

of the suitability of this valley for various forms of sport. Approximately 250 acres of the land included in this 460 acres, which lie south of the Maribyrnong-road bridge, are under the control of the Defence Department, part of it being used as a site for a cordite factory (see plan, Sheet No. 4). Various roadways which give access to and through this area and also to form part of the metropolitan street system are shown on the plans.

Northerly, along the river from the Maribyrnong-road, the scheme of general metropolitan parks includes all the picturesque lands as far as the 13-mile radius.

The boundaries suggested for the park reservation are dependent largely on the topography of the land in the vicinity of the streams, the aim being to retain the more picturesque portions—such as that near the Keilor township—for public use and enjoyment. Within the Commission's planned area, which is in this locality defined by the Morwell to Melbourne electricity transmission line, there are 1,424 acres of existing and proposed park land.



At Bulla, within the proposed large reservation along Deep Creek.

*By courtesy—"The Argus."]*

The remaining section outside this area, which includes a large metropolitan park as a terminal to the Maribyrnong Valley parks, would occupy an additional 6,500 acres of land, which would become an inestimable asset to the municipalities in the north and west of Melbourne. This large terminal park would include considerable stretches of both Deep Creek and the Macedon River as well as the land lying between. The most northerly portion of this area could be reached by Bulla-road, which in the neighbourhood of the township of Bulla, forms part of its northern boundary. Railway access would be obtained from the site of the old Holden Railway Siding, which is only about  $\frac{3}{4}$  mile distant from the most westerly point of this large reservation. It is believed that the gradual development of this large park would supply an ideal picnic resort, and would serve a similar purpose for western and northern municipalities as is now being provided for eastern suburbs by Ferntree Gully and the Dandenong Ranges.

#### *Rose Creek or Spring Gully Parks.*

From the Maribyrnong River parks to Keilor-road and beyond to the boundary of this area a park with an area of 168 acres is planned along the course of Rose Creek or Spring Gully. The steep slopes which flank the watercourse are relatively unsuitable for building development. The fringing road planned on the eastern side is an extension of the Maribyrnong Boulevard to Keilor-road, and is regarded as a sufficiently valuable by-pass to Mt. Alexander-road to be included in the Main Roads Schedule.



## GARDINER VALLEY PARKWAY.

From its junction with the River Yarra at Heyington, the Gardiner's Creek extends south-easterly to near East Malvern, and then north-easterly towards Blackburn. The land in its immediate vicinity is flat, and much of it is subject to inundation.

A considerable portion of these lands has been acquired by the Malvern, Camberwell, and Hawthorn Councils as recreational areas, and the Commission's scheme aims at an extension of the park lands along the watercourse, so that a continuous strip of reserves will be provided to serve those eastern suburbs through which the stream passes.



Aerial view of the Gardiner's Creek Valley where it joins the River Yarra at Heyington.

By "Airsy."]

The length of this parkway would be approximately  $9\frac{1}{2}$  miles, and the scheme of treatment extends from the Yarra River to Middleborough-road. It embraces about 798 acres of lands, of which approximately 256 acres have already been acquired by the local authorities. A further extension of the parkway in the Shire of Blackburn and Mitcham, as shown on the plans, will add another 112 acres of open space, bringing the total park lands in this scheme to 910 acres.

The additional park lands that would be added to the respective municipalities are as follow :—

Malvern .. ..	48 acres	Camberwell .. ..	112 acres
Hawthorn .. ..	20 "	Mulgrave .. ..	192 "
Box Hill .. ..	170 "	Blackburn and Mitcham ..	112 "

The width of the park would be governed by the contour, and, as it would average nearly 10 chains, there would be ample accommodation for many athletic fields along it. The continuity of the park lands would lend itself to a systematic scheme of beautification which would not only supply recreational space for a considerable number of people, but would provide a pleasing outlook from the higher lands which overlook this valley. A material enhancement in the values of lands in the vicinity of the parkway would result.

Incorporated in this scheme also is one of the Commission's proposals for a main road between the City and Dandenong-road at Oakleigh, which forms part of a new artery to and through eastern suburbs, both of which have been described under the roads scheme.

From East Malvern north-easterly to near Blackburn the park would be fringed by drives on each side. The necessary roadways could be obtained as subdivisional streets in the ordinary course of development, and the drives thus provided, in addition to their use as scenic roads, would supply a valuable diagonal route between Blackburn and Oakleigh, intercepting many other important roads. This parkway could be connected with the proposed parks along the Koonung Koonung Creek by a wide tree-planted thoroughfare, obtained by widening a section of Middleborough-road to 132 feet.



A more detailed layout of the portion of this scheme between the River Yarra and Warrigal-road is shown on the accompanying plans, and an indication of the availability of the land is given by the picture on previous page. Various plans of subdivision in this locality during recent years have conformed with the Commission's schemes.

#### *Scotchman's Creek Parks.*

Branching from the Gardiner's Creek Parkway at East Malvern and extending southeasterly as far as Warrigal-road, thence easterly generally midway between Ferntree Gully-road and Waverley-road, a parkway is planned along Scotchman's Creek. It forms a narrow strip along the creek, ending in a large terminal park on either side of Notting Hill-road. The total area included in these parks is 81 acres. The roadway designed to fringe this reservation extends easterly to the boundary of the area planned, and forms an additional main traffic route lying approximately midway between Waverley-road and Ferntree Gully-road. As it would be bounded by park lands for a considerable part of its length and be well graded, it should be a popular drive in the future.

#### BACK CREEK PARKWAY TO WATTLE PARK.

Some years ago the Hawthorn Tramway Trust and certain municipalities acquired for the public the magnificent natural park of 137 acres in the Municipality of Box Hill known as Wattle Park. A stream called Back Creek has its source in the immediate vicinity. It is proposed that this reservation should be connected with the Gardiner Valley Parkway via a parkway along Back Creek, which latter joins Gardiner's Creek a little to the north of Glen Iris. The scheme shown on the plan, Sheet No. 10, would overcome some undesirable features in the street layout and housing allotments and supply the Municipality of Camberwell with an additional 64 acres of parks. The execution of the scheme would require a certain amount of remodelling of existing subdivisions in its vicinity, involving the treatment of 142 vacant allotments. After necessary re-designing, 110 allotments would be available for resale, while remnants of unsubdivided land, not included as park, would give 31 additional allotments, mostly with frontages to park drives. This scheme, in addition to providing a substantial area of parks in a locality now poorly supplied, would have the advantages referred to above, and would provide an extremely popular link between the Wattle Park and Gardiner's Creek reservations.

The Wattle Park terminus of this drive offers possibilities for the construction of a bridge in Boundary-road, which would form a suitable subway entrance to the park, separating the pleasure traffic from main road traffic in Boundary-road.



View in Wattle Park.

*Kindly supplied by Melbourne and Metropolitan Tramways Board.]*



METROPOLITAN TOWN PLANNING COMMISSION

# KEY PLAN

## GARDINER'S CREEK PARKWAY



METROPOLITAN TOWN PLANNING COMMISSION  
CARDINEER'S CREEK PARKWAY



SECTION 1



SECTION 2



SECTION 3

10/1/60

### THE KOONUNG KOONUNG CREEK PARKS.

The present undeveloped nature of the lands in the vicinity of the Koonung Koonung Creek is illustrated by plans, Sheets Nos. 9 and 15. The Commission's general scheme aims at the provision of an additional 876 acres of new park lands along the section of this creek east of Bulleen-road. The park lands west of this road are included in the Yarra valley parks.

The whole of these lands are as yet open country, and, except for a portion in Camberwell, are not subdivided. It is believed that a considerable portion could be obtained for parks in the ordinary course of subdivisional development, because it is subject to flooding, and therefore unsuitable for residential development. The scheme also includes a proposed large reservation at the source of this stream.

Continuous roads would fringe this reservation and would form very desirable traffic routes in this area. Sections of them are incorporated as main roads in the general roads scheme.

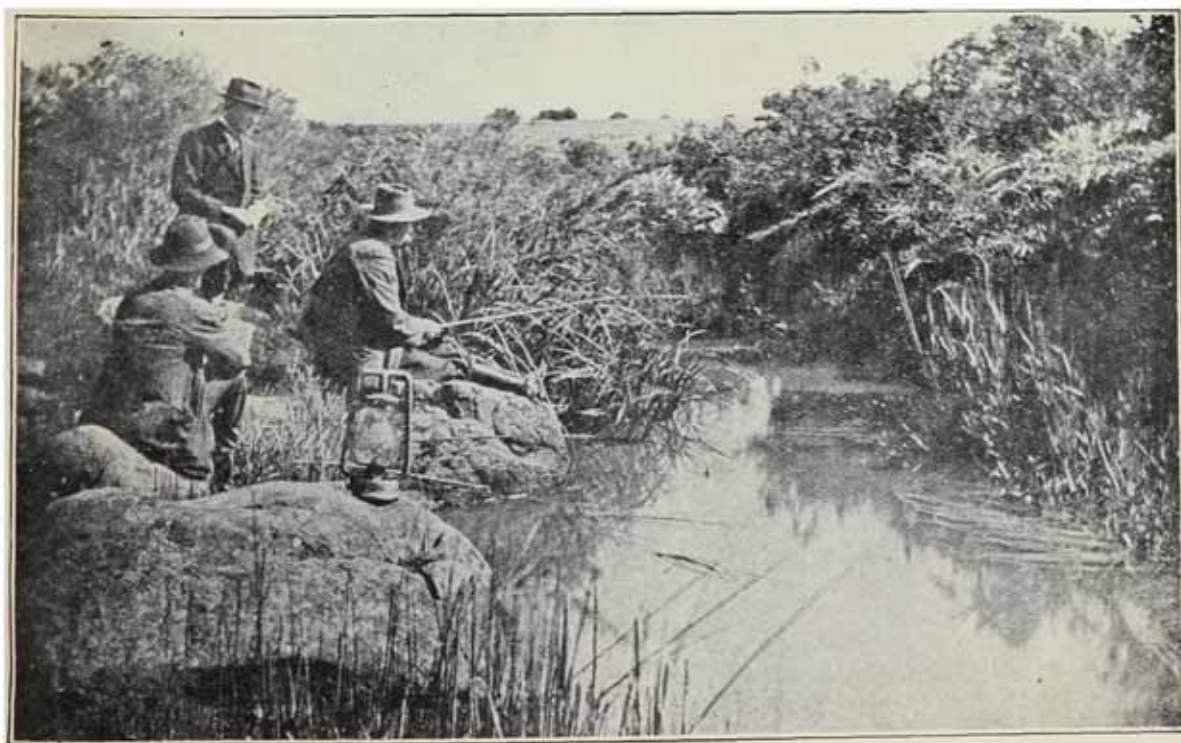
The Gardiner's Creek Parkway, which is planned to connect with the Koonung Koonung Creek Parkway by a tree-planted portion of Middleborough-road, when taken in conjunction with the Commission's scheme for Yarra River boulevards and parks, would form a continuous drive through parklike surroundings for 24 miles, and passing through the Municipalities of Hawthorn, Malvern, Camberwell, Mulgrave, Box Hill, Blackburn and Mitcham, Doncaster and Templestowe, Kew, and Richmond.

### *Bushy Creek Parks.*

The Commission's proposals for connecting Springfield-road with Belmore-road and the Koonung Koonung Creek parks were explained under the Main Roads scheme. It is considered that the connecting roads as outlined should be sufficiently distant from the creek reserve to leave a marginal strip of park lands along Bushy Creek, as shown on the plan, Sheet No. 9. This will prevent housing development extending to the creek, and give a valuable park reservation leading to the existing Springfield Park. The additional area of park lands included in this scheme is 40 acres.

### DAREBIN CREEK PARKS AND PARKWAYS.

The Darebin Creek, like the other streams in the metropolitan area, offers a splendid opportunity for a park development along it. The lands which it is recommended should be resumed for public use along this watercourse are shown on the plans, Sheets Nos. 8 and 3. The local conditions of development have governed the extent of the reservations and roads recommended. The proposed reservation includes the summit of Bundoora Hill, a prominent landmark from which there are extensive views.



A typical scene on Darebin Creek, in the Preston Municipality.

*Kindly supplied by Preston City Council.]*



Heidelberg, Preston, and Northcote are the municipalities directly affected by this portion of the park scheme. The treatment along the Darebin Creek extends from the proposed Yarra Valley reservation, which it joins at the southern end, as far as the Electricity Commission's transmission line, which is the northern boundary of the area dealt with in this Report.

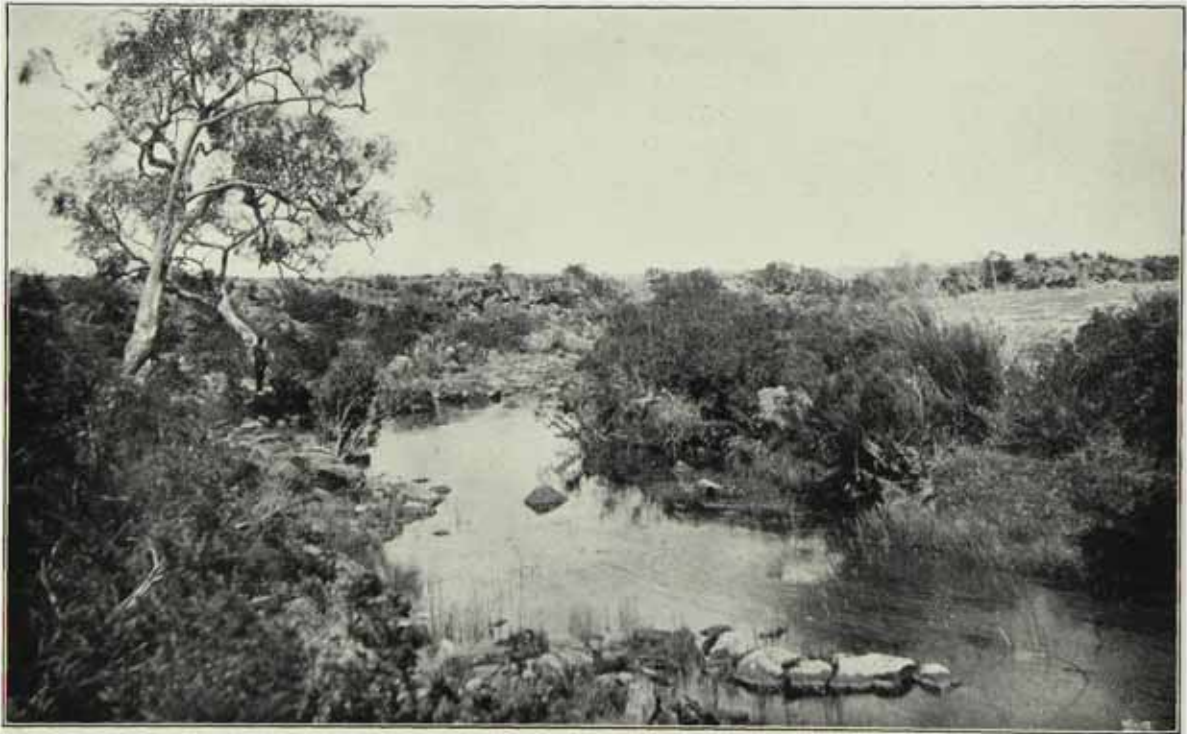
The total area of the lands included in the Darebin Creek scheme is 793 acres, of which 207 acres would be in Heidelberg, 555 acres in Preston, and 31 acres in Northcote. The northern section of the proposed reservation is in Preston territory, and the lands in this section are cheaper than the portions of the parkway nearer the developed sections of the metropolis.

Roads are planned flanking the reserves so as to define the limit of building development and link up the streets near the parks.

The Municipality of Preston has already acquired 41 acres of land in the vicinity of this stream. Under the operation of a Town Planning Act considerable additions would be made in the ordinary course of subdivisional development, as it is expected that owners of property would donate lands near the creek which are unsuitable for housing, but quite acceptable as parks.

#### THE MERRI CREEK PARKS AND PARKWAY.

The scheme of park lands along the Merri Creek shown on the plans, Sheets Nos. 3, 4, and 7, aims at the creation of a continuous park and road scheme which would considerably increase the amenities of the northern suburbs. Portions of the roads fringing the reservation have already been dealt with under the general roads scheme, owing to their importance as connecting links between main thoroughfares.



The Merri Creek, in the Preston Municipality.

*Kindly supplied by ex-Cr. J. S. McFadden.*

The Merri Creek enters the Yarra near Alexandra-parade, Collingwood, and in its southern reaches passes through reserves for the whole distance between Queen's-parade, High-street, and the Yarra, forming the western boundary of the extensive Yarra Bend Park. The Merri Creek Boulevard scheme is planned to join the Yarra Boulevard as referred to in connexion with the latter, taking advantage of existing roads wherever they are suitable. Northerly from the bridge across this creek, connecting Queen's-parade and High-street, the acquisition and beautification of the steep banks is proposed, also the construction of flanking roads, as shown on the plan, Sheet No. 4.

#### Lake Scheme.

North of the Artherton-road-Blyth-street bridge the Merri Valley widens. It is recommended that at a suitable neck between the steep banks a short weir be built to impound the waters and form a lake, extending for nearly the whole distance between Beaver's-road and Bell-street. By the scheme sufficient lands would be acquired bordering the lake to ensure that a parklike setting would be provided for this sheet of 140 acres of water which would have a depth



varying from 8 to 12 feet. The volume of water stored should assist to prevent future flooding further down stream, and in dry periods would be used for the flushing of the lower reaches of the stream, which at present become a series of stagnant pools.

The whole area, between St. George's-road and Sydney-road, would occupy 353 acres, and fringing roads are planned incorporating suitable sections of existing streets. The total street frontage to this attractive reservation would, in the section between Sydney-road and St. George's-road, be 42,000 feet. The value of this street would be enhanced by the improvements.

In the section between Bell-street and Sydney-road the proposals include the existing lake reserve in Coburg and also the present park lands between the Pentridge Penal Establishment and the creek. A portion of the Pentridge farm lands is recommended for excision and addition to the Merri Creek reserves, as shown on the plan, Sheet No. 7.

The lower stretches, which have been described, are necessarily limited in extent on account of practical considerations, and they do not provide sufficient lands for the enjoyment of the present population in the areas through which the creek passes. However, beyond Gaffney-street and extending northerly as far as the Commission's area of planning, there is practically no development to prevent a much wider reservation along this creek.

The Commission recommends that the parks and parkways along the Merri Creek terminate in a large reservation of over 850 acres north of Mahoney's-road, as shown on Map No. 9, and referred to on page 226.

The whole scheme, if put into operation, would result in the linking up of the Yarra Bend Park and the proposed large park on the Merri Creek between Campbellfield and Thomastown with a continuous and attractive parkway along the Merri Creek.



Aerial view of the lake at Coburg, on Merri Creek, showing the undeveloped nature of the adjacent lands.

By "Airspy."]

#### *Edgar's Creek Parks.*

Edgar's Creek is a tributary of the Merri Creek, which it joins a little to the north of Gaffney-street. It is on this watercourse that the fine Edwardes Park and Lake have been developed by the Preston Council. The Commission considers that the lands along this creek, both north and south of Edwardes Park, as shown dark-green on plan, Sheet No. 7, should be acquired in addition to that which is already set aside as park in plans, subdivision of land in the vicinity of this stream.



Edwardes Park and Lake on Edgar's Creek at Reservoir.

By A. W. Torode.]



The total area of lands lying north of Heidelberg-road embraced in the Merri and Edgar's Creek schemes as recommended, and which includes the large terminal park of 853 acres, would be 1,967 acres. The natural picturesqueness of the lands could be considerably improved by a systematic scheme of tree planting, which would enhance the value of all lands within easy walking distance of the reservations. The numerous small flats which can be found along the creek are particularly suitable for the establishment of athletic fields.

#### MOONEE PONDS CREEK PARKS.

The irregularity of the course of the Moonee Ponds Creek, and the degree of development in its lower reaches, preclude a general plan of treatment which would give the same scope for parks and parkway drives as those previously described. There is, nevertheless, opportunity for the acquisition of small areas of land which would compensate for the lack of recreational areas in the residential districts through which it passes.

A roadway along the valley is planned which, owing to its location midway between the Mt. Alexander and West Coburg arterial roads, would be a valuable traffic road in addition to being a picturesque drive connecting a chain of parks along this valley. The plan, Sheet No. 4, shows an alternative route for this road in the Moonee Ponds section, prepared after conferences with representatives of the Moonee Valley Racing Club. It is believed that the alternative route would be acceptable to the club, especially as the contours permit the road to be taken underneath the racing tracks without difficulty.

The plans indicate several places where some straightening of the present tortuous course of this stream is desirable. In the summer season, the creek is more a series of long pools than a continuous stream, and, having regard to the physical features of the valley, a straightening of of its course should present no difficulties.

While a continuous strip of park lands cannot be obtained at reasonable cost in the sections through Essendon and Brunswick, a number of useful areas could be secured. The planned open spaces along the Moonee Ponds Creek, south of Pascoe Vale-road, would increase the existing parks by 100 acres, exclusive of the area of about 30 acres near Flemington Bridge used by the City Golf Links. Beyond Pascoe Vale-road the land in the vicinity of the stream is practically all open country, and it is considered that a much larger reservation could be obtained so as to increase the total reservations along this creek to approximately 520 acres.

In addition to the treatment proposed within the area of planning, the Commission recommends that a large park be purchased in the location shown near Somerton Railway Station, which could be connected by a narrow park with the Moonee Ponds Creek reserves. It is believed that these lands, which can be purchased at reasonable cost now, would prove a very valuable asset to the metropolis and cater for large numbers of persons who desire to spend their leisure hours amid open and pretty surroundings which can be reached conveniently. The Somerton Park would have an area of 1,280 acres of picturesque country at an elevation sufficient to overlook the whole of the northern suburbs.

#### KOROROIT CREEK PARK.

The Kororoit Creek enters Port Phillip Bay about midway between Altona and Williamstown; it runs generally northerly as far as Sunshine. As will be seen from the plan, Sheet No. 5, there is practically no development along this creek which would prevent the setting aside or acquisition of a continuous strip of park lands from Sunshine to the foreshore. Williamstown Race-course lies at the southern end of the reservation, and could be retained as part of the scheme of open spaces in this locality. The total area of this reservation would be 748 acres, and the location is such that it would not only provide the areas through which it passes with adequate recreational space, but would form a complete break between industrial and residential districts as proposed in the Commission's zoning scheme.

This parkway provides for a main road on its eastern side leading direct from Sunshine to the Kororoit Creek-road and the beaches.

#### STONY CREEK PARK.

Extending north-westerly from Spotswood along the watercourse known as Stony Creek as far as Sunbury-street, Sunshine, a continuous strip of park lands should be provided, as shown on the plans, Sheets Nos. 1 and 5, with a total area of 204 acres. The road planned fringing the western side of the parkway forms a valuable link between Sunshine and Spotswood and a feeder to the important Arterial Route No. 2. The parkway reservation, as planned, is important



from a zoning point of view, as it would effectively separate a residential area from a factory area. This reservation would prove a valuable addition to the open spaces of the western suburbs, and would accommodate several cricket and football grounds.

The parkway and roadway schemes should be easily accomplished, practically without cost, by careful attention to all plans of subdivision under a Town Planning Act.

#### EASTERN FORESHORE ROADS AND PARKS.

Except for a length of 1 mile in the Municipality of Brighton, the whole of the eastern foreshore within the limits of the Commission's scheme is fringed by a foreshore road and strips of beach reserve. In the small section at Brighton the residential development encroaches on the foreshore and obstructs what would otherwise be a continuous foreshore drive. The value of the short section of new and widened street as a part of the main roads scheme was stressed in its relationship to Arterial Route No. 22 on page 88. It is recommended that the whole of the lands between this roadway and the beach should be resumed as foreshore parks, thus preserving for many miles a continuous sea-front drive of extremely great value to the metropolis.



A typical section of the Foreshore Road.

*By "Airsy."]*

#### WESTERN FORESHORE DRIVE AND PARKS.

The Commission's plans provide for the development of a continuous foreshore drive between Williamstown and Altona, which could be extended in advance of settlement. There appears little reason why such a drive could not be developed at least as far as the Point Cook aviation school.

The gradual extension of a foreshore road from Williamstown along the western shore of Port Phillip Bay will render the beaches in this sector more accessible to the large prospective population in western and north-western suburbs and provide a pleasure route which, in time, should become as popular as that fringing the eastern shore of the bay.

#### GENERAL OUTLINE OF THE PARK SYSTEM.

It will be noticed on reference to Map No. 9 that the river, creek, and foreshore improvement schemes, described in the foregoing pages, form a series of park strips mostly radiating from the centre of the metropolitan area. These large reservations along the streams, are distributed fairly uniformly throughout the metropolitan area at intervals of 2 miles.



It would be difficult indeed to plan a better distribution of large parks, and as located, there are very few parts of the metropolis which would be much more than 1 mile distant from some large open space.

The total metropolitan reservations which would be set aside under the Commission's recreational scheme embrace 26,807 acres. The proposed new creek and river reservations comprise 17,059 acres, 8,716 acres of which are outside the area of planning. This latter area includes a large reservation of 853 acres on the Merri Creek between Campbellfield and Thomastown, a larger area of 1,413 acres at Somerton, and extensive reservations totalling 6,450 acres along the Maribyrnong River extending from Keilor to Bulla and including the area south of Bulla between the Deep Creek and Macedon River. These creek and foreshore reservations, together with the proposed large park of 464 acres east of Mentone, form a regular system of readily accessible parks and parkways of the utmost value to the whole of the metropolitan area.

#### LOCAL PARKS AND CHILDREN'S PLAYGROUNDS.

Proposed open spaces to the extent of 2,851 acres not included in the reservations in the vicinity of the streams are shown on the sheet plans. Those indicated by dark-green colouring and not included in the continuous parkway reservations can be classed as local parks, suitable for children's playgrounds, and, where large enough, for junior sporting bodies.

No attempt has been made to distribute these areas according to any fixed scheme, as their location primarily depends on their being readily accessible to the people living within one-quarter of a mile of the area selected as suitable.

**The Commission considers that the municipalities would be well advised to avail themselves of any opportunities for the purchase of these small local parks for the enjoyment of its younger citizens who are unable to use the large parks in the vicinity of the streams.**

#### PARK ROADS AND DRIVES.

On page 115 of this Report, special reference was made to certain parkway roads which were incorporated as a part of the recreational scheme, but which also had a decided value as auxiliaries to the metropolitan scheme of main roads. The planning of the continuous strips of park lands along the valleys of the various streams and the roadway proposals connected therewith so dovetails into the general metropolitan street system as to offer a unique opportunity of gradually developing a series of tree-planted thoroughfares throughout the metropolitan area. The streets which it is recommended should be treated in this manner are shown coloured green on Map No. 9.

Included as parkways are all the roads fringing the river and creek valley reservations. In some cases these roads will be so valuable as traffic arteries that they will serve the dual function of main roads and parkway drives. Efforts have been made to incorporate in the parkway scheme all wide thoroughfares which are at present developed with a park-like treatment, or which are capable of such development and suitably located in regard to the general scheme.

Generally speaking, the thoroughfares included in the park scheme, as pleasure drives, are over 99 feet wide. There are, however, a few which are 66 feet wide, but which, on account of their location, are suitable for inclusion as parkway drives. Kooyong-road, for instance, is a 66-feet road which leads southerly from the proposed Yarra parks and boulevard at Heyington and crosses the existing 198-feet parkway known as Dandenong-road, the 132-feet North-road, part of which has already been developed with park-like treatment, and via Clonaig-street into the proposed 198-feet parkway of Point Nepean-road. It is believed that on the 66-feet parkway streets a 40-feet roadway, with modern kerbs, would be ample for traffic, and the street space of 13 feet on either side could be used for a 6-feet footpath and 7 feet of grass margin and suitably selected trees which would have the effect of converting the thoroughfare into a fine avenue.

The location of the proposed parkway routes is clearly shown on Map No. 9. Their purpose is evident, and a study of Map No. 9 will reveal that many varied routes can be selected which will enable the pleasure-seeker and the visitor to traverse practically all localities in the metropolitan area by passing along tree-planted thoroughfares, and through, or alongside, park lands.

Particular attention is drawn, however, to the Main Ring-road which is planned to circumscribe the metropolitan area and of sufficient width to be treated as a park-like thoroughfare. This drive would link with either Bay-road or Reserve-road, Sandringham—

both of which lead direct to the foreshore reserves and beaches—and traverse the whole of the outer suburban districts. It gives access to all the major river and creek reservations along the route, and finally joins at Sunshine the Kororoit Creek Parkway, which leads directly to the western beaches. Its total length of parkway drive is 55 miles.



Dandenong-road, Windsor.



Brighton-road, St. Kilda.

The Commission considers that a tree-planted thoroughfare across the central city area would permit the traffic from northern suburbs to reach suburbs south of the Yarra along a picturesque route. King-street is selected as suitable for such treatment, as it is unlikely to be a tram-line street. Its continuation over the River Yarra to join the proposed circus at City-road would allow it to be effectively linked with Hanna-street, 132 feet wide, and St. Kilda-road, 198 feet wide. Its northerly continuation would be around the Flagstaff Gardens and along Peel-street, 132 feet wide, to join Flemington-road and Sydney-road (both 198 feet wide) at the Haymarket Junction, thus effectively linking the northern parkway system with that south of the Yarra by a tree-planted thoroughfare passing through the City proper.

As previously stated, many of the thoroughfares included in the parkway system are existing highly-developed park-like roads. They include St. Kilda-road, Dandenong-road, Brighton-road, Flemington-road, Alexandra-parade (Collingwood), Alexandra-avenue, Queen's-parade, Sydney-road (Parkville).



The widening of certain thoroughfares, as recommended in the earlier pages, will need to be carried out before parkway development is possible. The widening of High-street and Wellington-street, St. Kilda, must precede a linking-up of St. Kilda, Brighton, and Dandenong roads and a continuation of the parkway treatment.

The improvement of other streets included in the scheme which have not reached a satisfactory stage of development can be attained gradually, and if those roads which are shown on Map No. 9 are adopted as a basis a magnificent system of parks and park-like drives will be brought into existence which will be a source of considerable pride to the metropolis, and a lasting benefit to all its citizens.

#### ACCESS THROUGH RESERVES.

In its plans for the park system the Commission has endeavoured to incorporate a series of park drives. Their location is largely determined by practical considerations, but the object has been to obtain a considerable length of roads passing through or adjacent to the large existing and proposed reservations. It frequently happens that the pleasure drives planned are so located as to assist the metropolitan street system, and in such instances they are likely to be greatly used by large volumes of traffic. **The Commission maintains that roads planned as a part of the park system will greatly increase the use of the parks and supply a form of recreation not to be found in the various other uses to which the parks are adaptable.**

#### ALIENATION OF RESERVES.

Although the greatest part of this chapter deals with the acquisition of new reserve areas, the Commission considers it necessary to make some reference to the necessity for the adoption of a policy for the preservation and retention of those reserves already existing. With regrettable frequency the question of the alienation of or interference with some part of an existing reserve comes under public notice in this metropolis. Whilst the Commission is convinced of the necessity for more and more reserves, and it yields to none in its regard for the value and sanctity of parks and playgrounds, it is forced to the conclusion that the conditions that have been created and developed without the studied comprehensive plan now laid down in this Report necessitate a more elastic policy than that of regarding every proposal for an alteration of existing conditions as alienation. In many instances, where a controversy has ranged around this matter, the cry of "Hands off the parks" has not been justified. It must be remembered that no definite parks or playgrounds scheme, based on a methodical study of the problem such as is presented with this Report, has hitherto existed, with the result that parks have not been located in accordance with any systematic plan. It must necessarily follow that variations in uses, improved access, the provision of kiosks, conveniences, plant propagating areas, &c., will become necessary. As a general rule these changes, which are merely the transfer from one existing form of public use to another, should not be regarded as alienations. Where, however, the general public are deprived of the use of any part of a reserve by the enclosure of a portion of it or the enlargement of an existing enclosed ground, the erection of a school, or the sale or leasing of reserve areas, these should all be regarded as alienation.

So far as the enlargement of existing enclosed grounds is concerned, the Commission considers that a sympathetic view-point should be taken. Subject to the enclosed ground being in an area where no undue interference is caused to neighbouring institutions or residents, it is unfair not to permit reasonable expansion of facilities in connexion with the appointments of such areas.

Before this or any other form of alienation is authorized, however, the Commission considers that the authorities controlling the revenue from such enclosed grounds should be required to hand over to the community entirely unencumbered an area at least equal in extent and value to the additional land proposed to be alienated. This replacement should be in some position where additional reserve areas are considered desirable.

It is believed that similar trouble would not arise if a Town Planning Act were in operation. Any alienation or variation would be a matter for due consideration by the Town Planning Board before any such variation could take place. The proposed variation could only be submitted to the Town Planning Board according to a defined procedure, which would include full inquiry into and public examination of the proposed amendments.



# RECREATIONAL SYSTEM

TOPOGRAPHICAL AND CANTONAL DISTRICTS

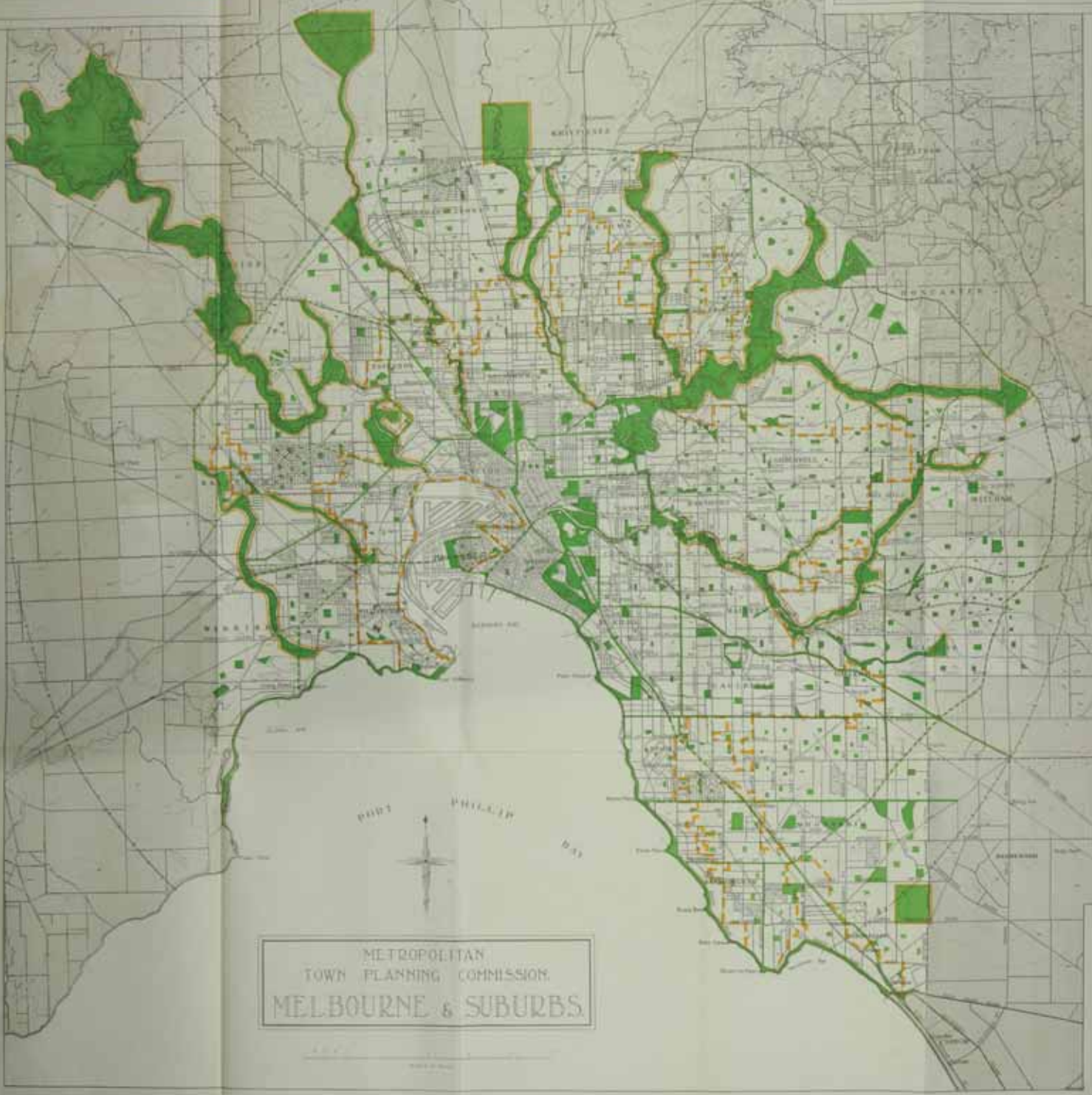
UNIMPROVED AREAS

IMPROVED AREAS

PROPOSED METROPOLITAN PARKS AND RECREATION AREAS

EXISTING METROPOLITAN PARKS AND RECREATION AREAS

PROPOSED TRUNKS OF PARKING AREAS



METROPOLITAN  
TOWN PLANNING COMMISSION  
MELBOURNE & SUBURBS



## THE ACQUISITION OF PUBLIC OPEN SPACES.

The most essential antecedent step to the acquisition of the requisite area of park lands is the preparation and adoption of a definite plan on which future purchases should be based. If this process is not followed, it is reasonable to assume that, although sufficient areas might be obtained, their location and adaptability to the various forms of recreation cannot possibly be as successful as those embodied in a preconceived plan.

The large parks outlined in the Commission's scheme comprise lands unsuitable for other forms of city development which, consequently, are likely to be acquired at a much lower price than would be paid for lands more suited for residential and business purposes.

### *Plans of Subdivision.*

Many acres of these proposed parks are liable to flooding, and would not be available for housing development. It is therefore anticipated that much of this land would be dedicated for park purposes as subdivision takes place. The Commission has good reason for this assumption, as a result of its experience of the willingness of many subdividers to conform to the proposals of the Commission and to supply a quota of their areas for reserves. In the Mulgrave Municipality alone, in a very short period and without any compulsory legislation, the Commission and the Council working jointly have secured without any cost over 30 acres of reserves out of the 34 subdivisional plans submitted. These plans cover 670 acres, so that in securing 4½ per cent. of the gross area voluntarily it is clearly demonstrated that good results can be expected with the aid of legislation.

Other subdividers doubtless would make available at a nominal cost lands unsuitable for building purposes, especially as it is generally recognized that the proximity of open spaces to new subdivisions increases the value of the land.

### *Purchases.*

The greater portion of the lands required for recreational purposes will, no doubt, have to be bought. This may be carried out by negotiation and voluntary sale by owners of land included in the park scheme, or by the compulsory acquisition and reference to arbitration in the event of the owner and authority failing to agree. If systematic purchases were made to supply the recreational areas needed to meet the demands of population in proportion to the annual increases, it would mean that an acreage constantly increasing from 150 to over 350 acres would be required each year.

If the metropolitan park lands were purchased in comparatively small portions extending over a long period of years, there is little doubt that the total amount required for their purchase would exceed very greatly that required for the acquisition of large areas well in advance of settlement. Moreover, it would be extremely difficult to bring into existence a general scheme of parks and parkways such as outlined in this Report if piecemeal purchases were resorted to.

## FINANCING THE ACQUISITION OF METROPOLITAN PARKS.

The large parks shown surrounded by a continuous orange-coloured border on Map No. 9 are considered to be of benefit to the metropolitan area as a whole, and for ease of description are referred to as "Metropolitan Parks." They include the following system of parks and parkways :—

1. Yarra Valley, including Plenty River scheme.
2. Maribyrnong River, including Rose Creek (or Spring Gully) scheme, and large park on and between Jackson's and Deep Creeks.
3. Gardiner's Creek, including the terminal part of Scotchman's Creek scheme and the parkway to Wattle Park.
4. Koonung Koonung Creek, including Bushy Creek scheme.
5. Darebin Creek.
6. Merri Creek, including the large park east of Campbellfield and the Edgar's Creek scheme.
7. Moonee Ponds Creek, including the large park near Somerton.
8. Kororoit Creek.
9. Stony Creek.
10. Large park in Shire of Moorabbin, east of Mentone.

It is considered that the cost of purchasing these large areas, which total 17,523 acres, should be borne by the metropolis as a whole, as their distribution will confer practically equal benefits on the whole of the present and future population within the area treated by the Commission.

The following table gives the area and estimated cost of acquiring the metropolitan parks outlined :—

				Acres.	Estimated Costs.
					£
River Yarra and Plenty River	..	..	..	2,052	190,820
Maribyrnong River valley	..	..	..	7,697 (a)	280,000
Rose Creek (or Spring Gully)	..	..	..	168	10,080
Gardiner's Creek valley	..	..	..	656	108,220
Parkway to Wattle Park..	..	..	..	64	16,000
Scotchman's Creek	..	..	..	81	6,480
Koonung Koonung Creek	..	..	..	876	76,020
Bushy Creek	..	..	..	40	4,000
Darebin Creek	..	..	..	745	49,260
Merri Creek	..	..	..	1,645 (c)	125,650
Edgar's Creek	..	..	..	203	13,460
Moonee Ponds Creek	..	..	..	1,887 (b)	79,630
Kororoit Creek	..	..	..	748	26,230
Stony Creek	..	..	..	197	9,850
Moorabbin Shire—large park	..	..	..	464	34,800
				17,523	1,030,500

(a) Includes 6,450 acres outside area of planning @ £175,000.

(b) Includes 1,413 acres outside area of planning @ £42,390.

(c) Includes 853 acres outside area of planning @ £25,590.

As previously stated, it is believed that considerable areas included in these large parks would be set aside for public recreation by subdividers of land if a Town Planning Act were in operation. This may considerably reduce the amount of £1,030,500 estimated as the cost of acquisition, especially as the estimates are liberal. Furthermore, much revenue could be expected from temporary leasing of acquired areas and from betterment rating, as recommended later, so that a sum well below £1,000,000 should be adequate for the creation of the metropolitan park system outlined. In the calculations which follow, however, £1,000,000 is the figure used. **The Commission considers that the whole of the lands included as metropolitan parks should be purchased well in advance of settlement, out of loan money, the payment of which should be spread over a term of years in proportion to the probable demands for park lands in each year.** The scheme outlined is sufficient for a population of over 3,000,000, which it is expected will not be reached for 40 years, and for the purposes of the finance scheme it has been calculated that the population will increase as set down in the following statement. The area of park lands which would be required for each year bears a definite relation to the calculated increase of population. A gradually increasing system of payments, as shown on the statement, would liquidate the loan in 40 years, and the payment of interest charges at 5½ per cent. throughout the term :—

Year.			Estimated Population.	Estimated Rate of Population Increase.	Requirement of Park Areas necessary to meet the Estimated Annual Increase in Population.	Amount to be Raised.
				%		£
1929	..	..	1,034,546	3	150	55,480
1930	..	..	1,665,582	3	155	55,967
1931	..	..	1,097,549	3	159	56,456
1932	..	..	1,130,475	3	164	56,951
1933	..	..	1,164,389	3	169	57,450
1934	..	..	1,199,321	3	174	57,953
1935	..	..	1,235,301	3	179	58,460
1936	..	..	1,272,360	3	185	58,972
1937	..	..	1,310,531	3	191	59,488
1938	..	..	1,349,847	3	196	60,009
1939	..	..	1,390,342	3	202	60,534
1940	..	..	1,432,052	3	208	61,064
1941	..	..	1,475,014	3	214	61,599
1942	..	..	1,519,264	3	221	62,138
1943	..	..	1,564,842	3	228	62,682
1944	..	..	1,611,787	3	235	63,231
1945	..	..	1,660,141	3	241	63,784



Year.	Estimated Population.	Estimated Rate of Population Increase.	Requirement of Park Areas necessary to meet the Estimated Annual Increases in Population.	Amount to be Raised.
		%		£
1946	1,709,945	3	249	64,342
1947	1,761,243	3	256	64,906
1948	1,814,080	3	264	65,474
1949	1,868,502	3	272	66,047
1950	1,924,557	3	280	66,625
1951	1,982,294	3	288	67,208
1952	2,041,763	3	297	67,797
1953	2,097,911	2 $\frac{3}{4}$	281	68,390
1954	2,155,603	2 $\frac{3}{4}$	288	68,989
1955	2,214,882	2 $\frac{3}{4}$	296	69,593
1956	2,275,791	2 $\frac{3}{4}$	304	70,202
1957	2,338,375	2 $\frac{3}{4}$	313	70,817
1958	2,402,680	2 $\frac{3}{4}$	322	71,437
1959	2,468,753	2 $\frac{3}{4}$	330	72,062
1960	2,536,643	2 $\frac{3}{4}$	339	72,693
1961	2,601,059	2 $\frac{1}{2}$	317	73,329
1962	2,666,085	2 $\frac{1}{2}$	325	73,971
1963	2,732,737	2 $\frac{1}{2}$	333	74,619
1964	2,801,055	2 $\frac{1}{2}$	341	75,272
1965	2,871,081	2 $\frac{1}{2}$	350	75,931
1966	2,942,858	2 $\frac{1}{2}$	359	76,595
1967	3,016,429	2 $\frac{1}{2}$	368	77,266
1968	3,076,758	2	302	77,943

The foregoing proposal is submitted as a basis of a system of repayments which, with necessary modifications, is regarded as equitable and practicable. The first yearly contribution under the scheme would be £55,480, which is equivalent to a rate of  $\cdot 67$  of a penny in the £1 of present annual rateable value of property in the area of planning. The final contribution would be £77,943, which is an increase of 40 per cent. over the payments in the first year. As, however, metropolitan property has doubled its value in the past seven years, it is obvious that, if the rate of valuation increases at a greater rate than the annual repayments, a rate of less than  $\cdot 67d.$  in the £1 would provide sufficient funds to meet the contribution in each year. On the other hand, although property valuations have increased 100 per cent. in the past seven years, the valuations within the area of planning would have to increase only 40 per cent. in 40 years to preserve a uniform rate of  $\cdot 67d.$  in the £1.

#### *Alternative Loan Methods and Terms.*

It may be suggested that the repayment of moneys borrowed for such a permanent asset as park lands should be spread over a longer period than 40 years. The following methods of equal annual repayments for a similar loan at a corresponding rate of interest are supplied in respect of 40-year and 60-year periods:—

##### *(a) 40 years—*

Amount of Loan.	Rate of Interest.	Each Annual Repayment.	Total Sum Repaid—Principal and Interest.
£1,000,000	5 $\frac{1}{2}$ per cent. .. ..	£62,321	£2,492,840

This scheme would involve a rate of  $\cdot 76d.$  in the £1 on present annual valuations, and the amount of rate would decrease as valuations increased.

##### *(b) 60 years—*

Amount of Loan.	Rate of Interest.	Each Annual Repayment.	Total Sum Repaid—Principal and Interest.
£1,000,000	5 $\frac{1}{2}$ per cent. .. ..	£57,307	£3,438,424

This proposal would involve a rate of  $\cdot 7d.$  in the £1 on present annual valuations, and the amount of rate would decrease as valuations increased.

The Municipal Conference convened by the Footscray Council in 1927 passed a resolution in favour of a 60-years' loan. The Commission's scheme, however, is based upon an assumption that the proposed provision will be fully used in 40 years' time when the population exceeds 3,000,000, after which further provision would have to be made. Therefore the people in the period between 40 and 60 years ahead would not only have to meet the extra total outlay of £945,584 in respect of the 60-years' programme, but they would also have to meet the cost of the extra reserves then necessary for the additional population. This, of course, is on the assumption that the present estimates of the rate of increases in population are reasonably accurate.

#### *Leasing of Purchased Lands.*

During the period between the time of purchasing these lands and that when any particular section had to be made available for recreational purposes, they could be leased and used for the various agricultural, grazing, or market gardening purposes, and thus return a considerable sum to the authority charged with their administration. It is expected that the revenue raised by leasing the areas not required for immediate use would be sufficient to pay for a systematic scheme of tree-planting and general improvement.

#### *Betterment Rating.*

It is reasonable that the people living in the vicinity of those areas where property is enhanced in value on account of the proximity of the well-developed park lands should contribute to the work causing the enhancement.

#### *Contributions by Sporting Bodies.*

Some of the enclosed grounds in the metropolis have been Crown grants, and many have been provided by various public authorities. The racing, cricket, football, and other clubs possessing the rights over these grounds have reaped considerable revenues from admittance fees and in other ways.

These clubs should contribute a quota of their revenue towards the costs of acquisition and maintenance of the new areas. Occasionally, suggestions of this nature have been made, as illustrated by the reported statement of the Treasurer of the Victorian Cricket Association recently at a meeting of that body:—

“If it were not for the patronage we receive from the public, visits of English cricket teams would not be possible, and large profits would not accrue to the Association. We should recognize public support by doing something for the benefit of the people. The Association should devote portions of its profits to the purchase of land in the metropolitan area for recreation.”—Mr. E. E. Bean, on 10th June, 1929.

#### *Properties secured by “Adverse Possession.”*

It frequently happens that claims are made for titles to land within the metropolitan area by what is generally known as “adverse possession.” The land which is subject to such claim has been occupied by persons other than the registered owner for a definite period, and any debts chargeable to the land have been defrayed by the occupier for a specified period of years. In the absence of objection from the registered owner, who may be dead or for various reasons has taken no interest in the land, an application may be successfully made by the occupier to gain title to the land.

It is considered that land relinquished by the registered owner or the proceeds from the sale thereof should become the property of the municipality for the purpose of supplementing the area of park lands.

#### *Municipal Rates Recovery Act Lands.*

Where municipal rates have remained unpaid on lands for a certain length of time, the municipality is empowered, after following a defined procedure, under the Municipal Rates Recovery Act, to sell the lands to recover the outstanding liabilities. The revenue derived from the sale, after deducting the outstanding moneys due to the municipality in connexion with the rates and the costs of the sale is paid into consolidated revenue. The Commission recommends that where any such lands are suitably located for reserves they should be retained by the municipality for that purpose, and in other cases the revenue derived from their sale should be utilized in the purchase of other reserves.



### *The Acquisition of Local Parks.*

In addition to the metropolitan parks which it is claimed will benefit the metropolis as a whole, the Commission has planned local parks. The total area of such parks, which are distributed throughout the metropolis, and which are shown on the various sheet plans, is 2,851 acres. The allocation of these parks is more liberal in the outer areas, where relatively cheap land is available, while in the more densely-peopled inner suburbs small areas for children's playgrounds are, for practical and financial considerations, all that have been recommended.

The acquisition of the metropolitan reserves is a matter for a central metropolitan authority, but local parks should be acquired by the municipalities and financed by local assessments.

### THE ECONOMIC ASPECT.

There will doubtless be a desire to postpone any scheme of wholesale purchases of land for reserves on the score of financial stringency, and discussion as to the wisdom of the expenditure of such a large sum of money on so-called unproductive works. There will be the usual plea that enabling legislation is difficult to secure. Such reasons are always advanced, and a word to emphasize the economic aspect of open spaces may not, therefore, be out of place.

Mr. G. L. Pepler, Chief Inspector of Town Planning to the British Ministry of Health, writing in the *Town Planning Review* in November, 1926, said—

“There is no need to reiterate the advantages of open spaces to health, and it is obvious that the productive capacity of a person of vigorous mind and physique must be greater than that of a flabby individual who has no opportunity for reinvigoration in the open air. Good health is not a negative condition; it does not consist in merely being free from illness. It is positive, and represents a state of alert fitness.

Even were it only negative, consider the public money now spent on hospitals, asylums, and prisons, and the productive capacity of the men and women in charge wasted, day by day, on ameliorative measures for the benefit of the unfit. Consider the loss in productive energy that results from the inability of so many of the national crew to pull their own weight; on the contrary, they are dead weight that has to be carried. Consider also what crime costs the country and reflect that much of it is merely misdirected energy, for which the cramped surroundings of so many homes provide no healthy outlet.

Prevention is not only better, it is much cheaper than cure, and on economic grounds, therefore, the provision of playing fields is a necessity.”

The working time lost by people because of the lack of stimulating outdoor recreation is also a serious concern to industry and to the State. Many of the larger business and industrial houses have recognized this in some tangible way. In view of the strong competition, it is obvious that business houses would not provide facilities for recreation for their employees unless it returned a dividend. If it is good for industry, it must also be good for the State to ensure that adequate recreational facilities are provided.

Every time a youth is attracted from a street corner or a rendezvous of mischief in order to participate in manly sport, the reclamation is a saving to the community. Every phase of the nation's prosperity depends in the first instance upon the health and strength of the people.

Many statistics could be quoted to substantiate these claims were it considered necessary to labour the subject. Suffice it to remember the high percentage of unfit men who were rejected or found unsuited for service during the Great War.

Another aspect of the economic value of parks is the enhancement given to land and property values by the existence of such reserves, as referred to elsewhere.

The foregoing chapter describes the recreational problem of the metropolis, and sets down a definite solution of it. Briefly stated, it means that recreational space sufficient for a population exceeding 3,000,000, can be obtained in accordance with a definite plan of development for a rate of  $\cdot 67d.$  in the £1 of the present rateable value of property in the area served by the scheme. There is little doubt that this rate would be a decreasing one, owing to the rapid rise in valuations. When the benefits that would accrue from the achievement of such a scheme of open spaces are considered in relation to the extremely low and widely distributed cost of their acquisition, it should prove of the greatest satisfaction to legislators, municipal councillors, and the public generally. The provision of adequate and correctly located park areas has presented a problem to responsible bodies for so long that it has become acute. It is gratifying to the Commission to point out that the difficulty can be overcome so readily if a united effort is made along proper lines.

The Commission commends with confidence this chapter and the recreation scheme generally to all those in authority. It hopes that the proposals will be put in hand immediately—the urgency for action was never greater than at this moment.



View in the Zoological Gardens.