

# Ecologically Sustainable Design Pty Ltd

## *Firm Profile*



*With Curricula Vitae for  
Chip Kaufman and Wendy Morris, Directors*

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## Introduction

Ecologically Sustainable Design Pty Ltd (ESD) has particular expertise in the New Urbanism, sustainable growth management, transit-oriented development and urban revitalisation. ESD operates within a multi-disciplinary global network of allied experts.

ESD designs and facilitates complex and controversial urban redevelopment and urban extension projects at all scales, ranging from state-wide growth management codes and regional urban structuring, to large private-sector mixed-use developments, revitalisations of existing villages, towns and cities, and the preliminary design of residential, commercial and civic buildings.

To deliver sustainable urbanism solutions with extensive stakeholder support, ESD specialises in public-participatory 'Enquiry by Design' processes including Scoping Workshops, Design Workshops, Sustainable Design Training Workshops and Charrettes.

Chip Kaufman and Wendy Morris are the directors of ESD. They are qualified in urban design, architecture and town planning, and each has over twenty years experience in both the public and private sectors in Australasia, North America and the UK. ESD presently operates mostly in Australia and New Zealand.

## Mission Statement

ESD is committed to improving the sustainability, amenity and prosperity of urban areas, by means of how the built environment is designed and developed, and by how the natural environment is conserved and/or modified, in order to optimise integrated benefits to the Community, the Environment and Economics.

## Professional Services

ESD's professional services include the following:

- public collaborative 'Enquiry-by-Design' processes for a wide range of urban development projects. Methods include Design Workshops, Sustainable Design Training Workshops and Charrettes.
- design, management and implementation of mixed-use, transit-oriented and sustainable urbanism developments at scales from towns and neighbourhoods, to smaller developments, including architectural design
- regional-scale design-based structure planning for sustainable urban growth and/or revitalisation
- revitalisations of existing urban centres
- town planning and architectural services to support implementation of urban design projects
- authoring of design and development-related books, planning reports and innovative regulatory documents
- project scoping and preparation of project design briefs
- peer reviews of major projects
- public lectures and training workshops

## **ESD is Small, Agile and Highly Effective**

To some, ESD is a paradox in terms of how we operate as a firm. We have chosen to remain very small in staff size, yet we often play major roles in large, leading-edge urban design projects, such as the Western Australian Liveable Neighbourhoods Code, the Western Sydney Urban Land Release Program for a future population of 380,000, or the UK's inaugural Sustainable Urban Extensions Initiative in 1999.

How and why have we managed more than a decade of leading edge urban outcomes and remained so small a firm?

### ***Directors' Concentration***

The first benefit of ESD's small size is that, when clients call on ESD, they get its directors, Chip Kaufman and/or Wendy Morris. Both Chip and Wendy have developed extensive and integrated expertise in urban design, town planning, architecture, traffic and transport design, economics, development feasibility, social planning, environmental design, and Enquiry by Design.

As a result, ESD will quickly understand a project in its full complexity and then remain involved to collaboratively shape integrated project-specific solutions. Some clients prefer this to commencing a project with a director of a large 'full-service firm', soon thereafter to find their projects passed down to relatively inexperienced junior staff.

### ***Project-specific Consultant Team Selection***

For each project ESD selects a consultant team from its extremely strong, large and committed network of allied consultants (consultants list available on request). Our clients prefer this agility and choice, rather than settling for the staff mediocrity or lack of experience found in some large 'full service' firms. Thus, despite our small size, ESD has the capability to complete larger projects by collaborating with either our own consultant network or with new consultants.

### ***Enquiry by Design enables highly effective services and outcomes...anywhere***

The efficacy and time-compression of ESD's Enquiry by Design processes allows ESD to optimise project outcomes cost-effectively almost anywhere, with the right consultant team for the project.

### ***Synergies through Teaming***

Because we are small, agile and widely known to be happy to share our expertise, we are often asked to team with larger consultancies, and/or to conduct peer reviews of projects already under way.

So size does matter, and so does agility. ESD leverages itself far past its small staff numbers and, as a side-benefit, is constantly learning new skills from continued exposure to new challenges and projects.

## New Urbanism

ESD specialises in New Urbanism at all scales, and has played a leading role over the past decade in introducing New Urbanism to Australia and New Zealand. ESD has focused on adapting the New Urbanism to Australian and New Zealand contexts, and on embedding it into their policy and regulatory environments.



New Urbanism aims to produce walkable, mixed-use, sustainable communities that incorporate a range of housing types to fit diverse populations, and more compact and site-responsive development to optimise environmental and urban outcomes. New Urbanist developments aim to compatibly integrate local employment with pedestrian friendly, socially cohesive, and transit-supportive neighbourhoods, in order to reduce travel demand and car-dependency. New Urbanism also provides an integrated approach to sustainable growth management, holistically addressing the region, district, corridor, neighbourhood, street and buildings.



Several of ESD's current projects focus on the design of substantial new mixed-use town or village centres, a critical emerging aspect of delivering successful New Urbanism at a larger scale than the neighbourhood.

Wendy Morris and Chip Kaufman are founding members of the Congress for the New Urbanism (CNU) in the USA, signatories of the CNU Charter, and regular presenters at the annual congresses. Wendy Morris was invited to be a contributing author of the CNU Charter Book (2000), and prepared the chapter relating to the Charter Principle of structuring urban extensions to respond to the new economy. ESD's work is also featured in *New Urbanism: Comprehensive Report & Best Practices Guide*, published by New Urban News, 2003.



ESD has been a core member of the Australian Council for New Urbanism ([www.acnu.org](http://www.acnu.org)). ESD was the principal organiser of the First Australian and New Zealand New Urbanism Congress, held in Melbourne in April 2001, and on the organising committee for the second Australian Congress for New Urbanism, held in Sydney in 2005, and the third congress, ACNU 08, in Brisbane in 2008. ESD has been on the teams that have won the only two Charter Awards given to Australian projects by the Congress for the New Urbanism (USA).



## Enquiry by Design Processes

*“A decade of successes for my projects has clearly demonstrated to me the power and cost-effectiveness of ESD’s Enquiry by Design processes, which have been instrumental in assisting agencies to set agendas, break log jams, reveal practical solutions to extremely complex urban challenges, and invite broad stakeholder support.”*

Evan Jones – National Planning Director, Multiplex, and former Director, Planning Implementation, Ministry for Planning, Western Australia and former Director of Sydney Strategy for NSW Department of Infrastructure, Planning and Natural Resources



‘Enquiry by Design’, as practised for over a decade by ESD, is a highly efficient, cost-effective, stakeholder-collaborative, design-based suite of processes for resolving complex and controversial urban revitalisation or town extension projects. The factors influencing urban success are highly interdependent. The Enquiry by Design process therefore integratively responds to all project issues and impacts, including environmental, economic and social matters - at all scales from architecture to the sub-region.



Recognising that policy alone cannot solve urban problems or reconcile divergent points of view among decision-makers and/or stakeholders, ESD tests proposals by indicatively designing them for their particular sites in response to all known project objectives and parameters. ESD generally conducts this process at or near the project site in collaboration with key stakeholders, to learn both from the site and the stakeholders and to determine with them the real place-specific choices available.

At least initially, Enquiry by Design processes and their outcomes can be positioned as non-binding, as no one can know whether the outcomes will be worthy until after they have been produced. Participants are initially only asked to support the *process*. Moreover, outcomes are generally recognised to be indicative, (ie. one particular solution for a problem, for which there may be many solutions which meet the project objectives).



The ESD team does not commence the process with a design already in hand. While extensive preparation of existing conditions information is necessary beforehand, all designing takes place collaboratively with the participating stakeholders, as they almost inevitably inform the outcome in ways that could not be anticipated.

Thus, instead of the conventional planning approach of sequentially reacting to issues or stakeholders, Enquiry by Design simultaneously and integratively tests all issues with the stakeholders, by means of place-based design.

## **The Range of Enquiry by Design Processes**



ESD practises four Enquiry by Design processes, all sharing the characteristics of being highly integrative, collaborative, and design-based, but differing in their purpose, duration and cost. Enquiry by Design processes generally commence with a project and site briefing and a presentation by workshop leaders Chip Kaufman and/or Wendy Morris, which considers the challenges and opportunities of the project, and the objectives of the exercise. All Enquiry by Design processes conclude with a presentation explaining the outcomes of the exercise. All Enquiry by Design initiatives require rigorous preparation beforehand and usually require some sort of outcomes report and follow-through afterwards.



For public sector projects ESD often forms a joint team with the client/s, recognising the pivotal regulatory and implementation role of that government authority and the benefit of involving it deeply in the Enquiry by Design process. The short duration and integrative design-based intensity of Enquiry by Design exercises induce highly creative, holistic and practical outcomes, usually enjoying wide support from participating stakeholders and regulators.

**The Charrette** is the most intensive and comprehensive Enquiry by Design process, usually lasting five days and being open to the public during key meetings and design sessions. Charrettes are normally used for complex and/or controversial projects, where a well resolved and widely supported outcome is required. Charrettes require rigorous preparation, involve an expert team of multi-disciplinary designers, and deliver a comprehensive set of indicative design outcomes at all relevant scales along with design principles for development controls, all born of intensive stakeholder interaction. ESD usually produces a detailed outcomes and implementation report afterwards, and then provides periodic guidance as required through implementation.



**The Design Workshop** ranges in application from a one-day educational exercise with non-binding outcomes, to 'in-house' design initiatives across a few days, to week-long and very rigorous multi-stakeholder design exercises for extremely complex urban projects. The design workshop format involves several collaborative design sessions with invited stakeholders, who work with ESD staff in mixed professional teams of 6 to 8 people to produce site-specific design solutions or options.



The Design Workshop format can address highly complex and challenging projects such as the Southwest Sydney Enquiry by Design Workshop of 2003, which planned an urban extension for a population of about 250,000 (with ESD among the principal urban designers). One key difference between such an intensive design workshop and a charrette is that the design workshop usually engages invited stakeholders only, while the charrette is wide open to the public during key meetings. Another difference is that design workshops actively engage selected stakeholders in collaborative design sessions, while the stakeholder numbers in a charrette usually limit the collaboration to design reviews and 'open studio sessions'.





**The Sustainable Design Training Workshop** aims specifically to improve the understanding and practical skills of government staff and local private practitioners, in order to improve sustainable urban outcomes for a local government area in an ongoing way. Lasting a week or sometimes much longer, these exercises engage selected government staff, elected leaders, and private professionals and developers. The first several days involve lectures by ESD, together with place-based discussions, on urban design principles, built examples, regulatory mechanisms and social, economic and environmental trends relevant to the government area. Then ESD collaborates with participants in a non-binding multi-day Enquiry by Design exercise for the area.



ESD has lead sustainable design training workshops for the cities of Waitakere (Auckland), Newcastle/Lake Macquarie and the Prince's Foundation and the UK Government with specific design workshops involving urban extensions at Basildon and Northampton (now being implemented by English Partnerships).

The fourth Enquiry-by-Design approach is the **Scoping Workshop**, which ESD often conducts at the beginning of complex projects. Lasting one or two days, a Scoping Workshop brings together relevant stakeholders, regulators, leaders and designers to review existing available information, identify key place-specific challenges and opportunities, identify missing information and determine a focused means of getting it, and to scope how best to structure the project methodology. Key outcomes of scoping workshops include more integrated and place-based understanding among participating stakeholders, and project briefs that are more integrative, place-based and cost-effective.

ESD has evolved and refined this array of Enquiry by Design approaches to address differing contexts, and we continue to be open to new and better approaches.

Recognising the value of 'reflection time', some Enquiry by Design processes allow for an interim period of weeks or more midway through a two-part workshop process, during which decision-makers and stakeholders can reflect on what they have learned, outstanding questions can be researched, and designs can 'gestate', prior to finalising project proposals.

The processes described above have often enabled stakeholders with poorly informed or conflicting points of view to gain wider perspectives and become better informed about specific physical solutions. This process also often enables political 'log jams' to be broken and a shared vision to emerge, leading to regulatory approval and, ultimately, successful implementation.

## Selected Projects

We provide here short explanations of a range of projects, grouped into four categories: Scoping Workshops, Design Workshops, Charrettes, and Design and Development Projects. For more information on these and other ESD projects please visit [www.ecologicallysustainabledesign.com](http://www.ecologicallysustainabledesign.com) or contact ESD.

### Scoping Workshops

Scoping workshops are conducted at the beginning of complex projects to identify challenges, opportunities and missing information. For further explanation of this process see page 7.

#### **Craigieburn Residential Area 2 (R2), Hume Growth Corridor, VIC, 2008**



'R2' is a 425 hectare greenfield precinct located within the Urban Growth Boundary in Melbourne's Hume Growth Corridor. The Growth Areas Authority and Hume City Council hired ESD to facilitate a Scoping Workshop and produce a 'Review and Gaps Analysis' report to identify and document gaps in the existing information, further pieces of work, technical and other reports required to facilitate the preparation of a robust Precinct Structure Plan. It also provided recommendations on an appropriate methodology for preparing and delivering a Precinct Structure Plan for R2.

The Scoping Workshop brought together Hume City Council, the Growth Areas Authority, landowners, government agencies and other relevant stakeholders in a one-day exercise to identify policy objectives, technical and urban context constraints, and information/policy gaps that will impact on planning and development of R2.

To the best of our knowledge this is the first time that a Scoping Workshop approach has been used to initiate precinct structure planning in Melbourne's growth areas. This project and its documentation therefore served as a pilot for future applications of the process.

#### **Government Office Building Scoping Workshop, Maroochydore, QLD, 2007**



The Queensland Government is proposing to build a major new office building in the civic heart of the Maroochydore CBD that exemplifies sustainable built form and urbanism. The objectives of the Maroochydore Government Office Building (MGOB) Scoping Workshop were to define the project scope and test design alternatives, identify an urban design and planning framework for the project, identify possible sustainable built form features and produce a consolidated report as a first step towards achieving a best practice sustainable building outcome.

The workshop was attended by representatives of the Queensland Public Works Department (QPWD), Project Services and Maroochy Shire Council. Following the Scoping Workshop QPWD is progressing the preferred design for the building and its surrounds.

### **Pacific Pines Scoping Workshop, Lennox Head, NSW, 2007**



Petrac Development acquired the 80ha Pacific Pines Estate, an undeveloped ‘amphitheatre’ urban extension site adjoining the coastal town of Lennox Head. ESD was hired to lead a collaborative design process, but needed to decide how best to approach the project. Petrac engaged ESD to conduct a one-day Scoping Workshop in Lennox Head, including relevant government agency representatives, prospective consultants, community leaders, and Ballina Council staff. This exercise led three months later to the successful Pacific Pines Neighbourhood Charrette (see Charrettes).

### **Cumbalum Scoping Workshop, NSW, 2007**



Ballina Shire Council on the NSW Far North Coast is experiencing intense ‘Sea Change’ growth pressures, and has identified a low volcanic hill of about 200ha surrounded by cane fields, about 4km from the coast, as its next growth area. Bullenah Development, a major landowner of this hill, engaged ESD to lead a Scoping Workshop, in collaboration with Land Partners (its project managers) to consider how the site might best be developed for maximum returns, and how best to gain rezoning to Urban in the shortest timeframe with the greatest certitude. In response to the Scoping Workshop, detailed technical studies are now nearing completion.

### **Port Sorell Scoping Workshop, TAS, 2007**



Port Sorell is a fast-growing ‘Sea Change’ community of about 3,500 people, on the north coast of Tasmania. In 2007 Latrobe Council was faced with several major residential and rural residential development proposals, together with rising community concern about loss of quality of life, remnant bush and village character. There is also mounting traffic congestion along with a forthcoming new ‘town centre’ proposal with some possibly inappropriate design features. Council hired ESD to lead a two-day Scoping Workshop, to determine the best means of dealing with all of these challenges together, in order to “get ahead of the wave” in managing growth. This Workshop led directly to ESD’s appointment to lead the Port Sorell Strategic Plan Review in 2008 (see Charrettes).

## Design Workshops

Design Workshops have a range of applications and can follow a variety of formats. For more information on ESD's Design Workshop processes see page 6.

### North Bank CBD Riverfront Enhancement, Brisbane, QLD, 2008



The North Bank of the Brisbane River in the heart of Brisbane's CBD is currently dominated by the Riverside Expressway, and has a very low amenity public waterfront beneath it. The Queensland Department for Infrastructure and Planning engaged ESD to lead a team of designers and stakeholders in an Enquiry by Design (EDB) to provide an independent review of private sector plans produced for the redevelopment of the precinct. The project had become controversial because it proposed building over the river itself in order to produce a new waterfront.

As workshop leader, Wendy Morris played a key role in ensuring that the process was constructive and delivered the intended outputs, and that the key issues were effectively addressed. Following the EDB, Wendy presented the results of the EDB to the Government and the public.

### KBT Public Housing Redevelopment Workshop, Central Coast, NSW, 2008



Sketch by Clive Alcock

The suburbs of Killarney Vale, Bateau Bay and Tumbi Umbi (KBT), on the New South Wales Central Coast, contain almost 600 public housing properties owned by the NSW Department of Housing. ESD led an Enquiry by Design (EDB) involving key Department stakeholders and an 'expert panel' of consultants to review previous redevelopment proposals and explore alternatives.

Project analyses determined a demographic mismatch between smaller households and oversized housing, a shortage of jobs and services accessible without a car, and extensive issues in the housing layouts that fostered anti-social behaviour. The EDB produced provisional concept designs, which kept the viable parts of the urban fabric and replaced the problematic areas with a mix of denser housing for both public housing and private development, and a new mid-rise mixed-use urban centre. Housing NSW are currently reviewing the outcomes.

### Stirling Regional Centre Design Workshop, Perth, WA, 2008



ESD led a three-day Design Workshop to develop options for the growth and development of the Stirling Regional Centre, with related design options for the Centre's urban structure. Stirling is identified as a centre of regional importance in Perth's Network City plan. The Design Workshop was therefore an opportunity to test the concepts of a jobs and transit-rich activity centre and activity corridor under Perth's Network City Policy in an inclusive and collaborative manner.

The role, form and alignment of the proposed Stephenson Highway through the centre was a key consideration throughout the workshop, with a number of alternative street forms being explored. Other key considerations included the treatment of a stream through the site, expansion and form of the Westfield Shopping Centre, and public transport options. ESD continues to be involved with this initiative.



### **Macauleys Park Beach Retirement Community, Coffs Harbour, NSW, 2008**



Wendy Morris of ESD was engaged to lead a five-day EBD on behalf of developer Petrac. The site was a complex but brilliantly located vacant parcel just behind Macauleys Beach. The client's vision for the development is of "an innovative, high quality retirement community and distinct boutique residential community" that is well integrated within its built and natural context. Key objectives of the EBD included protecting the adjacent Coffs Harbour Regional Park, providing a sustainable stormwater management system, and provision of appropriate facilities for the Macauleys Beach and Coffs Harbour community.

The EBD involved a multi-disciplinary team of designers and other experts, who worked together to produce a series of design options for the development along with building design and character concepts for the residential and retirement components of the development. Following the EBD the client is now undertaking a detailed feasibility assessment of the project.

### **'Midland 2017 Challenge' Enquiry by Design, Perth, WA, 2007**



The Midland Redevelopment Authority (MRA) and the City of Swan asked ESD to return to Midland ten years after the very successful Midland Revitalisation Charrette, to lead the 'Midland 2017 Challenge' Enquiry by Design (EBD) in collaboration with The Planning Group, the MRA's long-term urban designers.

The aim of the EBD was to find ways to overcome outstanding urban structure impediments, and to chart the next major leaps forward for Midland's City Centre. A detailed design concept for the next ten years, covering the whole CBD and environs was produced. The MRA, the Council and the consultant team continue to refine and implement the EBD outcomes.

### **Maroochydore City Centre Structure Plan Enquiry by Design, QLD, 2006**



Maroochydore is the retail and commercial heart of the Sunshine Coast. Faced with intense growth pressure, an inland heavy rail line forthcoming from Brisbane without a fixed route to, or station for, the City Centre, and many large, live, and potentially conflicting projects, Maroochy Shire Council and the Queensland State Government engaged Deicke Richards Architects and ESD to co-lead a five-day Enquiry by Design for the City Centre. The EBD produced a Structure Plan for a vibrant and highly walkable mixed-use sub-tropical city, with a proposed heavy rail terminus at the City Centre, and indicative designs for all key development areas.





### **Caroline Springs Northern Neighbourhood Centre, Western Melbourne, VIC, 2005**

For its Northern Neighbourhood Centre, Delfin Lend Lease hired ESD to push the urban innovation threshold by anchoring the Centre with three adjoining schools, which share some facilities to enable cost efficiencies and facilitate cross-pollination among students. ESD produced a design in which the schools shared one main library, an entry plaza, and some playing fields, with a reduced overall land take. Ultimately, agreement among the schools could not be reached, and a compromise is being implemented. Nevertheless, this project broke new ground in combining school campuses within a compact urban centre.



### **Western Sydney Urban Land Release, NSW, 2002-2005**

In 2002 the NSW Department of Infrastructure, Planning and Natural Resources (DIPNR) commissioned ESD and a large team of consultants to plan this State-initiated urban extension for the two remaining large areas of the Sydney Basin available for urban development. The areas cover 26,000ha, to provide for a population of about 380,000 by 2030. The aim was to create a New Urbanist-based urban structure of mixed-use walkable neighbourhoods, towns and regional centres, all linked by multi-modal public transport and a fine-grained street network. The challenges for efficient urbanism were many, and included complex habitat and drainage constraints, together with extensive areas of rural residential lots.

DIPNR conducted five-day Enquiry by Design Workshops to design both areas and engage with key stakeholders. Two indicative regional structure plans were produced, and these were subsequently refined following further investigations.

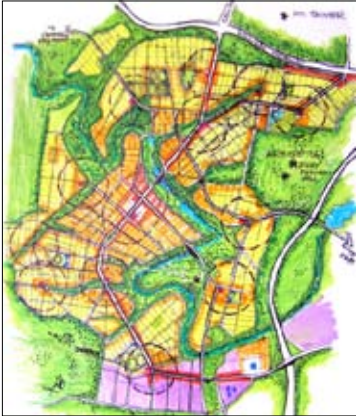
In December 2004 the State approved the regional structure plans and set up a Growth Centres Commission to implement them. Since 2005, the Growth Centres Commission has been progressively releasing areas for detailed structure planning.



### **Wynnum Transit-Oriented Development Enquiry by Design Workshop, QLD, 2005**

Petrac Development hired ESD to lead a team of consultants in a non-binding Transit-Oriented Development Training Workshop for the existing under-developed railway station and town centre of Wynnum, in Brisbane. The Workshop was co-sponsored by Queensland Transport, Queensland Rail, and the Brisbane City Council. In this three day exercise about eighty stakeholders, including government agency leaders, local government officials and developers, were trained in TOD design principles, and tested by design how and whether Wynnum could redevelop into a much more vital rail-based urban centre. The initiative was very well received and led to a major charrette for Wynnum (see details under Charrettes).

### **Molonglo Valley, Canberra, ACT, 2005 & 2006**



ESD co-led the three-day Molonglo Valley Enquiry by Design Workshop in 2005 for the ACT Planning and Land Authority, as sub-consultants to project leaders Annand Alcock Urban Design. (AAUD are strong allies of ESD and co-founders with ESD of the Australian Council for New Urbanism).

Just west of Canberra's central area, the Molonglo Valley covers about one thousand hectares of undeveloped land, which was covered mostly in pine plantations until it was burnt out by the bush fires of 2003. Always anticipated as a growth corridor for Canberra, the fires accelerated this process. The design team worked with about sixty relevant stakeholders during a three-day workshop to develop several indicative plans, which AAUD has refined towards implementation for a thirty-year growth scenario. The plan shown, designed by ESD, orients streets and views to key landmarks in the area, as Canberra's original designer Walter Burley Griffin might have done, while also responding to today's urban sustainability design criteria. In 2006, ESD worked again with Annand Alcock to refine plans for the southern sector of the precinct.

### **West Dapto Enquiry By Design Workshop, NSW, August 2004**



West Dapto is the primary future growth area for the City of Wollongong. Located between the existing town of Dapto, along the freeway and passenger railway line, and the towering Illawarra Escarpment to the west, West Dapto is a mostly rural area of about 3,000 hectares. Several creeks flowing through the area, and large areas of significant and complex environmental values constrain development. The environmental and infrastructural complexity of this large area has stymied urban development efforts for over twenty years.

The City of Wollongong and DIPNR hired ESD to lead this two-day Enquiry by Design Workshop, in collaboration with Annand Alcock Urban Design and other consultants. The EBD sought to unlock this complex site and determine how and whether it can be developed into a relatively sustainable and transit-oriented mixed-use urban extension for a future population of about 50,000. The clients were very satisfied with the outcomes and Annand Alcock Urban Design advanced the project toward implementation. The West Dapto draft Local Environmental Plan was released in 2007.

### **North Harlow Design Workshop, UK, 2004**



The BP Pension Fund engaged Wendy Morris, of ESD, to provide regional structure planning and design expertise and workshop facilitation for a multi-disciplinary workshop to develop a plan for a large-scale mixed-use urban extension of around 70,000 people, linked to two rail stations. Located in the fast-growing London-Stanstead-Cambridge corridor, the extension would effectively double the size of Harlow, an English new town, while concurrently fixing many existing problems with the present town structure.





### **Redland Bay Enquiry by Design Workshop, QLD, 2003**

Petrac Development hired ESD to lead a four-day Enquiry by Design Workshop to plan “an urban village catering to retirees” in Redland Bay, about 30 kilometres southeast of Brisbane’s CBD. The site, the former University of Queensland research farm, is about 500m from Moreton Bay and is surrounded by existing suburban development that does not contain a local centre. The workshop took place in a large tent on the site and the adjoining community was invited to participate in the planning for this proposed major change to their surroundings. At the start of the workshop the community were quite concerned, but by its end they were generally enthusiastic. A rezoning application was required and has been speedily approved and the project is being implemented, with construction now under way.

The development will provide a wide range of accommodation types to retirees, with independent living, assisted living, and a nursing home. Its facilities, which include a meeting hall, spa, bowling green and swimming pool, will be accessible to the surrounding neighbours and will focus around a new small main street-based mixed-use centre. The centre will feature a small supermarket, tavern, specialty shops and other service businesses.



### **Noosa North Shore Eco-tourism Portal Workshop, Noosa, QLD, 2003**

Petrac Development hired ESD to lead a design workshop in the vehemently anti-growth Noosa Shire to consider whether and how to redevelop and expand a somewhat tired but brilliantly located 70ha resort in North Noosa. The site is surrounded by beautiful and ecologically-sensitive parklands bounded by the Noosa River and the ocean and functions as the gateway to the northern beaches and Fraser Island.

The five-day participatory design workshop engaged extensively with local stakeholders, who ultimately decided to support the project. The design revamps and expands the existing resort and includes about ninety ‘eco-cabins’, each nestled carefully into its own landscape.

After less than two years, Noosa Shire unanimously approved the project in full, and now publicly positions this design workshop process as its preferred means of addressing complex urban projects. The project is now being implemented and the first stage is built, sold and occupied.



### **Wanaka 2020 Community Growth Management Plan, NZ, 2002**

Queenstown Lakes District Council hired ESD to lead a five-day public growth management design workshop to plan the next 20 years of growth for Wanaka, a jewel of a small town on an azure lake surrounded by ski resorts on the South Island of New Zealand. Wanaka is experiencing extreme growth pressure. The detailed indicative urban designs, born of extensive public consultation, provided Wanaka’s citizens with a vision for their future growth.



### Wellington's Northern Growth Area, NZ, 2002

In order to plan Wellington's major growth area for the next several decades, Wellington City Council hired a team led by Kobus Mentz (then with SKM), and including Chip Kaufman and Wendy Morris of ESD as principal urban designers. A 'Community Planning Week' engaged hundreds of stakeholders and dozens of landowners to produce indicative designs for all of the key areas determined to be appropriate for development.

The project area covers about forty square kilometres and is very complex topographically and ecologically. The urban development and redevelopment proposals capitalised on improving existing settlements along the passenger rail line, which runs through most of them. The project is slowly being implemented.

### Mt Wellington Quarry Site & Surrounds Concept Plan, Auckland, NZ, 2001



ESD led a five-day exercise to resolve major differences between the City Council and developer visions for a 110ha quarry redevelopment site close to Auckland's eastern rail corridor. The aim is to provide a solution that is strongly supportive of the Auckland region's programme to focus growth into transit-oriented development nodes along the rail line. The new owners of the site are now refining the plan towards implementation. The plan also included proposals for the redesign of the Auckland University's Tamaki campus to integrate better with the adjoining Glen Innes community. The University is now progressing toward implementation of that component.

### Hobsonville Peninsula Design Workshop, Waitakere, NZ, 2001



In 2001 Waitakere City Council hired ESD to lead a joint council/consultant team in a three-day design workshop to plan the growth of the Hobsonville Peninsula (about 350ha), including the redevelopment of the Hobsonville Airbase.

The plan includes an expanded mixed-use town centre supported by several new neighbourhoods on the Airbase land, extensive sports fields and public open space along the shoreline, and a marina centre with a marine recreational and sailboat-building employment focus, incorporating existing Airbase historic buildings. The plan, still basically the same but revised slightly several times since the workshop due to changing circumstances, is proceeding through a complex regulatory process. Housing New Zealand is now progressing detailed design and implementation.

### **Joondalup Local Centres Revitalisation Workshop, WA, 2001**



The objective of this groundbreaking initiative was to develop an approach to fix struggling small centres in conventional sprawl. Joondalup Council and ESD with Jim Higgs jointly conducted this pilot exercise, intended to test the benefits of ESD's 'Enquiry by Design' approach to retrofit suburban sprawl areas.

In a three-day non-binding exercise, the joint team analysed two representative small retail centres embedded into a conventional sprawl residential context. The team consulted with local shop owners and other stakeholders, and proposed place-based design interventions to revive these centres. Increased street and path connectivity, together with mixed-use intensification, and reduction in retail floor space were recommended, together with improvements to community safety and to building appearance. The workshop design outcomes and positive response of local commercial landowners and centre operators demonstrates that an approach such as this may be able to deliver the design and community support outcomes that the City needs in facing its challenges in revitalising weak local centres in sprawl.

### **Sippy Downs Town Centre Design Workshop, QLD, 2000**



Maroochy Shire Council and Sunshine Coast University hired Deicke Richards Architects and ESD to prepare an indicative design and related implementation regulations for a new mixed-use town centre with about 20,000 sqm of retail and other uses. The centre adjoins the growing campus of the University, which expects to have 20,000 students by 2020. The Town Centre is to be made up of a series of well-connected neighbourhoods, all of which have interconnected networks of high quality streets and public spaces, facilitating legibility and the easy movement of pedestrians, cyclists and motorists.

This project involved a two-stage Enquiry-by-Design process facilitated by ESD, with an interim reflection period of a month. The project is being gradually implemented, with some revisions to the original plan, as developers become involved.

### **UK Sustainable Urban Extensions Enquiry by Design Workshops, Basildon and Northampton, UK, 1999**



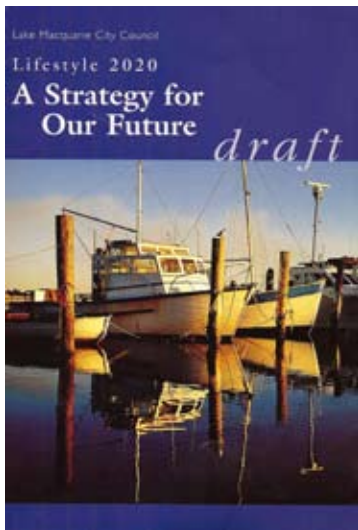
ESD led a program to assist the UK Government and Prince of Wales Foundation to translate its exemplary national sustainable growth management policies towards implementation on the ground, for the millions of new dwellings anticipated over the next twenty years to be accommodated in urban extensions.

The Northampton Design Workshop prepared design concepts for a 200+ ha urban extension focused around a prototype fixed rail mini-bus public transport opportunity. Stage 1, known as Upton, is now being implemented.

The Basildon Design Workshop involved a 30 ha parcel near the town centre, to be integrated with adjoining hospital and educational development to help create a new urban node.



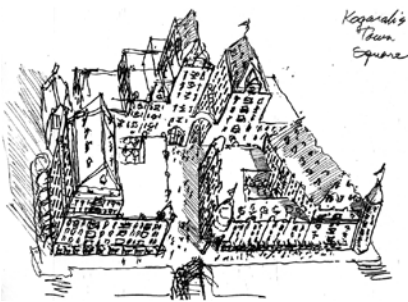
### Lake Macquarie Lifestyle 2020 Integrated Land Use Strategy, NSW, 1999



ESD was lead consultant for this city-wide growth strategy for the City of Lake Macquarie, then population 180,000. To engage the public and inform the Strategy, ESD led eight 3-day-long public Enquiries by Design for different areas, synthesising site-based designing with the conclusions of 30 diverse studies ranging from water quality to public transport viability. Part of ESD's brief was to 'skill up' key members of the Council staff in sustainable urban design so they could work with ESD on the project and more effectively implement its outcomes. ESD and Lake Macquarie City Council co-wrote the adopted *Lifestyle 2020 Strategy*, which won the 1999 National RAPI Urban Design Award.

As a follow-up, LMCC had Chip Kaufman, of ESD, lead the Charlestown Forum in 2005 to recommend how best to advance the development of the existing regional centre of Charlestown.

### Kogarah Town Centre Design Workshop, Sydney, NSW, 1998



Kogarah Council hired ESD to lead a consultant team in this three-day workshop to prepare concept plans to enable the town to intensify appropriately, and to design in more detail a key site in the centre of the city to function as its new mixed-use town 'heart'. A breakthrough was reached, in close and heated collaboration with several very nervous Kogarah councilors and staff, for the highly contentious town centre site and Chip Kaufman sketched the preliminary design shown here. A Development Control Plan for the town centre was prepared by others and is now being implemented for the town. Kogarah's new plaza and surrounding mixed-use precinct are constructed and in operation, with the design derived from Chip's sketch.

### City Beach Development Workshop, Wollongong, NSW, 1997



ESD led a short design workshop for Miltonbrook Developments, in conjunction with the Wollongong City Council, to prepare a spatial framework and built form and land use concept for a key high-density mixed-use site on Wollongong's central beachfront. The concept involved creating a new section of waterfront street, fronted by three eight-storey perimeter block buildings with live/works and other small businesses and a diverse range of apartment types above. The workshop outcomes created substantial value and yield increase for the project and demonstrated urban consolidation benefits to the City. It has since won several awards for its innovative concept and delivery.

### Jindalee Comparative Enquiry by Design Workshop, Perth, WA, 1996



ESD led this theoretical design exercise for the then WA Ministry for Planning. The project addressed alternative urban forms and structures for more sustainable growth in Perth's North-West Corridor and then compared the urban performance of different options against a conventional suburban design for the same site. The outcomes informed the WA *Liveable Neighbourhoods Code* (co-authored by ESD) for new urban extensions in WA, which won a CNU Charter Award in 2001. More recent work has involved design review and refinements to facilitate implementation of this design.

## Charrettes

The Charrette is the most intensive and comprehensive of ESD's Enquiry by Design processes. For more information see page 6.

### Port Sorell & Environs Strategic Plan Review, Port Sorell, TAS, 2008



Port Sorell, located on the Rubicon Estuary on Tasmania's North Coast, is one of the fastest-growing areas in Tasmania due mainly to 'sea change' in-migration by retirees. Most recent growth has been accommodated in low-density single-use housing and has not been accompanied by growth in local jobs and services, leading to concern regarding the impact of high car-dependence on the future of an ageing community in a carbon-constrained world.

The charrette-scale Enquiry by Design (EBD) sought to engage the community and government agencies to collaboratively develop an achievable and widely-supported sustainable urban vision for the future of the Study Area and to produce a concept plan for its development. ESD formed a joint project team with Latrobe Council to conduct the EBD. Over seven days the Team consulted and collaborated extensively with community members and other stakeholders to produce a set of indicative designs for the key development sites. Following the EBD, ESD prepared a detailed report for Council explaining the designs and the sustainable growth strategy.

### Pacific Pines Neighbourhood Charrette, Lennox Head, NSW, 2007



Sketch by Clive Alcock

Developers Petrac acquired an undeveloped 80ha 'amphitheatre' site adjoining Lennox Head on the Far North Coast of NSW, and hired ESD to lead a public charrette. Wendy Morris acted as EBD leader, and Chip Kaufman, of ESD, and Peter Richards, of Deicke Richards Architects, were Lead Urban Designers.

Widely supported outcomes include a neighbourhood for about 1200 dwellings, of diverse types that integrate well with surrounding development, and numerous parks retaining important native bush. The very walkable mixed-use neighbourhood centre integrates a supermarket with numerous small service businesses, community facilities, and a retirement centre. A development plan has now been submitted for approval.

### Wynnum CBD Renewal Planning Charrette, Brisbane, QLD, 2006



After designation as a Principal Activity Centre in the 2005 SEQ Regional Plan, the Wynnum CBD Urban Renewal Coalition hired ESD to lead this five-day Charrette, involving hundreds of land and business owners and other citizens. Indicative designs were negotiated for about a dozen large key catalyst sites to intensify this under-developed TOD, about 25 minutes by train from Brisbane's CBD. Brisbane's Lord Mayor and Deputy Mayor have both given the project their support in principle and the project is now being refined by the Brisbane City Council.

The Wynnum Charrette won the 2006 National Award for Social and Community-Based Planning from the Planning Institute of Australia.



### South Melbourne Central Charrette, VIC, 2003

ESD led the South Melbourne Central (SMC) Charrette for the City of Port Phillip to implement the Activity Centre principles of the Government's 2002 *Melbourne 2030* policy. The Charrette investigated the future growth and management opportunities within the South Melbourne Central precinct. The precinct is under threat from encroaching high rise tower developments and loss of employment land.



The SMC Charrette investigated future growth scenarios for various redevelopment sites within the precinct. These included mid-rise design options that sought to maintain the character and vitality of South Melbourne while accommodating residential and commercial growth. Council prepared a Structure Plan based on the Charrette outcomes. The process and Structure Plan received the Victorian Planning Minister's 'Melbourne 2030' Award in 2004. Several major retail/mixed use developments incorporating supermarkets are now completed.

### Northcote Activity Centre Charrette and Structure Plan, Melbourne, VIC, 2005



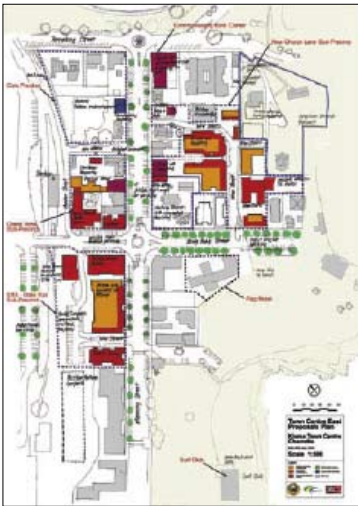
The City of Darebin hired ESD to lead a Charrette for central Northcote, an historic, ethnically diverse and gentrifying inner Melbourne suburb. Much of Northcote is already well established, with a dense and delicate residential fabric that is well served by public transport (rail, tram and buses). Northcote's linear centre along High Street is in transition towards an arts and entertainment focus. On Arthurton Rd, an older industrial area is ripe for new mixed-use development to strengthen Northcote's local jobs and urban amenity. The ESD-led consultant team worked with large numbers of concerned community members and the Darebin Council staff, to produce numerous indicative designs for the key areas of Northcote that may warrant significant change over the next 25 years.



The community and Council staff (and ESD) came to understand more deeply Northcote's strengths, weaknesses and opportunities for improvement, and there has been widespread support for the charrette outcomes. ESD, with AlphaPlan, prepared a Structure Plan based on the charrette outcomes to meet the requirements of the State Government's *Melbourne 2030* strategy. Key issues involved providing for urban intensification whilst respecting existing character, enhancing sustainable transport usage, maintaining retail vitality in a very long High St while better integrating an existing stand-alone shopping centre, and appropriate redevelopment of declining industrial areas.



### **Kiama Town Centre Revitalisation Charrette, NSW, 2002**



Pleased with the success of its earlier Gerringong Charrette, Kiama Council hired ESD again to lead a Charrette to plan the future growth and revitalisation of the beautiful seacoast town centre of Kiama. The town is experiencing intense growth pressure and is at risk of losing its genuine character and function and instead becoming an expensive bedroom enclave for wealthy commuters to Sydney and Wollongong.

ESD helped the community, landowners and Council to contend with the hard choices of how to grow up rather than out in order to retain Kiama's surrounding hinterlands and foreshore. Protecting and enhancing Kiama's small town character and heritage, and providing for improved local employment, services and retail were also goals of the Charrette. Kiama Council then commissioned ESD to prepare a detailed Charrette Outcomes Report, to serve as the basis for regulations and implementation of the plans.

Since the charrette, Council has prepared a Local Environmental Plan for part of the town centre, based on the Charrette outcomes, which is now being implemented.

### **Katoomba Revitalisation Charrette, NSW, 1998**



ESD led a Charrette for the revitalisation of the troubled town centre of historic Katoomba, population about 10,000, and achieved a clear and widely supported vision and strategy for the town's revitalisation. Around \$8 million in NSW State Government funds were then committed to the project, based on the Charrette outcomes. Wendy Morris' concluding public Charrette presentation was interrupted twenty-four times by applause, and the community continues to maintain a website and citizens action group to foster implementation of the Charrette outcomes, which are significantly advanced. A new stand-alone centre proposal on the highway (which would have further weakened the traditional town heart) was successfully stopped, the main street and its historic buildings have been upgraded, and a new town square added. A visitors centre has been constructed at Echo Point and a new cultural centre is in progress.

### **Midland Revitalisation Charrette, Perth, WA, 1997**



ESD led a major Charrette for the comprehensive development of a place-based revitalisation strategy for Midland (population 35,000). The Charrette examined Midland in the context of its broader urban framework, including detailed examination of the future potential for commuter rail extension. Extensive redevelopment has ensued, including setting up the Midland Redevelopment Authority and construction of WA's new Police Headquarters. Many millions of private sector dollars have now been invested in the process of implementing the Charrette outcomes. ESD has remained involved in Midland, particularly through major design reviews in 2000 and 2007.

### **New Lynn Charrette, Waitakere (Auckland), NZ, 1996, 2006 & 2007**



ESD led this multi-faceted charrette to develop an agreed vision for urban intensification along the western rail line of Auckland, with a primary focus on transforming the degraded and struggling New Lynn town centre into a regionally-significant urban centre demonstrating exemplary transit-supportive development.

Over 400 medium-density dwellings, a new main street and many other improvements have been built since the Charrette, and further development continues to accelerate. The New Lynn Charrette has also inspired Waitakere Council to conduct other charrettes and design workshops for its other urban centres, and Council periodically has ESD return to review and advance this and other projects.

Recently ESD has again helped with New Lynn's centre, where the passenger railway is being depressed (\$150m committed) into a cutting to enable a much more dense and vital urban outcome. In 2006-07 ESD assisted Council to produce a structure plan and indicative building layouts for the station precinct.

### **Western Valley (Tullimbar Village) Charrette, Albion Park, NSW, 1996**



A major landowner and developer, the Miltonbrook Group of Companies, along with three adjacent landowners including Shellharbour Council, commissioned this Charrette for a 150ha dairy farm adjoining the small town of Albion Park on Wollongong's urban fringe.

The design outcome of a relatively sustainable, dense and diverse mixed-use urban extension for about 5,000 people enjoyed wide community support and the Council approved the project in principle. Miltonbrook then commissioned ESD to prepare one of NSW's first place-based Development Control Plans, which was later approved by Council. The project was re-named Tullimbar Village and, after an extended planning approval program, is now under construction. (See more details under Design and Development Projects).

### **Gerringong Charrette, NSW, 1995**



ESD led the Charrette for the Kiama Council to plan the next 25 years of growth for this small and pretty NSW seacoast village, following controversy over a key town centre site. Council unanimously approved the project and prepared a Development Control Plan based on the Charrette outcomes. The main multi-ownership deals proposed by the Charrette were signed, in order for a coordinated implementation to proceed. The Charrette outcomes are now largely constructed and successfully occupied.



## Design and Development Projects

### **Draft Structure Plan for Perth's Southwest Growth Corridor, WA, 2008**

*Note: the Western Australian Planning Commission (WAPC) has not taken a position on these indicative plans, which were done to test scenarios only. Major environmental constraints may exist, which may limit or change these plans significantly.*



The WA Department for Planning and Infrastructure engaged ESD and Taylor Burrell Barnett in 2007 to explore options of how and where urban development, in accord with Network City and Liveable Neighbourhoods, could be located and structured within the Peel Southwest Corridor of Perth, for an ultimate population of about half a million. A second key objective was to explore determinations on how that urban development might balance with the very important environmental constraints, in order to achieve a long-term sustainable outcome.

The Perth to Mandurah Railway, now operating, passes through the coastal length of the Study Area. The future of some stations originally mooted along this part of the new railway (Stakehill in the north through Gordon Road in the south) have yet to be confirmed, and part of the brief was to assess their feasibility and appropriateness, and to identify which stations might be constructed (or not), and where. Most of the urban catchments (both pedsheds and carsheds) for these stations are very significantly constrained by important natural habitats, some flooding, and a sewage treatment plant near the potential Gordon Road Station. Reconciling the conflicting priorities of key natural habitat and perhaps equally important transit-oriented development has become a major challenge for this project.



A key finding of the Land Capability analysis is a potential very large new urban activity corridor, extending southeast from Stakehill in the north, and then running southward and parallel to the Coast, at least as far south as West Pinjarra. This inland corridor may be less constrained and is wider than the coastal urban strip, through which the Perth to Mandurah Railway passes. With proper public transport infrastructure linking it to Mandurah, Rockingham and Perth's CBD, this inland activity corridor may represent a major opportunity for relatively sustainable urban development, balanced with effective conservation and management of nearby natural habitats.

This initiative produced two key plans for the entire Study Area, as determined by their rail-based public transport modes, regarded as necessary in order to inspire sufficient local resident and worker densities to reach urban sustainability expectations. A heavy rail plan branches from Stakehill running southward through the new inland activity corridor, linking with bus routes to the coastal urban strip. A light rail plan extends along the inland corridor, linking to new Stakehill and Karnup station towns and Mandurah railway stations. Both plans feature major green corridors.

### **New Urbanism Initiative for the City of Wodonga, VIC, 2005-07**

The City of Wodonga has recognized Australian New Urbanism as a positive way forward to enhance its economic, social and environmental sustainability by improving its urban structure in the course of future expansion and redevelopment. Between 2005 and 2007 ESD worked with Council staff on a four-pronged 'in-house' Enquiry by Design initiative to investigate the applicability of New Urbanism across the City.



The first part of the initiative was to study the whole of Wodonga to identify ways in which it may best meet its urban objectives. The second part involved design for Wodonga's Central Business District in response to the anticipated relocation of the interstate railway from the CBD, which will free up about 19ha of land for redevelopment. (This freight-dominated railway provides only inter-city rail passenger services).



The third part of the New Urbanism Initiative involved the design of the Leneva Valley, an undeveloped valley adjoining the City to the southeast, which is to be the City's major future urban expansion area. The plans at left show the long-term Regional Plan for the Leneva Valley (about 1500ha), and the indicative design for the first town centre, located in the north western area of the Valley. The Leneva plan is designed to ultimately be served by a system of high frequency bus routes connecting all neighbourhood and town centres with Wodonga's CBD.

The fourth part involved designing a mixed-use precinct for North-west Wodonga, integrating two existing campus-style tertiary institutions with a walkable mixed-use village node.

### **Lyndarum, Epping North, Melbourne, VIC, 2004-5**

ESD was engaged by AV Jennings in 2004 to undertake a major review of a plan for around 1200 dwellings in Melbourne's northern growth corridor. Working with a multi-disciplinary team, ESD produced a revised concept plan with a neighbourhood centre focus, and then contributed to its detailed design through to Development Plan approval. Implementation of this project is now well-advanced. The street-based mixed-use village centre is at the detailed planning stage.



### **'TullaMick' – The Proposed Tullamarine-Mickleham Transit-Oriented Development Corridor, Melbourne, VIC, 2003 – 2005**



On behalf of several large and strategic landholdings in Melbourne's northern growth corridor, ESD submitted a proposal to the State Government for a Transit-Oriented Development (TOD) for a population of at least 120,000, with about 50,000 jobs. This rural and relatively unconstrained land is about 3km wide and sits between the western edge of Craigieburn (Mickleham Road) and Melbourne Airport's northern noise corridor. About 21km from the CBD, this would be the closest and possibly the most feasible major new urban extension in any of Melbourne's growth corridors. However it has so far not been included within Melbourne's urban growth boundary.

Tram 59 currently terminates near Essendon Airport, about 5km from Melbourne Airport. This project extends Tram 59 up Melrose Drive, through the under-developed Tullamarine Business Corridor (to inspire higher development intensity there), then into the Airport and then northward through the 'Tullamick' corridor. Almost as many workers as air travellers arrive daily to the Airport and the Business Corridor, making it Melbourne's second largest jobs concentration and a major destination in its own right. Development of the land to the north is proposed to help fund the tram extension. The highly successful tram-based Schiphol Airport Business Corridor in Amsterdam exemplifies what this proposal might become.

In the 2004 Urban Growth Boundary expansion, as part of *Melbourne 2030*, the State approved a small part of this area for urbanisation. The project continues to be investigated by private developers.

### **Point Cook Town Centre, Melbourne, VIC, 2000-2004**



The Urban and Regional Land Corporation (now VicUrban) commissioned ESD in 2000 to lead a project for the design of a new mixed-use main street-based town centre for Point Cook. The town centre comprises about 20,000sqm of retail with other businesses, community facilities and various forms and densities of residential development above and around the centre. Over two years ESD detailed up the town centre indicative plan, and the URLC called for expressions of interest from developers, according to a design brief prepared by ESD. Walker Corporation won the tender and construction of the first, and major phase of the project will open in August 2008.

The project is part of the Boardwalk Estate and ESD's role expanded from 2001 to include redesign of the rest of the Estate, including the remaining surrounding residential development, the Strand Neighbourhood Centre, and preparation of design guidelines for several medium density precincts.



### **Eynesbury Township, Melton, VIC, 2002 and ongoing**



Eynesbury Township gained approval within Melbourne's greenbelt because of a number of interlocking issues relating to water and environmental management. The site is located midway between Melton and Werribee on the plains west of Melbourne. It sits in the middle of the historic 7400ha Eynesbury Station, centred on a stunning bluestone homestead. Under instruction from an Independent Planning Review Panel, ESD was appointed to prepare a detailed urban design concept for a recreation-based, mixed-use, walkable town incorporating two golf courses, an equestrian centre, historic homestead complex and intensive agricultural areas.



This development is located between two of Melbourne's designated urban growth corridors and was required to demonstrate very high levels of sustainability across a complex array of areas. It has been approved and the development is now under construction by developers Geo Property Group, jointly with the Eynesbury owners. ESD now provides an ongoing design review role. Since 2005, the first golf course has been constructed and the major recycled water system installed. The restoration and conversion of the Homestead is now complete and several residential stages have been released.



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 Strand Neighbourhood Centre, Boardwalk Estate, Point Cook, VIC, 2002**



In its role as urban design consultant for VicUrban's Boardwalk Estate, ESD was responsible for redesigning of most of the street network of this 2000-lot residential estate. To complement the proposal developed for the Point Cook Town Centre (described under 'Design Workshops') this redesign identified the opportunity for a model walkable neighbourhood centre, with a corner store and day care centre as the focus.

ESD designed the detailed concept for the neighbourhood centre's street and parking layout, and prepared detailed building designs for the two buildings. The Strand Neighbourhood Centre is now constructed and operating.

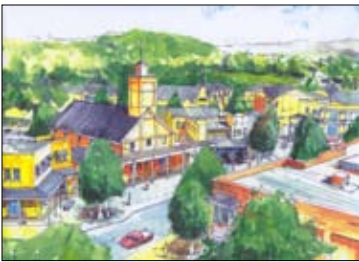
### **Tullimbar Village, Albion Park, NSW, 1996–2004**

*Development application management and first stage implementation (see previous Charrettes section for more information)*



After a highly successful charrette in 1996 and subsequent adoption of a Development Control Plan, developer Miltonbrook spent four years selling off other product in the Wollongong region. During those four years the goodwill generated by the Charrette began to diminish and many new residents moved into the region, who were generally anti-growth and did not want to see the beautiful greenfield valley of Tullimbar developed despite its residential zoning and approved DCP.

In 2000 Miltonbrook commissioned ESD to revise the design to adapt to a relocated power easement and other post-Charrette conditions, and lodged a development application (DA) prepared by ESD and others. Council approved the DA, but a third party appeal (based on a storm water technicality) forced Council to annul the approval. ESD prepared another DA for Miltonbrook in 2002 and then assisted them, as lead urban designer and town planner, in winning a major NSW Land and Environment Court appeal, which resulted in development approval for the project in 2004.



Sketch by Steve Thorne

In the meantime, Miltonbrook decided not just to subdivide Tullimbar, but also to construct the buildings, in order to optimise the cohesive character of its built form and to protect and enhance property values. To that end, ESD led an Architectural and Streetscape Character Design Workshop for Tullimbar in March 2003, which also substantially advanced the design of the main Village Centre, including its civic buildings. ESD's involvement continued as urban designer for the project until December 2004. An implementation design team is now progressing the detailed design of the project, and the first stages are now constructed.

### **Southampton Park Housing Design Guidelines, Boardwalk Estate, Point Cook, VIC, 2003**



In its role as urban design consultant for VicUrban's Boardwalk Estate, ESD prepared detailed design guidelines for the housing planned around the principal urban park on the estate. These Guidelines applied to the estate's first higher density dwellings, with rear lanes and studio units, and is the first part of the estate to be required to achieve a consistent design theme and improved quality streetscape. These Guidelines were used as a pilot for the future medium density housing areas closer to the town centre.





### Brooks Terrace, Dapto, NSW, 2003

ESD was lead urban designer and preliminary design architect for this project for the Miltonbrook Group. Located on the heritage ruins of Australia's first large smelter of sulphide ores, the design capitalises on this complex site by 'colonising' several heritage benches of land formed by large masonry retaining walls, each with views out to Lake Illawarra.

The design carefully dovetailed with remaining heritage features to be retained, interpreted and integrated into this medium-density development of about 140 dwellings. The architectural design aimed to embody a cohesive and memorable character, inspired by (without mimicking) Australian heritage precedents from similar climates, and adapting new materials and technologies in response to new demographic and energy conservation needs.

Soil contamination has been holding up approval and implementation of this project.

### Narellan Town Centre Urban Improvement Program, NSW, 2002-03



ESD was the urban design consultant with a small multi-disciplinary team assisting Camden Council to transform the existing unattractive and dysfunctional car-based centre of Narellan, on Sydney's western fringe, into a workable, safe and efficient mixed use urban centre.

A future vision for the centre has been detailed up as a design concept that has already stimulated several developers to prepare development proposals to heal some of the most blighted parts of Narellan. In addition, a detailed urban design brief was prepared for a new library and town square on Council's key site in the centre. The new library is now constructed and operating.

A brochure was prepared to document the future vision for Narellan.

### Urban Development Design Investigations, Fremantle, WA, 2002-03



The WA Department for Planning and Infrastructure (DPI) commissioned Chip Kaufman of ESD to prepare designs for several urban redevelopment scenarios for a 200ha underdeveloped, partly industrial site adjoining the ocean just south of Fremantle, WA.

The site is the last major under-developed coastal site within metropolitan Perth, presently with a freight rail line running through it, which might provide passenger services through Fremantle into Perth's CBD. The designs include two passenger rail-based town centres.

ESD's report formed the basis of in-depth development feasibility analyses, in order to inform DPI on whether or not to support this key site for urban redevelopment. In 2005, the WA Government committed to progress the project, and structure planning is now underway.

# Selected Books, Design Reports and Regulatory Documents

## Workshops & Issues Paper: Planning for Non-Government Schools in Melbourne's Growth Areas, Melbourne, VIC, 2008



Victoria's Growth Areas Authority was established in part to facilitate provision of better infrastructure and services in Melbourne's growth areas. In response to the Growth Areas Authority's intention of developing a comprehensive approach to planning for non-government schools in the growth areas, ESD was engaged to plan and facilitate two workshops on non-government school site identification and provision, with key stakeholders from the education and planning sectors. At the workshops a series of presentations were made covering relevant issues, principles and examples, followed by discussions and group focus sessions.

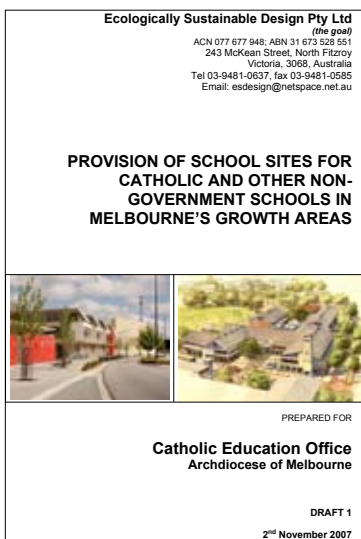
ESD's subsequent report documents the workshops, their programs, participants, key matters covered and the conclusions reached. It synthesizes the workshop outcomes into a set of recommendations for consideration by the GAA.

## Non-Government School Site Provision in Melbourne's Growth Areas, Melbourne, VIC, 2007-08

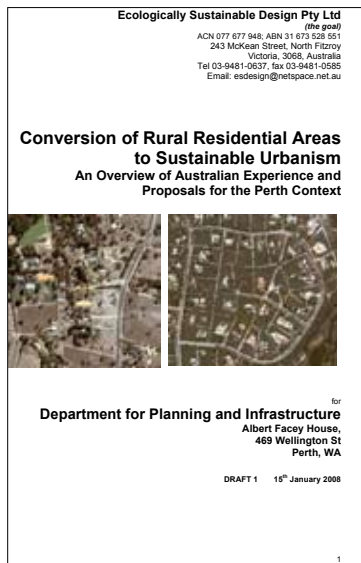
ESD was engaged by the Catholic Education Office to assist with preparation of a report on strategies to be presented to Government authorities in Victoria, to change the way that planning for non-government schools occurs in the growth areas of Melbourne and Geelong.

In the past, prior to the designation of the Urban Growth Boundary and the Green Wedge zone beyond it, many non-government schools bought sites just outside of the residentially-zoned land and established schools on the rural-urban fringe. Now, the planning controls in non-urban areas have changed, with the Green Wedge Zone making it impossible for schools to gain approval in such areas. However, no effective mechanism existed to facilitate proper planning for schools within the UGB. Indeed, the rezoning process itself tends to require developers to determine the future layout, development yield and urban structure at an early stage, making it quite difficult for land identified as residential lots to be subsequently re-allocated for a non-government school site.

ESD's report outlines the existing planning regulatory context for schools and school site planning in Victoria, outlines the planning for schools approach taken in WA, which appears to represent best practice in Australia for planning for both Government and non-government school sites, and presents a strategy for how Victoria's new Growth Areas Authority might facilitate provision of appropriate and adequate sites for non-government schools in Melbourne's Growth Areas.



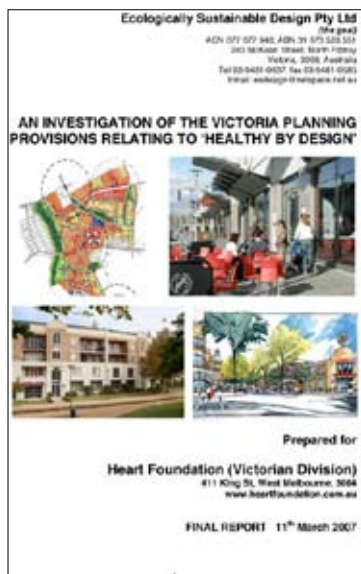
## Report on Conversion of Rural Residential Areas to Sustainable Urbanism - An overview of Australian experience and proposals for the Perth context, Perth, WA, 2007-08



Many Australian Cities are expanding into areas already developed for rural residential or small rural lot use. At the same time, Government growth policy in most major cities requires that new urban extensions be designed as sustainable, walkable mixed use urban communities. Urban development on the Perth urban fringe is now encountering this situation, where areas comprising lots typically around 2-5ha in size are being considered for urbanisation, and significant challenges are anticipated in transforming these low density areas into high quality sustainable urban development.

This study was undertaken for the WA Department of Planning and Infrastructure. It aimed to document current approaches to conversion of rural residential to sustainable urban development used around Australia, by both governments and the private sector. Both successful and less successful experiences are documented. From this analysis, recommendations were made to the Western Australian DPI in relation to the most appropriate and effective mechanisms and processes to facilitate conversion of rural residential areas to sustainable urbanism on the fringes of Perth.

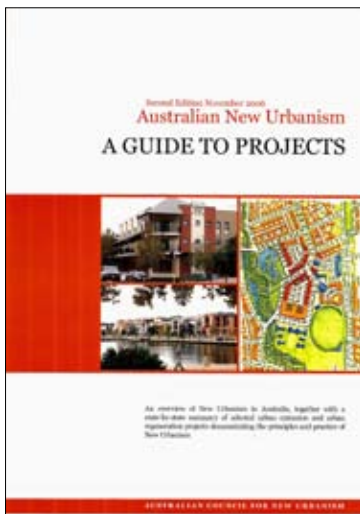
## An Investigation of the Victoria Planning Provisions Relating to 'Healthy by Design', Heart Foundation (Victorian Division), VIC, 2007



Over the past five years there has been increasing recognition of the link between the form of cities, the planning and development process, and the provision of urban environments supportive of physical activity and health. In 2004, the Heart Foundation (Victorian Division) published a key resource document entitled *Healthy by Design: A Planners Guide to Environments For Active Living* as a tool to catalyse involvement by planners and the development industry in creating improved urban environments for health. As the next major step towards integrating health and planning, ESD was engaged to investigate the extent to which planning regulations in Victoria are currently helping to facilitate healthy urban environments in accord with the principles in *Healthy by Design* and to propose ways in which planning in Victoria might be strengthened in this regard.

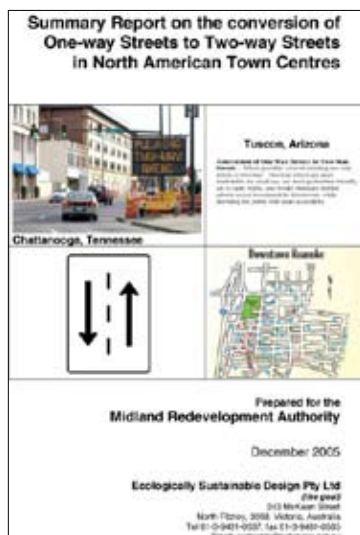
In Victoria the primary regulatory framework controlling the form of new subdivision and development is the Victorian Planning Provisions (VPPs). Through this project, ESD undertook a comprehensive review of the VPPs to directly test the extent to which the principles of the *Healthy by Design* document are incorporated in the current planning provisions.

### **Australian New Urbanism - A Guide to Projects, 1st & 2nd Editions, Australian Council for New Urbanism, 2005 & 2006**



On behalf of the Australian Council of New Urbanism, ESD compiled, designed and produced the first two editions of *Australian New Urbanism – A Guide to Projects*. The books include an overview of Australian New Urbanism and information on over sixty projects from around Australia that feature many of the principles of New Urbanism. The books were produced to increase awareness of the growing trend towards New Urbanism, and the practitioners who work together to improve the quality and sustainability of our urbanism.

The Guide is organised as a state-by-state summary of projects. Each project page features a quick reference section on the developer, designers, project type/size and locality details. The projects include urban centre revitalisations, brownfield redevelopments, new mixed use town centres, public and private sector greenfield urban extensions and sustainable growth codes and strategic plans.



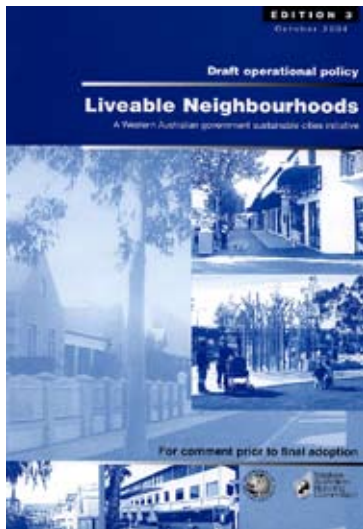
### **MRA One Way Streets Conversion Study, Midland, WA, 2005**

ESD undertook a review of recent North American experience of conversions of streets from one-way to two-way traffic in town centres to ascertain whether or not conversion produced any significant economic and business development benefits. As part of Midland's ongoing redevelopment, the Midland Redevelopment Authority (MRA) is examining the possibility of converting a one-way pair of streets in central Midland to two-way traffic.

The investigations indicated that there is a very strong trend to converting one-way streets back to two-way as a key component of town centre urban regeneration projects in the USA and Canada. The evidence suggests that there may be significant benefits to Midland in proceeding with a conversion and minimal downsides, provided the converted street network is designed appropriately.



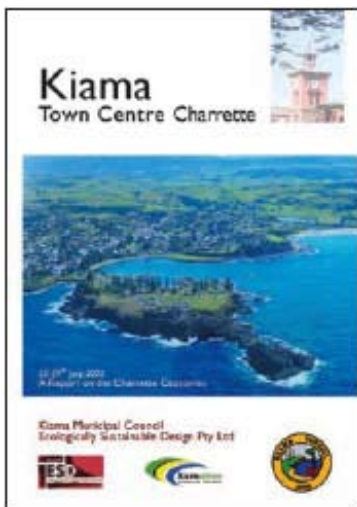
***Western Australian Liveable Neighbourhoods Community Design Code, West Australian Planning Commission, 1997, revised in 1999 and 2004***



Written by Taylor Burrell Planners and ESD, with the WA Ministry for Planning, the first edition of the Liveable Neighbourhoods Code was launched in December 1997 and governs how new greenfield residential subdivisions are designed in Western Australia. The Code covers community design, movement networks, public open space, drainage, street design, utilities, lot design and orientation. Over 100,000 lots in WA have now been designed generally in accord with this Code. Liveable Neighbourhoods was developed as an advancement beyond AMCORD '95 and the Victorian Code for Residential Development, both of which were prepared with extensive involvement by Wendy Morris.

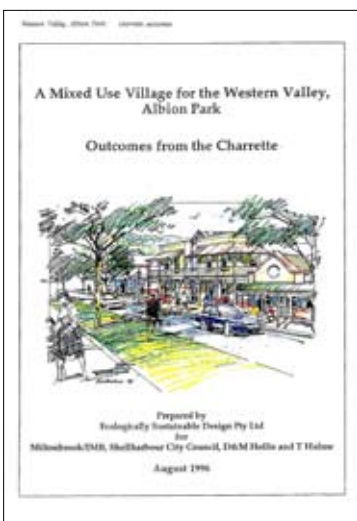
In May 1998, at the Congress for New Urbanism in Denver, Andres Duany, an acknowledged leader of the New Urbanist movement, acclaimed the Code as “the most advanced planning in the world.” In June 2001 it won an international Congress for the New Urbanism Charter Award in New York City.

In 2004 Taylor Burrell Barnett, with ESD, completed major revisions to the Code, and Edition 3 was released in late 2004. New design elements on Activity Centres and Employment, and Schools have been added. In 2007, the Western Australian Planning Commission formally adopted the Code as part of its Growth Policy. Edition 4 has now been released as state policy.



***Kiama Town Centre Charrette - A Report on the Charrette Outcomes, Kiama Municipal Council, 2003***

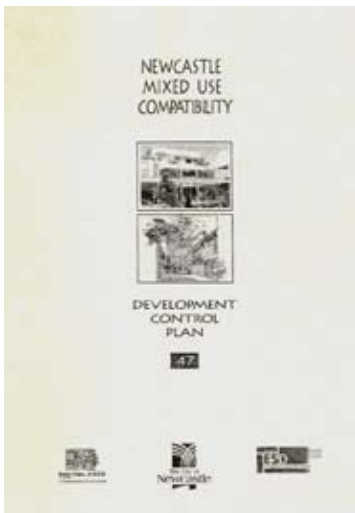
The Kiama Report was prepared for the Kiama Municipal Council to encapsulate the extensive outcomes and rationales behind the design proposals produced during the Kiama Charrette. Charrette outcomes reports are instrumental in preserving the momentum, logic and commitments for future reference and deliberation long after the Charrette event has taken place. A useful communication tool, the Kiama Report has been made public in print and is available for download as a pdf via the Council's website.



***A Mixed Use Village For The Western Valley, Albion Park - Tullimbar Village Development Control Plan & Housing Guidelines, 2001 and revised in 2003***

This suite of documents have been prepared to guide implementation of a mixed use village (now called Tullimbar Village), designed through an ESD-led charrette, to expand and support the existing adjacent small town of Albion Park, NSW.

The DCP is among the first comprehensive place-based mixed use DCPs for greenfield urban expansion in Australia or New Zealand. Tullimbar Village was designed in detail by ESD and a DA was prepared in 2001 and revised in 2003. It received development approval in 2004.



***Mixed Use Compatibility Development Control Plan and Design Guide for Newcastle, Newcastle City Council, 1998***

This DCP and Design Guide were produced to facilitate the incremental re-development of Inner Newcastle toward more compatible mixed use, which is considered to provide a better environment for employment generation than conventional development patterns. Newcastle City Council is now using this document to guide development across Newcastle. To ESD's knowledge, this is the first topical DCP for mixed use compatibility in Australia or New Zealand.



***Midland Revitalisation Charrette - A Summary of Outcomes, Midland City Council, 1997***

ESD wrote two outcome reports for the 1997 Midland Charrette (see Charrette section of this Firm Profile). The Summary of the Outcomes is an 18 page brochure intended as an introduction and promotion of the Charrette outcomes. Thousands were distributed to stakeholders, successfully broadcasting the success of the Charrette and catalysing stakeholder, political and developer interest in a revitalised Midland.

ESD also wrote the Detailed Charrette Outcomes Report in order to thoroughly document for Council all the complex and interdependent charrette outcomes. All design rationales and objectives are thoroughly explained. For each of the roughly thirty urban sites with buildings designed during the Charrette, there are several sub-sections including an introduction, Site Description and Influences, a Project Design Brief, an Explanation of the Proposed Design, and an Implementation Strategy. As soon as this detailed report was published, it became the de facto regulatory document used by Council staff and developers.



***Mixed Use Developments: New Designs for New Livelihoods, Queensland Department of Tourism, Industry and Small Business, 1996***

Nicknamed the 'mixed use primer', this book was co-authored by Wendy Morris and Chip Kaufman, for the Queensland Department of Tourism, Small Business and Industry. It explains the employment, environmental and social benefits of mixed use development and provides design principles and detailed design prototypes at all planning scales from the regional to home-based business.

The book was republished many times due to demand, and was the top-selling book at three consecutive Congresses for the New Urbanism in the USA.



***Transit Supportive Development – Benefits and Possibilities, Better Cities Program, National Capital Planning Authority, 1995***

After ESD led several design workshops on transit-supportive development for the Better Cities Program and for the Victorian Department of Planning and Housing in 1994-5, the National Capital Planning Authority asked ESD to write the principal two chapters of this book.

This introductory text introduces transit-supportive design as part of the New Urbanism, and then compares conventional suburban development to the New Urbanism. Sub-chapters include Street Design, Structuring for Transit, and Getting the Right Results: the Real Challenge to Public Policy.



# Selected Awards and Presentations

## *Awards and Commendations*

ESD-led projects have received a range of awards and commendations over the last ten years. These have included:

- Western Sydney Urban Release Program – ***Congress for the New Urbanism Charter Award***, USA, 2005
- Western Australia's Liveable Neighbourhoods Community Design Code – ***Congress for New Urbanism Inaugural Charter Award***, USA, 2001
- Liveable Neighbourhoods Community Design Code – ***RAPI Awards*** 1999 and 2000
- Wynnnum CBD Urban Renewal Planning Charrette – ***Planning Institute of Australia Queensland Division Award***, 2006; and ***National Award for Social and Community Based Planning***, 2007
- South Melbourne Central Structure Plan – ***Victorian Planning Minister's PIA Melbourne 2030 Award***, 2004
- City Beach Development, Bank St, Wollongong - ***UDIA (NSW) Commendation in the Medium Density and Mixed Use Development Category***, 2002
- United Kingdom Sustainable Urban Extensions Enquiry by Design Initiative – ***RAPI Awards Commendation***, 2000
- Lake Macquarie, NSW: Lifestyle 2020 Strategic Plan – ***RAPI National Urban Design Award***, 1999

## **Selected Recent Presentations**

- ***Adaptive Re-use of the Railway Workshops in Midland WA's Transit-Oriented Revitalisation: Contention between Green and Heritage Issues*** by Chip Kaufman at the CNU Green Council, US National Capitol, Washington DC, December 2007
- ***The Western Australian Liveable Neighbourhoods Design Code and Policy*** by Wendy Morris and Ellen Greenberg at the CNU Transportation Summit, London, November 2007
- ***Australian New Urbanism – An overview and introduction to the Australian New Urbanism Projects Book*** by Wendy Morris at the National Conference of the Planning Institute of Australia, Perth, 2007
- ***Sustainable Urbanism – A New Agenda for Growth and A New Role for Schools*** by Wendy Morris at the Catholic Education Office National Planning Conference, Melbourne, October 2007
- ***Street Network Design for Walkability and The Pedshed Mapping Technique*** by Wendy Morris and ***Achieving More Walkable Urban Development*** by Chip Kaufman at the Walk 21 World Conference, Melbourne, October 2006
- ***Regional Australian New Urbanism*** by Wendy Morris at the RAI NSW Country Division Convention, Coffs Harbour, October 2006
- ***Sustainable Development and Urban Planning – Sharing the Agenda Towards More Active and Healthy Communities*** by Wendy Morris at the Urbanism, Environment and Health Conference, Canberra, May 2006
- ***Keynote addresses on Wodonga's New Urban Initiatives*** by Chip Kaufman and Wendy Morris at Wodonga's New Urban Initiatives Conference, March 2006
- ***New Lynn Ten Years On – Delivering Community Outcomes*** by Chip Kaufman at the Community & Leisure Facilities Conference, Melbourne, 2005
- ***An Overview of Australian New Urbanist Projects*** by Wendy Morris and ***Integrated Urban Structuring*** by Chip Kaufman at ACNU - Second Australian Congress for New Urbanism, Sydney, 2005
- ***Regional Structuring for TOD*** by Chip Kaufman at the Transit Oriented Development Conference, Perth, 2005
- ***Western Sydney Urban Release - Regional Scale Urban Structure Planning*** by Chip Kaufman and Wendy Morris at CNU Annual Congress XIII, Pasadena, USA, 2005
- ***Sustainable Urban Design and Health*** by Wendy Morris at the Health-By-Design Workshop, RMIT University, Melbourne, 2005
- ***Context-Sensitive Street Standards*** by Wendy Morris at the CNU Annual Congress XII, Chicago, USA, 2004

## Selected Recent Education & Training Programs

- **ACNU Master Class**, February 2008 - University of Queensland Pinjarra Hills site. Wendy Morris, of ESD, co-led this three day design-based training workshop to produce concept plans for a university-anchored mixed-use town centre on the Brisbane River, 15km from Brisbane CBD.
- **ACNU - National Charrette Institute Training Program**, February 2008. Chip Kaufman, of ESD, co-led this three day national training program for potential charrette clients and project managers.
- **Melbourne University Summer School - Transit-Oriented Development Interdisciplinary Studio**, January 2008. Chip Kaufman and Wendy Morris co-led an intensive week-long design-based training program for postgraduates in planning, architecture and landscape architecture, covering transit-oriented development in theory, history and practice.
- **Melbourne University Planning Lecture Program**, 2007 and ongoing. Covering introduction to New Urbanism, and Point Cook and Eynesbury examples, Wendy Morris provides two annual lectures to undergraduate students.
- **University of Technology Sydney - 2006 & 2007 Postgraduate Program**. Chip Kaufman led an intensive one-day training program on New Urbanism and Transit-Oriented Development.
- **E-Classroom, 2006: An Overview of Australian New Urbanism**. Online presentation by Wendy Morris.



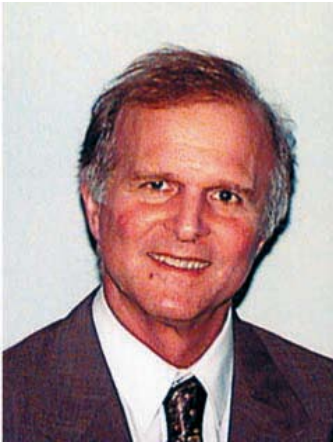
## Global Knowledge

Wendy Morris and Chip Kaufman, ESD's directors, regularly undertake and/or lead tours to analyse leading edge New Urbanism and related projects. As a result, ESD maintains an extensive and current library of material on key projects in Australia, New Zealand, North America, Europe and South Africa. Recent urbanism tours have included:

- April 2008: Tour of Austin, Texas, inspecting New Urbanism retail-based mixed-use projects including Domain and The Triangle.
- February 2008: Tour of South-East Queensland projects including Kelvin Grove, Inner Brisbane projects, Orion at Springfield, Varsity Lakes and Emerald Lakes.
- May 2007: Tour of Canadian resort towns of Banff, Lake Louise and Jasper, and then integrated university towns and dense and high rise urbanism in Vancouver.
- June 2006: Providence, Rhode Island and Cape Cod, USA, to analyse several New Urbanist projects including Mashpee Commons, then tour of Paris urbanism including New Urbanist project Val D'Europe, winner of a CNU Charter Award in 2006, and then tours of urbanism across north and central Italy and the Croatian Coast.
- November, 2006: Perth Projects Tour, organized by the Australian Council for New Urbanism (ACNU), of numerous infill and urban extension projects, many influenced by the WA Liveable Neighbourhoods Code (ESD principal authors).
- June 2005: Los Angeles and Pasadena, USA, in particular to study transit-oriented development associated with the new LA Gold Line (light rail).
- June 2004: Chicago, Denver, Toronto and Oakland - to study a variety of denser urban infill, mixed-use and live-work projects.
- September/October 2003: South Africa, in particular to inspect Melrose Arch and some redevelopment projects in Capetown and Johannesburg.
- June 2003: USA - Washington Region: led a small group of developers on a two-day tour of Kentlands, King Farm, Pentagon Row, Bethesda Row and Clarendon TOD and other New Urbanist projects, prior to participating in the eleventh Congress for the New Urbanism in Washington DC.
- March 2003 and September 2002: Inspected recent projects in Auckland NZ, including the Botany Town Centre, Waitakere City projects in New Lynn and Henderson, and Te Atatu.
- June 2004 and February 2003: Extensive update tours of urban infill and urban extension projects of Perth.

# Chip Kaufman

## Curriculum Vitae



Director, Urban Design  
and Architecture  
**Ecologically Sustainable  
Design Pty Ltd**  
Melbourne, Australia

### Qualifications and Professional Affiliations

- Bachelor of Arts in Architecture and Urban Planning, (Princeton University), 1971
- Master of Fine Arts in Drawing & Photography, (University of Texas), 1974
- Licensed architect in California since 1981 & in Australia since 1997
- Founding Member of the Congress for the New Urbanism, USA, since 1993
- Founding member of the Australian Council for New Urbanism, since 2000

### Professional Background

Chip Kaufman is an urban designer and licensed architect, with professional experience in Australia, New Zealand, USA, Canada, China and the UK. Chip established and ran an architecture firm in North America from 1983 to 1994, concentrating more on urban design from 1989 onwards. Chip moved to Australia in 1994 and established ESD as a specialist New Urbanism and architecture consultancy.

### Since 1994: Director Urban Design and Architecture, Ecologically Sustainable Design

Chip introduced the charrette process to Australia in 1992. Charrettes for which he has been leader and/or lead designer include Cranbourne, Echuca, East Richmond and North Geelong Charrettes for the Victorian Urban Village Project, Gerringong, Petrie, Carole Park, Tullimbar, New Lynn, Villawood, Midland, Katoomba, Kiama, South Melbourne and Northcote. Chip has also led dozens of design workshops. Chip has either been the Project Director, or played a key design role, in virtually all projects listed in ESD's Firm Profile. Chip authored and continues to refine the Client's Charrette Preparation Manual, a detailed guide for clients in preparing for all sorts of Enquiry by Design initiatives.

Chip manages development applications for large and complex urban projects, such as Tullimbar Village, a mixed-use urban extension for an ultimate population of about 5,000, now under construction.

Chip also designs mixed-use and medium-density buildings as well as specific civic and community buildings.

Chip regularly presents at national and international conferences. These have included presentations on Mixed Use Development, Collaborative Design Processes and Sustainable Urbanism. For example, Chip presented to the Santa Fe New Urbanist Council on Urban Coding (October, 2002) and he keynoted the 1999 UK Conference on Sustainable Urban Extensions, jointly sponsored by the Prince of Wales and the UK Government Department of Environment, Transport and Regions and keynoted at the Second Australian Congress for New Urbanism in Sydney, August 2005.

Relevant recent projects and clients where Chip has had principal involvement include:

- 'Tullamick' Transit-oriented urban extension proposal for an ultimate population of 130,000, Melbourne (for a Landowner consortium)
- Wodonga - Systemic review of planning based on New Urbanism, including detailed design concept for Leneva Valley (City of Wodonga)
- Lead urban designer/architect/project manager for Tullimbar Village, NSW (Miltonbrook)
- Charrette Leader, South Melbourne Central Planning Forum, Vic (City of Port Phillip)

### **1992-93: Urban Design, Canada**

Chip established ESD (Canada) in Victoria, British Columbia, between 1992 and 1994. He was the Town Architect for Bamberton, a new town project for 12,000 people, and then produced a sustainable growth management plan for the Comox Valley area of Vancouver Island.

### **1989 - 92: Western States Office affiliated with Duany & Plater-Zyberk (DPZ)**

From 1989-92 and based in Sacramento, California, Chip ran this affiliated office for DPZ Architects and Town Planners, leaders in the New Urbanism movement. By 1992 DPZ had planned over one hundred towns and urban centre revitalisations internationally, including Seaside and Kentlands. Chip was involved as urban designer and architect in fifteen of those projects, several of which he managed and initiated.

### **1983 - 89: Chip Kaufman and Associates (Architecture)**

Chip founded and ran his own small architecture firm in Sacramento, California, designing many passive solar residences of varying sizes, a few shopping centres and office buildings, the award-winning adaptive re-uses of several National Register historic buildings into restaurants, and the widely acclaimed and whimsical Owl Cafe in Albuquerque, New Mexico.

### **1978 - 1983: Architect**

Chip did his architectural apprenticeship in several firms across the American West in Austin, Albuquerque, San Diego and San Francisco. His experience included detached and multi-family residences.

### **1974 - 77: Gruene, Texas, USA**

In 1974 Chip 'discovered' the virtually deserted historic village of Gruene, about to be razed by its new owners. Chip persuaded its new owners to allow it to be restored to serve as the village centre for their surrounding development. He then co-ordinated its adaptive re-use and economic revival, and triggered its designation on the National Register of Historic Places. Chip then purchased, designed, built and managed the adaptive re-use of the ruins of a large river-powered gristmill in Gruene into a thriving restaurant overlooking the Guadalupe River. The Gristmill Restaurant now seats 800 guests and is known internationally.



# Wendy Morris

## Curriculum Vitae



Director, Urban Design  
and Planning  
**Ecologically Sustainable  
Design Pty Ltd**  
Melbourne, Australia

### Qualifications and Professional Affiliations

- BSc (Geology & Psychology), (Melbourne University), 1973
- Diploma of Town & Regional Planning (Melbourne University), 1976
- Diploma of Illustrative Photography (P. S. C. Melbourne), 1983
- MA in Urban Design (Oxford Brookes University), 1989
- MPIA (Planning Institute of Australia), since 1997
- Member of the Congress for the New Urbanism, USA, since 1993
- Founding member of the Australian Council for New Urbanism, since 2000

### Professional Background

Wendy is a highly experienced town planner and urban designer. Wendy has been practising as an urban designer across Australia and internationally for over twenty years. As an urban designer, she has operated in both the public and private sector. Prior to focussing on urban design, she practised as a town planner for over fourteen years principally with the Victorian Government.

For the past twelve years Wendy has specialised in New Urbanism, transit-supportive development, mixed use and sustainable growth management approaches to urban design. Her work addresses urban development at all scales from the region through to the detail of streets and buildings. She also has extensive experience with Enquiry by Design processes, ranging from one-day training and scoping workshops through to extended design workshops and charrettes.

### Since 1996: Director, Urban Design and Planning, Ecologically Sustainable Design

Wendy is joint director of Ecologically Sustainable Design. Details of Wendy's work with ESD since 1996 are included in the main ESD Firm Profile. Wendy has either been the Project Director, or played a key design role, in most projects listed. Selected projects and clients where Wendy has been ESD's Project Director include:

- Boardwalk Estate and Point Cook Town Centre - Urban Design and Implementation, Melbourne, Victoria (VicUrban)
- Western Sydney Urban Growth Team - Regional-scale Urban Design Adviser NSW (DIPNR)
- Eynesbury Recreation and Resort Development - Integrated township and golf resort concept design and ongoing peer review, Vic (Eynesbury Joint Venture)
- Liveable Neighbourhoods Community Design Code - 1996-9 and 2004, WA (WAPC)
- Katoomba Town Centre Charrette – Charrette leader and periodic follow-up implementation advice (Blue Mountains City Council and others).

### **1987-1996: Deputy Director, Urban Design Unit, Department of Planning, Victoria**

As an urban designer and town planner, Wendy participated in and ran a wide range of initiatives towards creating new codes, guidelines and design approaches to reform urban development from conventional planning approaches towards practices that responded to the emerging agendas of sustainability and community participation. Wendy's key roles included:

- Victorian Code For Residential Development: Subdivision and Single Development, 1992 (Key Team Member)
- Victorian Code For Residential Development: Multi-dwellings 1993 (Project Leader/Writer)
- Greenhouse Neighbourhood Project 1993 (Joint Project Director)
- Urban Villages Project 1996 (Joint Project Director)
- Australian Model Code For Residential Development (AMCORD) 1993-95 Urban Reform Working Group 1995 (representing the Victorian Government)
- Introduction of the design workshop and charrette process to Government, 1992
- Assistant Charrette Leader to the Cranbourne and Bayside charrettes, 1992
- Beacon Cove Mixed Use Development, Port Melbourne (Ministers Representative – Mirvac/Major Projects Unit JV Implementation Group) 1993-6
- Green Cities Report - Australian Urban and Regional Development Review 1996

### **1987 – 1996: Director, Wendy Morris Urban Design (Melbourne)**

While at the Victorian Department of Planning, Wendy also ran her own urban design consultancy on a part-time basis, undertaking projects, training seminars and workshops and government agency assistance or teaching roles outside Victoria. These included various townscape improvement projects in WA, SA and Tasmania, teaching urban design at Curtin University (Perth), an urban revitalisation strategy for Port Hedland, urban fringe subdivision design review, and design workshops in WA and Qld, and designer in the Coomera and North Arncliffe Charrettes.

### **1983 – 1986: Deputy Manager & Manager, Townscape Advisory Service, Ministry for Planning**

Wendy jointly established and ran this Victorian Government program to provide assistance to local governments and local communities with townscape improvement and urban revitalisation.

During 1986, Wendy was sent by the Ministry to complete an Urban Design qualification at the Joint Centre of Urban Design in Oxford, UK. Whilst there, she undertook urban design projects relating to the Oxford Station Precinct Redevelopment, Urban Regeneration of part of Inner Manchester and the design of Major Industrial Infill sites in Turin, Italy.

### **1974 – 1982: Strategic Planner, Town and Country Planning Board, Victoria**

Wendy undertook a diverse range of strategic planning projects throughout Victoria. Many of these produced innovative outcomes in planning practice. These included the Rural Land Mapping Project, Bushfire Protection Guidelines, Design and Siting Guidelines Brochure Series, Melbourne Urban Waterways Project and Policy, Ninety Mile Beach Inappropriate Subdivisions Study, and Gardiners Creek Valley Study (an EIS for the South Eastern Freeway).

### **1974: Geophysical Assistant, Shell Development Australia**

As a geologist, Wendy provided seismic interpretation for potential oil and gas fields in WA.

### **Selected Community and Private Roles**

*Urban Design Forum*: since 1989, including 10 years as co-editor of UDF broadsheet

*National Trust of Victoria*: Ongoing Member, & Member of Landscape Committee (1980's)

*Environment Studies Association Of Victoria*: Councillor & Workshop Leader (1980's)

Author of *A Guide To Maldon*, Self-published booklet (1983)

### **Awards and Recognition**

Wendy is widely acknowledged for her leadership and innovation in the urban design and urban development field, and has been recognised with various awards and key roles including:

- Inaugural Fellow of the Victorian Planning and Environmental Law Association, 1995;
- Member of the Prime Ministers Urban Design Task Force, 1994-95;
- UDIA (Victoria) Ray Peck Award in 1998 for Services to the Development Industry.

Wendy is also regularly invited to give papers at leading international conferences relating to both urban development and sustainable transport. These are listed in the ESD Firm Profile.