

SRD761 Designing Urban Environments A

Project 1c: Static and Dynamic – Perceptions of
pattern and routine

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Task 1: 3rd person movement and behaviour

Step 1: Location Plan



NOTE: This map shows the intended study area at the correct scale of 1:10 000.

Step 2: Figure ground



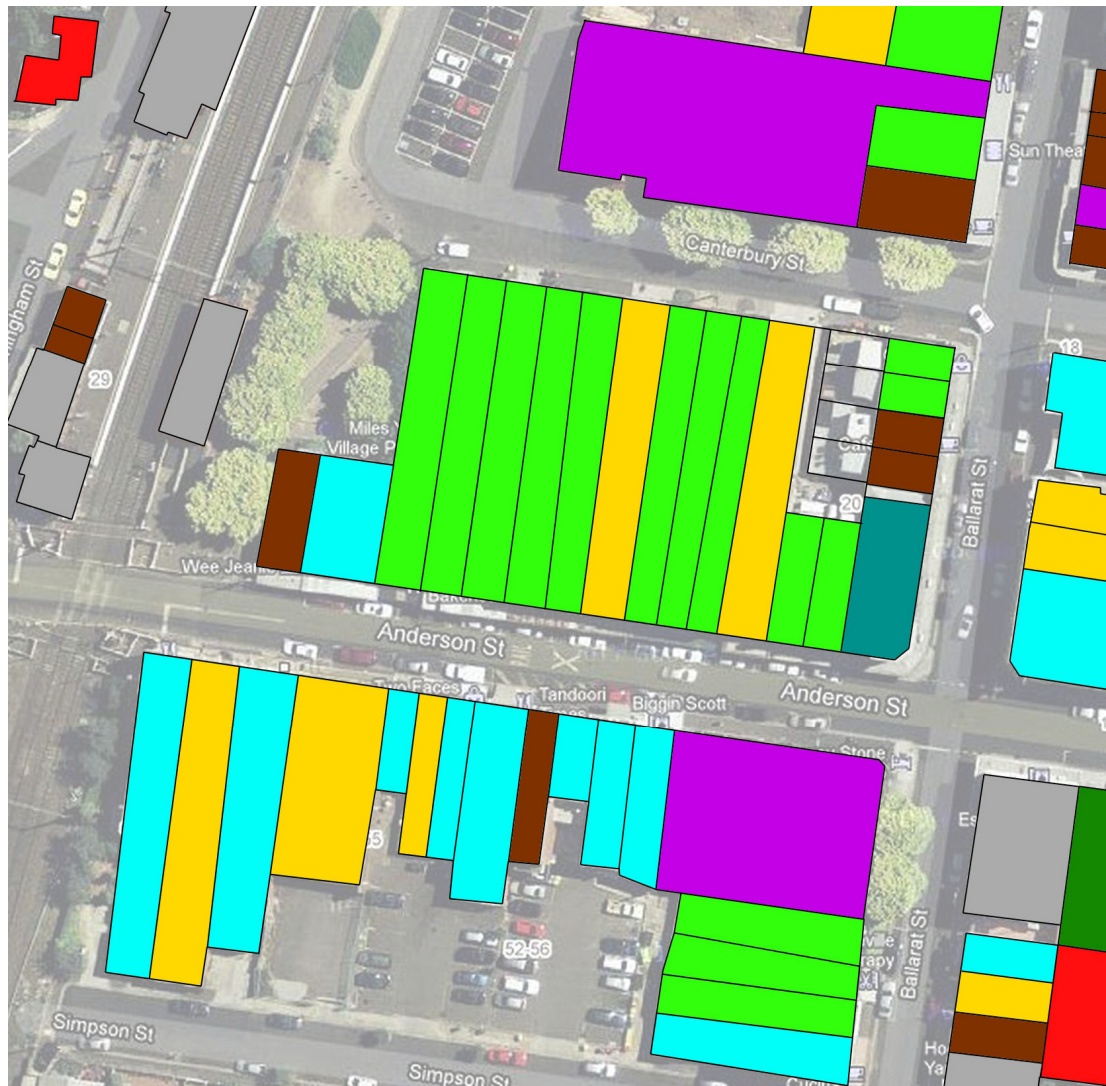
Yarraville is made up of a main street which moves east from Yarraville train station and more arterial roads stretching into medium density residential. The major streets of Yarraville are illustrated in the image above, they are, Anderson Street (East West) and Ballarat Street (North South).

The Figure ground map on the next page illustrates the density of the main business areas and the lower density residential areas which spread out from the crossing of Anderson and Ballarat.



NOTE: This figure ground map is at the correct scale of **1:1 000**.

Step 3: Mapping Enterprise



- Zones:**
- Residential ■
 - Local Retail ■
 - Chain Retail ■
 - Health/Wellbeing ■
 - Local Restaurants ■
 - Chain Restaurants ■
 - Entertainment ■
 - Civic/Estate Agent ■
 - Café ■



The image on the left, attempts to illustrate the building heights of central Yarraville

1-2 storeys 3-4 storeys

The various enterprises that make up central Yarraville lean towards more locally owned and operated businesses. We can see from the image above that there is a good amount of entertainment and health/wellbeing businesses in Yarraville. Also, there is quite a number of cafés dotted around the area. This illustrates a café culture in its infancy, which perhaps stems from Yarraville's close proximity to the city grid and or the influx of young families.

Step 4: Movement Mapping

Legend

- ADULT STANDING & TALKING
 - ADULT STANDING
 - ADULT DOING SOMETHING
 - ▲ ADULT WALKING (ARROW HEAD SHOWS DIRECTION)
 - ▲ ADULT RIDING BIKE
 - X ADULT SITTING
 - A CHILD WALKING
- cloud - group of 5*
▲ - adult with dog
▲ - adult walking

12:15-12:30



In this image we can see the movement patterns of people between 12:15pm and 12:30pm in central Yarraville. Indicated by the red X is the observational position.

17:15-17:30



In this image we can see the movement patterns of people between 5:15pm and 5:30pm in central Yarraville. Indicated by the red X is the observational position.

Observational Questions

12:15-12:30

17:15-17:30

How long they have been staying there?

Most people observed at this time of day were meandering up and down Anderson street, however there were a few people in a rush mainly to catch the train. The people observed standing were waiting for a train, which came at 12:16

As is expected for this time of day, most people were observed to be moving quickly, not necessarily rushing but moving quickly. Also from the image we can see that there were more people crossing the road. Additionally there were more cyclists at this time of day.

What type of activity which they have been engaging in?	People were observed to be drinking coffee, eating or using ATMs	Most people were not doing anything except walking to their next destination, there were a few people observed to be buying quick items (news paper/ magazines) or using ATMs.
What were their age and gender, are they part of a group or moving through?	The age of the individuals observed was at either end of the spectrum. Between 5-30 & 60-80 years of age.	The age of the individuals observed was within the centre of the spectrum 25-55 years of age.
What was their attire?	Majority of people observed wear light jackets, casual shirts, pants (no shorts or dresses) & no hats.	Majority of people observed wear heavy jackets, business wear, pants (no shorts or dresses) & no hats.

Task 2: 1st person movement – Spatial Sequencing

Step 1: Spatial Sequence



The area chosen for Task 2 was Anderson Street moving east, from the train tracks to Ballarat Street.

Step 2 & 3: Location & Images



Focus: Tree-form near station



Focus: Low rise façades



Focus: Façades gaining height and complexity



Focus: Even higher façades



Focus: four large block like structures on each corner of a major junction

NOTE: each of these images was taken at a rough distance of **20m** apart.

Step 4: Overlay and Description

Organic forms
Built form
Temporary props
Social props



1.

Movement from the start point the built form, as of yet has not surrounded our view. There are trees and various social props in view.



2.

Leaving all organic forms behind, becoming totally immersed in the built form with a bombardment of social props. However the built form is low which allows for more sky to fill our view.



3.

Similar to the last image our view is surrounded by built form and social props. The built form in this image has grown to take up more of our view. However, there is a hint of an organic form in the distance.



4.

Here, the social props become more structured and the organic form in the distance has become closer. The built form has stayed fairly close to the heights observed in image 3.



5.

In this final image the built form has grown and is over shadowing our view. However the organic form at the end of the street has become easily recognisable. Additionally, there has been an increase in the height and frequency of social props.

Step 5: Bullet Point Analysis

- The route is very linear and does not deviate
- As you move through the route the angle of your view becomes greater as the height of the built form increases.
- Physically the route is not punctuated but does have many openings and layers.

The layers of use including:

- Vehicular traffic in the centre of the route
 - Pedestrian traffic on the edges of the route
 - Temporary props (Parked cars) act as a buffer between pedestrian and vehicular zones
 - The unseen areas within the built form on either side of the route.
- Although there is no movement deviation, there is a change in the frequency of social props and built form height and complexity. The sense of distance is conveyed, as the route is initiated and completed with organic forms (image 1 and 5).
 - One of the most surprising aspects of the route is that the buffer of temporary props is ever changing. An observation of this showed that the fluidity of temporary props actually dictates how people will cross the road. Rather than move between parked cars, people were more inclined to use an open car space to initiate crossing the road, and vice versa.