the sustainable village

James Lunday
They are not places that were designed for the car. They were communities borne through the need to carry out most tasks within walking distance of the home, shopping, education, recreation and work. The link to the wider universe was by public transport.
My family grew up in a vibrant migrant community, The Gallowgate, in the centre of Glasgow.
It was deemed a slum and demolished in the 1950's...
...and I was condemned to grow up in a soulless modernist suburb.

The brave new lifestyle was short on life and devoid of style.
The modern age has in most cases failed with the rebuilding of old cities destroyed in the war and shown itself incapable of recreating the complex grain of places which took centuries to evolve. Clearly our modern architectural vocabulary just isn’t up to the job.
If we accept Norman Fosters description of the failure of architecture in placemaking it looks like the wrong tune was frozen with the advent of post modernism.
Personally I prefer my music to be a bit chaotic / crazy and unpredictable. More a Miles Davis or AC/DC sort of person. I prefer my food slow and local rather than fast and plastic.

So let us stop pretending that architecture will save the city.

If architecture is frozen music then Urban Design is orchestrated chaos.

It is about life itself.
Should we abandon the very concept of building beautiful, sustainable and livable urban environments?

or

is there a greater role for Urban Design?
Life is lived in the streets and the public squares, in the bars and theatres, in the parks and the houses of a community that has ownership and belonging.

It is not for us to build to our greater glory but to create a backdrop for the whole of humanity to play out its glorious life. Places to live, love, be joyful, be melancholy.. to demonstrate and to celebrate.
The only way to do that is to get people out of their cars, even out of public transport— and into the streets
I started this journey many years ago. Melbourne 1980.
the lanes
learning from country towns

Of course while we were doing that we also worked on the big Melbourne strategy and its Country Towns – Mildura, Orbost, Shepparton, Maldon, Daylesford.
Where Melbourne’s suburbia had shocked me – I warmed to the Country Towns.
REJUVENATION comes naturally in DAYLESFORD.

Escape to Daylesford and the Macedon Ranges to indulge in award-winning wines, amazing local produce and luxurious boutique accommodation. Then balance it all out with the pure bliss of a spa or massage.

To find out more about indulgent offers across the region go to visitvictoria.com/daylesford

Daylesford. Only an hour from Melbourne Airport.
taking the experience offshore
Building on art to develop the lanes
Integrating new development.
Introducing sustainability and culture
I revisited the Garden City Movement – Ebinezer Howard’s Letchworth Garden City.

There were simple sets of principles that could re-invent the suburb and the peri-urban lifestyle block development.

looking back to move forward
From this melting pot emerged the New Village movement...Leon Krier’s Poundbury and the New Urbanists in The US. However they were still not real villages...where was the anarchy, the edge.

They were middle class suburbia rearranged.

Through travel, practice and research I crafted a set of principles.
the courage to change
Pegasus Bay, NZ
Courtyard Range

Register Now for Stage 2 Release

Affordable architect-designed homes coming soon
New Lynn TOD, NZ
Auckland International Airport, NZ
LAND CONNECTIVITY

The area surrounding the case study site is largely contained by its landscape, Margaret River and its Tributaries. The wider area contained by State and National Park and reserves.

The proposed Bussell Highway forms a major connection to the wider district. Within this context it is important to keep the town centre compact with the opportunity to create a greenbelt buffer between town and country.

The sketch plan opposite shows an outline of current development zoning to the east of Margaret River township. With the site located to the east within the RDIA a major opportunity exists to create an internal Link (shown in yellow) to connect the Rural Hamlets and reduce the need for local trips.

NATURAL NETWORKS

Higher density residential development buffered by green parks and recreational corridors also provides the opportunity for continuous alternative routes for the RDIA to connect to the surrounding areas.

Key destinations along these ecological corridors are the sea, the river, surrounding parks and forest, and the town centre.

Figure 8. Sketch plan illustrating roading connections and ecological and recreational corridors that link the hamlets and clusters to the wider community.
ISSUES
To ensure good connectivity to the wider community the development footprint needs to be in good location to the intersection of the proposed bypass and linked via an internal link road.

With little remnant native bush remaining on site for ecological restoration these areas will need to be carefully redefined. Given the undulating environment there is opportunity to nestle the Hamlet into the natural environment.

FRAMEWORK GOALS
The creation of a compact rural settlement as an extension to the Margaret River Township, which has a large degree of self-reliance and is focused on reduction of energy and waste.

PURPOSE
- To create a more sustainable urban development
- To create a mixed use environment reducing car dependency
- To reduce the impact of the car on people’s lives
- To create a memorable and lasting urban environment

Figure 25. Indicative Development Framework
creating the sustainable neighbourhood Meadowlands
If we are serious about achieving sustainable goals and objectives then it is important that we recast the way we build our urban settlements.

We must:

- Develop **compact, accessible settlements**, which fill us with joy and pride.

- Re-establish the **link between town and country**.

- Learn to **live within the capacity of our planet** and create centres of urbanity.
If we are serious about achieving sustainable goals and objectives then it is important that we recast the way we build our urban settlements.

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Accessibility / Low energy consumption / Low pollution / Low congestion.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy</td>
<td>Renewable resources / Affordable energy / Clean energy / Reduction in use / Increased efficiency / Safe distribution / Pollution free.</td>
</tr>
<tr>
<td>Construction</td>
<td>Incremental design process / Recycled material / Longevity / Non-toxic materials / Renewable resources / Low energy construction and built form / Local materials / Land as scarce resource.</td>
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<tr>
<td>Regeneration</td>
<td>Reduced pollution / Renewable resources / Increased biotic support / Soil, air and water protection / Reduced waste / Recycling / Recognise limits to growth / Carbon sinks.</td>
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<tr>
<td>Personal Enhancement</td>
<td>Education for all / Participation / Partnership / Cultural development / Diversity of activities / Encouragement of human interaction / Accessibility to resources and facilities.</td>
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<tr>
<td>Equity</td>
<td>Access to resources / Empowerment / Purity / Self-determination / Communalism.</td>
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<tr>
<td>Health</td>
<td>Reduction in stress / Clean environment / Reduction in poverty / Primary health care / Clean water, air and soil. Community / Neighbourhood / Centre / Cultural Heritage / Local governance / Regionalism.</td>
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<tr>
<td>Identity</td>
<td>Community / Neighbourhood / Centre / Cultural Heritage / Local governance / Regionalism.</td>
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<tr>
<td>Fair Equity</td>
<td>Reduce need to consume / Quality of life / Housing / Food production / Reduction in poverty.</td>
</tr>
<tr>
<td>Economy</td>
<td>Community economic development / Community self-reliance / Built in longevity / Local employment.</td>
</tr>
</tbody>
</table>
getting the structure right - creating place

Maximum consumption of energy and time.

No Limits.. No Measure..

City of minimal movements and distances.

Streets and Squares.

Easy walking distances.

No Human Scale
Neighbourhoods are the essential unit of identity.

Neighbourhood character and identity is a function of the strength of the edge of the neighbourhood.
The development grain creates a quality, walkable environment that easily accommodates vehicle access, pedestrian access and visitor parking requirements.
The use of courts is an integral part of efficient block design enabling shallower lots depths and maximising frontages.

- Smaller lots and greater block efficiency
- Additional routes for service and emergency vehicles
- Higher levels of visitor parking spaces within streets as the land that was previously required for vehicle crossing and setbacks can be more effectively designed and utilised
- More efficient vehicle access to lots
- Reduced road widths by reducing the need for vehicle manoeuvring or off street parking to the lot front
- Ability to reconfigure the road reserve into usable amenity areas
- Stronger frontage of buildings to the streets and open space = increased surveillance and security
- Improved pedestrian safety on footpaths with less vehicle crossing
- Stronger frontage of buildings to the streets and open space = increased surveillance and security
- The use of courts is an integral part of efficient block design enabling shallower lots depths and maximising frontages.
The Living Street combined with the use of courts supports more intensive housing and quality frontages.

- Concrete cobbles ramp either side of footpath to slow traffic and delineate the Living Street.
- On-street parking is provided within designated parking areas clustered at street ends.
- Limited direct access to garages if necessary.
- Located the vehicle lanes to one side of the Living Street enables the provision of small amenity/park area.
- Reinforced grass parking areas defined by timber sleepers.
- Entry to Access Way and Courts defined by cobbled ‘rumblestrip’.
- Vehicles can continue to edge lane but not encouraged.
- Surfaces such as chip seal, hoggin and grass cell reduce the visual impact of the roadway.
- Footpaths continues at-grade without interruption.
Using the full range of amenity options effectively helps create diversity and variety across neighbourhoods. This creates interest even within individual streets and ensures that a range of housing options can be provided.
urbanity not suburbia