

tendencies would be even more marked in the District Business Centres. Therefore the residential needs would not be great, and most of the space would be available for commercial use.

The development of these centres is so important in the future development of Melbourne that a brief discussion of each of the sites selected and provided for in the planning scheme is desirable.

#### *Western District Centre*

It is clear from the surveys that the inhabitants of the western suburbs make less use of the central business area than do those of other districts. Only about 9 per cent. of western suburban workers are employed in the central area, and, despite the relatively small population of the western suburbs, Footscray is one of the largest centres of retail trade outside the city area. This indicates that the people of the western suburbs obtain a large proportion of their needs locally. The existing popularity of Footscray and its location at the junction of the two suburban railway lines serving the western suburbs makes it most suitable for a District Business Centre.

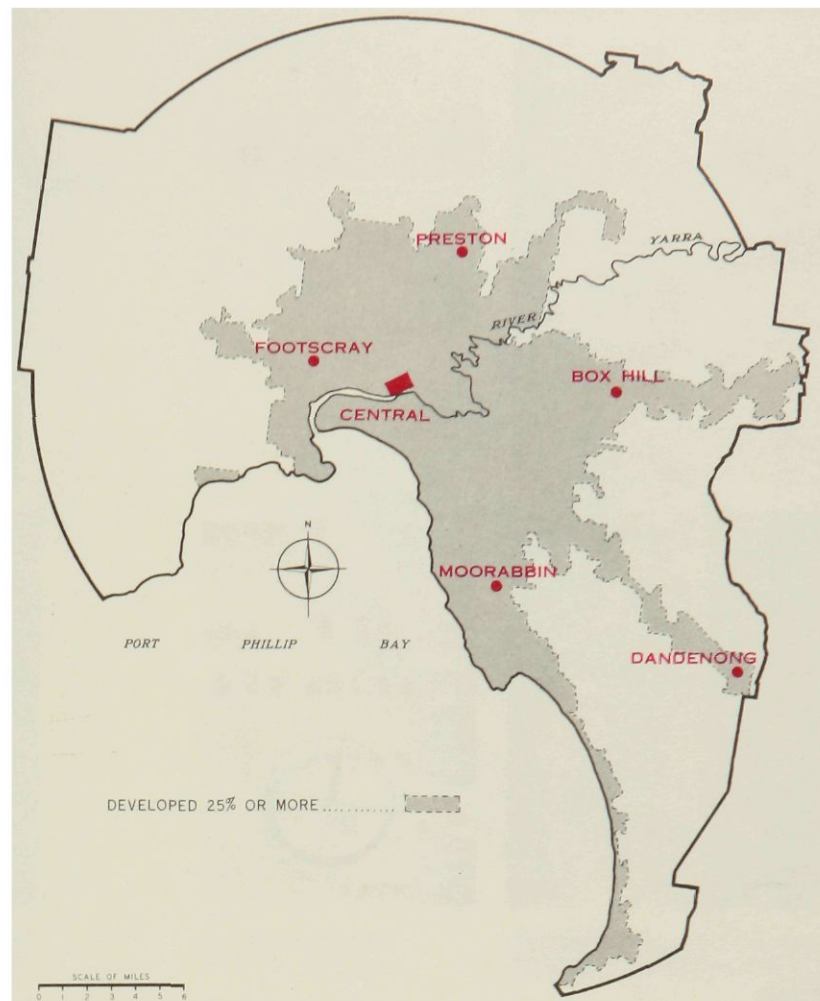
However, as a shopping centre of major importance, it has at present one very serious drawback. The main road routes linking the central city area and the eastern and southern suburbs with the western suburbs converge on the centre. The proposed road system discussed later in this report is designed to remove this disability by diverting through traffic.

Although car ownership in the western suburbs is much lower than in other districts, the parking of cars during busy periods is already a problem in Footscray. With through traffic diverted from the centre and the provision of reasonable facilities for parking, Footscray would be so greatly improved as a shopping centre that with increasing population and industrial expansion in the district its business activity would expand, and the foundation would be laid for establishing those other community activities necessary for its development into a large district centre.

The extra space needed for the suggested improvements can be obtained by including within the commercial zone certain of the adjoining residential areas in Paisley, Albert and Byron Streets. By the use of a substantial proportion of these areas for parking purposes, by converting to the same purpose some of the internal portions of blocks in the triangle bounded by Nicholson, Barkly and Irving Streets, where existing buildings are of poor standard, and by connecting these parking areas with the existing shopping streets by shopping arcades, this centre could be made much more effective and more virile without any major alteration of the existing commercial establishments.

#### *Northern District Centre*

This site near Preston railway station has been chosen as the northern district centre because of its favourable location geographically in relation to surrounding residential areas,



10 LOCATION OF  
PROPOSED DISTRICT BUSINESS CENTRES

to the railway line and to proposed road routes, and because of the physical opportunities which exist for progressive development. The commercial area would adjoin the existing municipal centre, which is an added advantage.

The area which has been included in the commercial zone includes an extensive piece of land used as a timber yard and two tanneries. None of these uses is compatible with the present development of the district, and ultimately they should be moved to more suitable locations. The enhancement of land values which would occur with the development of a major commercial centre would provide an inducement for this to take place. To demonstrate the possibilities, diagram 11 shows, by comparison with the existing conditions, one way in which this area could, by stage development, be made into an attractive and convenient centre.

#### *Eastern District Centre*

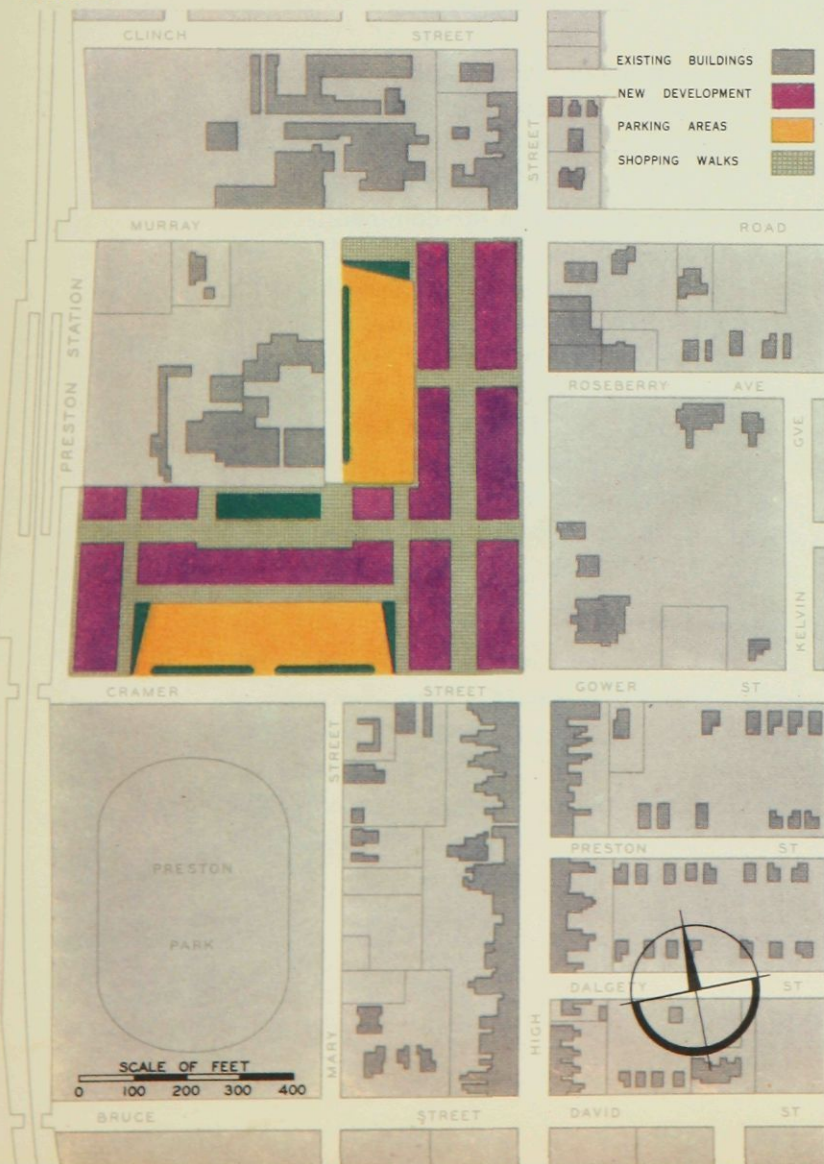
The existing Box Hill shopping centre was selected as the site for the eastern District Business Centre for several reasons. Its development over recent years has demonstrated its potentialities for further growth. Its location in the vicinity of the Box Hill railway station, which is also the terminal of several bus routes, gives it a wide sphere of



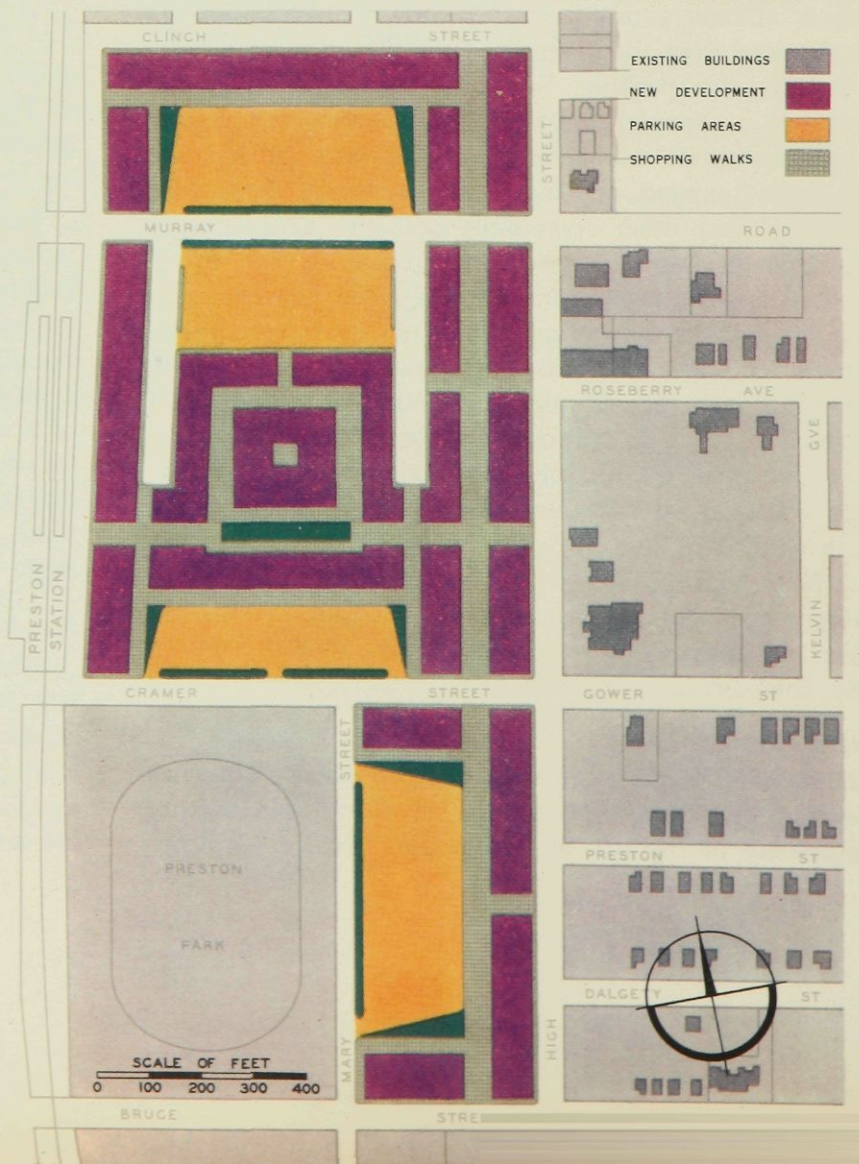


## 11 PRESTON DISTRICT CENTRE

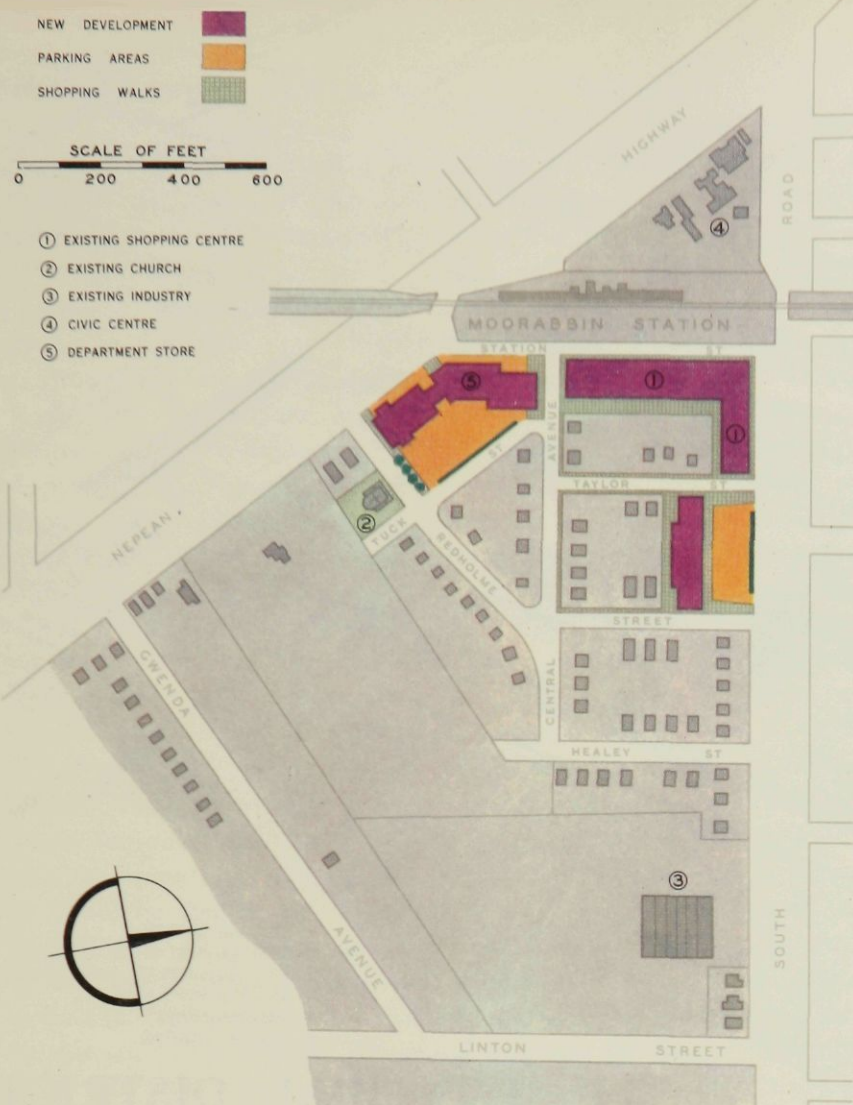
**STAGE 2**



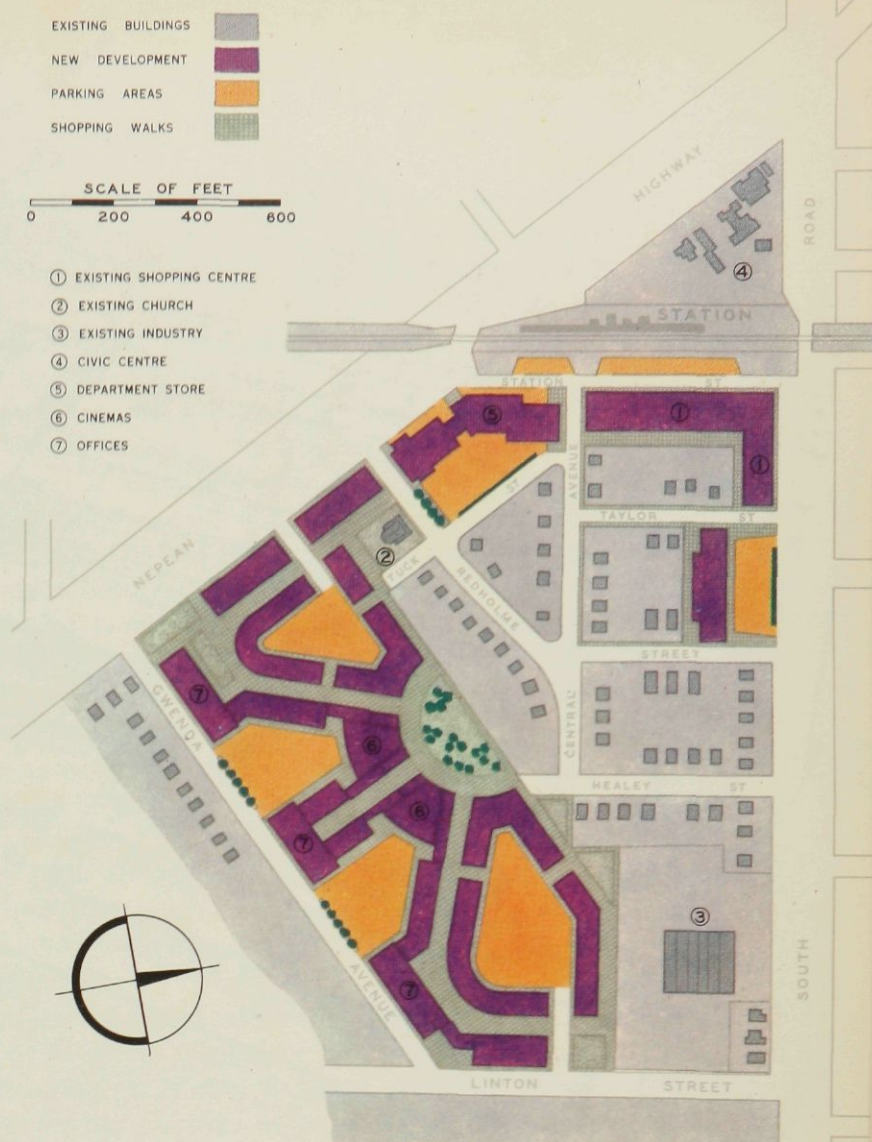
**FINAL DEVELOPMENT**







STAGE 1



STAGE 2

## 12 MOORABBIN DISTRICT CENTRE

STAGE 3



FINAL DEVELOPMENT

