regeneration project in the late 1980's. However it converted to a joint venture with Pioneer/Urban Pacific midway through. Kensington Banks (area south of Epsom Rd) was structured as a joint venture with Urban Pacific from the outset, commencing in the early 1990's. The Melbourne City Council and the local community had substantial input into the project.

### Description

The street network is an interconnected street grid evocative of and linked to the surrounding historic inner Melbourne context. Residential densities achieved are over 40 dw/ha. Housing types range from one room studios to 4-bed dwellings. Around 10% of the dwellings are public housing, mostly seamlessly mixed in. In Kensington Banks, six builders were pre-approved and were required to follow detailed design guidelines that controlled building massing, but provided reasonable freedom on style.

Kensington Banks extensively uses of rear lanes and mews for both garages and studio dwellings. This creates high quality streets and real housing diversity. Some of the studio dwellings are on a separate title. There is no minimum lot size. Rear lane studios were pioneered in Bradfield Lane in Lynch's Bridge.

Extensive remnants of the historic stockyard timbers, bluestone lanes and peppercorn trees have been retained and are the key to the project's high amenity and comfortable integration into Kensington. The main bluestone stock route along which cattle walked to the former abattoirs across the Maribyrnong River, is retained as a pedestrian spine. The historic saleyards administration office buildings now contain a community school. A new mixed use centre has been established adjoining Smithfield Rd, with the first live-work dwellings being built on Gatehouse St, whilst the large population influx has catalysed regeneration of the historic Kensington Village Centre on Racecourse Rd.

### Special Features

- Demonstration of urban consolidation led by government as catalyst and joint venture partner. Very dense yet high amenity townhouse development;
- House construction predominantly limited to six approved builders;
- High quality traditional-scale inner urban streets;
- Extensive mews lanes and studio dwellings;
- Retained saleyards heritage in landscape, and new riverfront park; and
- Three-storey live-work dwellings on main entries.



# Point Cook Town Centre

Western Melbourne, Victoria

## DEVELOPER:

VicUrban and Walker Corporation

## MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design (concept planning and urban design). The Buchan Group (town centre architects)

## MAJOR TECHNICAL CONSULTANTS:

Collie Planning and Landscape, Grogan Richards, Parry Fraser Jones, The Buchan Group, Lincolne Scott & WT Partnership

## PROJECT TYPE:

New mixed use town centre, surrounding neighbourhoods and neighbourhood centre

## PROJECT SIZE:

About 350 ha including surrounding developments.

## IMPLEMENTATION STATUS:

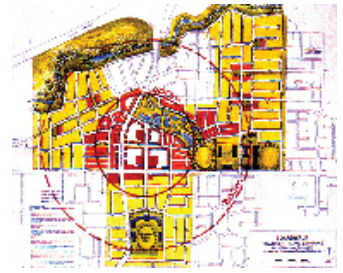
Boardwalk and other residential areas mostly constructed; medium density housing partly complete; Strand Neighbourhood Centre completed; Town Centre Stage 1 plans approved; construction underway late 2006, to open late 2007.

## LOCATION:

Point Cook. Melway Page 207 F3. Town Centre: Boardwalk Boulevard/Murnong St. The Strand Neighbourhood Centre is at corner of The Strand and Foxwood Drive.

## FURTHER INFORMATION:

[www.vicurban.vic.gov.au](http://www.vicurban.vic.gov.au), and follow prompts to The Boardwalk Town Centre - [www.walkercorp.com.au](http://www.walkercorp.com.au) under Retail.



## Context

Initially a farming area of relatively flat land, Point Cook is 23km from Melbourne's CBD, and has been urbanising for over a decade. VicUrban, the State's development organisation, owns the partially constructed 175ha Boardwalk Estate. Together with adjoining developments there will be a catchment of about 30,000 people for the Point Cook Town Centre, located on the Boardwalk Estate.

In 2000, VicUrban decided that the town centre should be a mixed-use, main street-based model. The remaining undeveloped residential land was redesigned to connect better to the proposed town centre, with slightly higher densities, interconnected streets and a neighbourhood centre, called The Strand, included to serve the north-east corner of The Boardwalk with a corner store and child care centre (both now constructed). An indicative Point Cook Town Centre plan was prepared, with urban design guidelines. Private developers tendered for development of the town centre, based on the plan and guidelines. In 2005 Walker Corporation were appointed as town centre development partner with VicUrban, to provide around 25000sqm of retail and 15000sqm of other uses.

The main retail/mixed use Stage 1 of the Town Centre is commencing construction in late 2006. The Wyndham Council's Murnong Community Centre is open. Boardwalk Boulevard through the town centre incorporates on-street parking to facilitate urban frontage to this future busy arterial. Housing Guidelines have been prepared for the medium density housing sites that surround the town centre. These sites are progressively being released.

The adjoining residential estates include Innisfail, Point Cook Gardens and Monterey Central. These also demonstrate walkable interconnected street layouts, good arterial street frontage and a range of other design innovations, and complement The Boardwalk design concepts.

## Town Centre Description

The Point Cook Town Centre is located on a north-south main street, which parallels Boardwalk Boulevard. The main street terminates its northern vista on the large wetlands park, before linking west to Boardwalk Blvd. In the Walker Corp plan, four mixed-use super-blocks will have perimeter block development with intra-block parking. Three supermarkets and a discount department store will front out to Main Street and anchor numerous specialty shops, which either address the street or small pedestrian lanes. The Main Street frontage is predominantly double-storey with both office and residential uses upstairs. A pub will be located near the Wetlands Park. Several new plaza spaces with different characters will be incorporated along Main Street. More car-oriented businesses will line the eastern side of Boardwalk Boulevard and the northern side of Dunning Road.



# Rippleside

## North Geelong, Victoria

**DEVELOPER:**

Trendcorp Pty Ltd

**MAJOR DESIGN CONSULTANTS:**

David Lock Associates

**MAJOR TECHNICAL CONSULTANTS:**

TGM Group, Grogan Richards, Douglas Partners, Neometro, Williams Boag, Michael Angus Architects, Lawrence Blyton Associates, Orbit Solutions

**PROJECT TYPE:**

Mixed use brownfield redevelopment

**PROJECT SIZE:**

3.5ha

**IMPLEMENTATION STATUS:**

Detailed design. Expected commencement end 2006.

**LOCATION:**

Melway Map 442 B10. At North Geelong, turn left off Princes Highway into Victoria Street, then immediately right into the highway service road, and left into Liverpool St. Follow to the end

**Context**

Rippleside is a former shipyard within the North Geelong Urban Village. The Urban Village was planned in a charrette in 1995 as part of the Victorian Government's Urban Villages Program. The site also lies at the northern end of the Geelong foreshore promenade. In 2000, it was the subject of a planning scheme amendment to enable a mixed-use development in accordance with a set of urban design guidelines.

**Description**

The development aims to establish a new destination and a critical mass of activity on Geelong's waterfront. It will provide high amenity waterfront living within walking distance of North Geelong railway station and shopping centre. It will incorporate a range of medium density housing with commercial and maritime uses, including restaurant/cafes, a convenience store, chandlery and home-offices. The existing pier is retained, providing for water taxis and a longstanding tugboat service on one side, and a boat harbour on the other.

The development will make significant improvements to public amenity. In particular, it incorporates a waterside promenade creating a new pedestrian and cycle link between St Helens and Rippleside Parks, and extends the Geelong foreshore promenade. This is punctuated by a series of waterside spaces, including the main village square, which provides a focus for the commercial uses. Housing is focused around public courtyards oriented towards the water.

The master plan is supported by an Urban Design and Development Code. The code 'locks in' the desired qualities for the scheme – including a fine-grained, diverse and 'maritime' building character - while allowing architectural freedom and flexibility to respond to changing market conditions. A team of architects will work together to ensure a rich architectural response.

**Special Features**

- Relatively dense mixed use waterfront development that will strengthen the North Geelong node
- Public waterside promenade linking adjoining parks and extending the Geelong foreshore promenade
- Village square as a focus for commercial, maritime, recreational and social activity
- Cars mainly restricted to rear of the site and rear private residential courtyards at, with pedestrian precincts nearer the water
- Urban design coding to ensure desired character



# South Melbourne Central

South Melbourne, Victoria

## CLIENT:

City of Port Phillip

## MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design

## MAJOR TECHNICAL CONSULTANTS:

TTM traffic/transport, SGS Economics and others

## PROJECT TYPE:

Urban Centre Intensification

## PROJECT SIZE:

About 70ha

## IMPLEMENTATION STATUS:

Structure Plan Approved, Amendment to Planning Scheme nearing completion, and two multi-storey mixed-use projects now under construction, with several more in the pipeline.

## LOCATION:

Bounded by Kings Way, Ferrars Street, Park Street, and Westgate Freeway. Melway Map 2K Ref C1.

## FURTHER INFORMATION:

[www.portphillip.vic.gov.au/smc.html](http://www.portphillip.vic.gov.au/smc.html) or ESD



Aerial photo of SMC and Environs, showing major public transport routes and roadways, with the red cross shape showing SMC's retail heart, and with the blue area showing the proposed 'Arc of Transition' where incremental redevelopment is most appropriate

## Context

Nestled between the Southbank high rise precinct and the Albert Park Reserve, the historic South Melbourne Central (SMC) precinct is a genuine example of an integrated mixed-use precinct anchored around the South Melbourne Market and Clarendon Street strip shopping centre. South Melbourne Central is identified in the State Government's Melbourne 2030 strategy as a Major Activity Centre. Further information on Melbourne 2030 can be found on [www.dse.vic.gov.au/melbourne2030](http://www.dse.vic.gov.au/melbourne2030). So close to Melbourne's CBD, and with so much urban amenity already, a very strong market demand for higher rise residential re-development of SMC was threatening fundamental and pervasive changes. The City of Port Phillip decided in 2003 to proactively plan the future of SMC.

The South Melbourne Central Planning Forum (a Charrette) was conducted over five days, which engaged all relevant government agencies, councillors and available stakeholders, assessed all the inter-dependent factors affecting SMC, and produced indicative designs for about a dozen key sites, often in collaboration with their owners. The outcomes were generally well received, and Council prepared and adopted the SMC Structure Plan (see Council website). The Planning Institute of Australia awarded South Melbourne Central the Melbourne 2030 Ministers Award and a national PIA Urban Design Award in 2005.

## SMC Planning Forum Outcomes

The Planning Forum produced, collaboratively with owners and stakeholders, indicative designs for all key sites across SMC, at a level of detail (plans, sections, perspectives) that enabled participants to see and understand how the proposals would affect them. Two new projects are now coming out of the ground, as a direct result of the Forum. A former stand-alone Coles with car park in front is redeveloping into an actively-street-fronting Coles complex, with basement parking and two levels of office above. On the 'Red Bears' site opposite the Market, the Spotlight Group is building a mixed-use multi-storey development, with a supermarket sleeved by specialty retail at street level with several floors of offices above.

## SMC Structure Plan

The SMC Structure Plan is a place-specific regulatory mechanism, derived of the Forum outcomes, which Council considers when reviewing development applications. It is available on Council's website.



# Tooradin Village Strategy

## Tooradin, Casey City, Victoria

### CLIENT:

Casey City Council

### MAJOR DESIGN CONSULTANT:

John Mongard Landscape Architects (JMLA)

### PROJECT TYPE:

Retrofitting a traditional village into a sustainable growth settlement.

### BUDGET:

\$1.3 million for Planning and Stage One Works

\$5 million dollars for first five years

### COLLABORATORS/CONSULTANTS:

Casey City Strategic Planning, 400 local residents, Aegis Ecologists, Gerry Byrne Marine Engineer.

### IMPLEMENTATION STATUS:

Development occurring under the trade/credit scheme

### LOCATION:

On South Gippsland Highway 20km beyond Cranbourne



### Context

Country towns and existing rural centres throughout Australia are withering and/or losing their character because there are few alternative templates to the suburban model, which permeates both urban and rural subdivision codes. These rural towns are usually lower density centres, sometimes bordered by significant rural or natural landscapes.

Tooradin is a coastal village of approximately 500 homes, located amongst nationally significant Wetlands and is a centre for high quality agricultural production. It is also only 65km from central Melbourne, and being encroached on by high growth suburban development nearby.

The need to provide better sewage treatment created pressure to expand the village in 2002 to potentially triple in size. A community design process was conducted to determine the limits and densities that would be sustainable for the village and its fragile ecological setting.

### Description

The strategy provides a twenty year plan to create infill and higher density development within walking distance of a consolidated village centre. The community voted on a tight growth boundary around the village. They created a system of green and village credits to negotiate the sustainable development of land within the boundary, whilst protecting and taking back to public ownership contiguous wetlands, valuable ecological areas, and rural residential land located outside the growth boundary and on valuable agricultural soils.

At no purchase cost to the Council, this system of trades has delivered many hundreds of hectares of environmental areas in just a few years, and has encouraged denser infill around the traditional centre. The process of credits has also delivered funds to re-vegetate wetlands and create wildlife corridors to link environmental reserves and conservation areas.

A Village Planning Code has been implemented, in conjunction with a series of land purchases to create continuous environmental walkways and destinations. Consolidation of the village shops, hotel and sporting centre through the adopted community plans will lead to more integrated and sustainable village life without losing the country town qualities that attracted people to Tooradin.



# University Hill

Bundoora, Victoria

## DEVELOPER/ CLIENT:

MAB Corporation

## MAJOR DESIGN CONSULTANTS:

Kobus Mentz (Urbanism+ / SKM)  
Jim Higgs (TTM Consulting Ltd)  
Mike Cullen (Patrick Partners Ltd)  
Derek Kemp (Prosperous Places)

## MAJOR TECHNICAL CONSULTANTS:

Contour Consultants Australia Ltd  
Grogan Richards Ltd  
Dalton Consulting Engineers Ltd  
TRACT Consultants Ltd  
Hassell Pty Ltd (later stages)

## PROJECT TYPE:

Mixed use development opposite university

## PROJECT SIZE:

104 hectare development.

## IMPLEMENTATION STATUS:

Under construction

## DETAILED LOCATION:

18 kilometres from Melbourne's  
CBD located on the corner of Metro Ring  
Road and Plenty Road, Bundoora.  
Melway page 10 B8

## FURTHER INFORMATION:

[www.mabcorp.com.au](http://www.mabcorp.com.au)

[www.universityhill.com.au](http://www.universityhill.com.au)



## Context

University Hill is a comprehensive mixed-use development on the former government site Janefield on Plenty Road, Bundoora. It is located next to RMIT University and the Plenty Gorge Parklands. The project is located near trams, buses and the freeway.

## Description

The concept for this project was developed jointly between MAB and Whittlesea City in a process led by Kobus Mentz in 2003. The central focus was employment creation. Apart from industrial components it was determined that to create new economy jobs (where the highest job growth is) the town centre would need a core of public realm-focused retail, substantial medium-density housing and supporting high quality residential to attract employment creators. Pedestrian flows between large anchor tenants are designed to make street-based specialty shops viable. A street network connects the 'main street' core with adjacent new economy precincts.

The mixed business and industry precinct will consist of a range of affordable industrial and office space and its proximity to RMIT will support the development of technology and knowledge-based business opportunities. Residential development will cater for a variety of users including students, business people and academics wanting live/work opportunities as well as those looking for quality accommodation such as serviced apartments. In addition to a range of housing options the development will include affordable and energy-efficient accommodation.

Native vegetation and extensive parkland are key features of the site and the proposed development will ensure that it is sensitive to the natural environment. This will be done by incorporating low-impact water sensitive design, retaining native trees and creating compact green spaces. Holding ponds will be developed to aid water quality treatment and ease water runoff during peak rainfall. A network of river trails connects the public open spaces and other park facilities.

## Special Features

The town centre is already projecting a 30% increase in employment provision when compared to a conventional zoning approach.



## Waterford Green

Western Melbourne, Victoria

### DEVELOPER:

Lend Lease Corporation/Australian Defence Industries; Burbank Australia

### MAJOR DESIGN CONSULTANTS:

Lend Lease Design group with input from Andres Duany and Peddle Thorp

### MAJOR TECHNICAL CONSULTANTS:

TTM, Allom Lovell, Land Design, Bosco Johnson, Wilson Sayer Core and others

### PROJECT TYPE:

Major urban infill site

### PROJECT SIZE:

43 ha, 540 lots, mainly residential; some commercial

### IMPLEMENTATION STATUS:

Commenced in 1997. Now complete.

### LOCATION:

West of Wests Rd, Maribyrnong. Melway Map 27 H8

### FURTHER INFORMATION:

Lend Lease



### Context

This site was part of the large landholdings of the Australian Defence Industries along the Maribyrnong River in the Footscray/Maribyrnong area. It was the site of the Ordnance factory, Maribyrnong, built in 1922. The Royal Australian Field Artillery Buildings remained on site. The complex was declared redundant in the early 1990's.

This project represents the first major brownfield regeneration project on Defence landholdings in Victoria. The concept plan was developed in the context of a State Government with a major policy focus on urban consolidation in the early 1990's, and the then recent release of VicCode 1 and VicCode 2 residential development guides. It demonstrates achievement of significant housing density and diversity in a middle ring suburb.

### Description

Waterford Green is at the terminus of the No 57 West Maribyrnong tram. The site runs down to the Maribyrnong River at its western boundary. The site is developed around a main east-west street (Waterford Ave) that terminates in a village green and park that slopes down to the river. Most of the site was cleared, but some historic red brick buildings near West's Rd have been retained and converted to new uses.

The concept is a traditional street grid with considerable use of rear lanes. Housing types vary from compact detached dwellings to terrace lots to apartments and historic building conversions. There are several commercial uses now built or occupying converted historic buildings along the Wests Rd frontage, providing a local centre for the community.



# Wodonga City Transformation

City of Wodonga, Victoria

## CLIENTS:

City of Wodonga, various private developers

## MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design (ESD) and Annand Alcock Urban Design (AAUD)

## PROJECT TYPE:

Systemic transformation towards New Urbanism, including CBD revitalisation and urban extensions

## PROJECT SIZE:

Citywide, current population is 35,000, growth plan for next 50-75,000pp.

## IMPLEMENTATION STATUS:

City supports these initiatives in principle and has begun to implement them. Early projects include White Box Rise and Enterprise Park.

## DETAILED LOCATION:

Wodonga City, north-east Victoria, off Hume Freeway.

## FURTHER INFORMATION:

Contact Wodonga City Council (Gary Arnold/ Darren Rudd) on 02 6022 9300, or ESD on [esdesign@netspace.net.au](mailto:esdesign@netspace.net.au)



## Context

Wodonga is a thriving regional city in Victoria, but it has struggled with sprawl since the 1970's, and the national freight railway divides its CBD. The railway occupies a third of the CBD core, but has limited public transport.

In 2005 New Urban practitioners Peter Annand (AAUD) and Chip Kaufman (ESD) were independently introduced to Wodonga Council, which quickly recognised Australian New Urbanism as a positive way forward to attain the City's urban objectives. Since then, Peter has consulted extensively for the private sector, while ESD has comprehensively assisted Council. Council held a 'New Urban Initiatives Day' on 29th March 2006 to announce this transition. All new urban extensions in Wodonga since 2006 are New Urbanist, at the insistence of Council and with apparent growing support of the local development community.

In June 2006 the State Government announced the relocation of the freight railway from the CBD within three years, thereby introducing a 'chance-in-a-century' opportunity to redevelop about 19ha of surplus railway lands, to reconnect the CBD's street network, and catalyse an urban amenity-driven revitalisation.

## Key Projects

North Leneva, about 4km south of the CBD, is a mixed-use urban extension designed by ESD for about 25,000 people (with two more towns in the Valley for at least another 25,000). It will have a substantial town centre and several neighbourhoods. Council has approved this project in principle, is preparing its regulatory framework, and has commenced detailed infrastructure design. Whenby Grange will be its first neighbourhood.

The CBD revitalisation (see Café Street sketch) is planned around re-connecting streets across the railway land. A concept plan for each CBD street block is being prepared, to facilitate higher density, mixed use, street-fronted development. Streets are also being re-designed to enhance the public realm and optimise on-street parking.

White Box Rise is an infill development of about 1500 dwellings with a village centre, on former Army land south of the CBD, designed by AAUD, with a Development Plan now approved by the Council and construction about to commence.

Northwest Wodonga will integrate a new local centre with the Latrobe University and Wodonga TAFE campuses.

