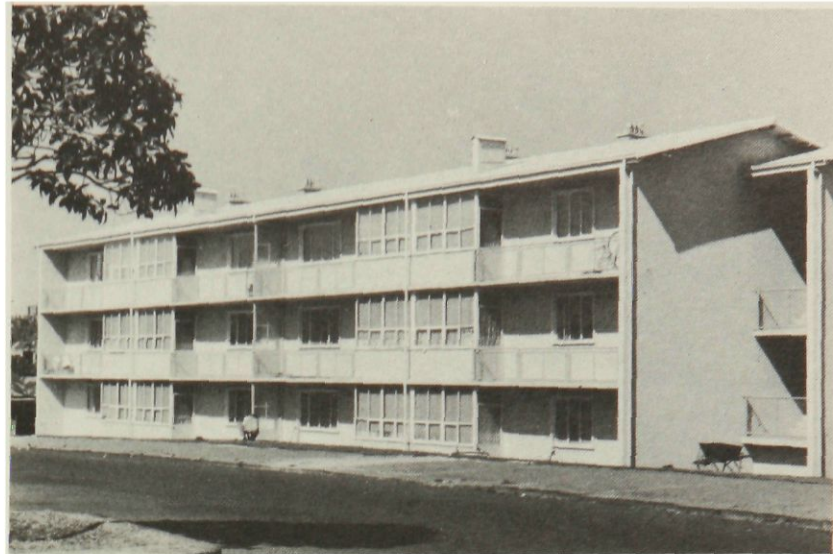
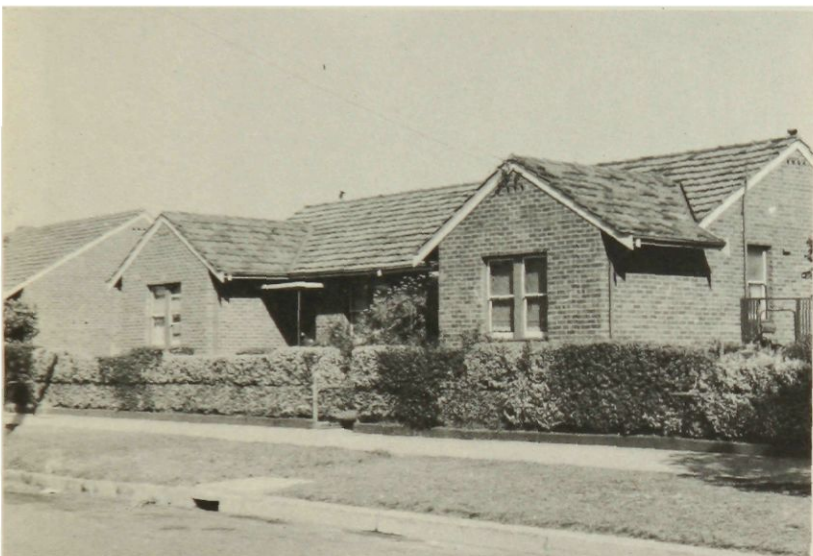




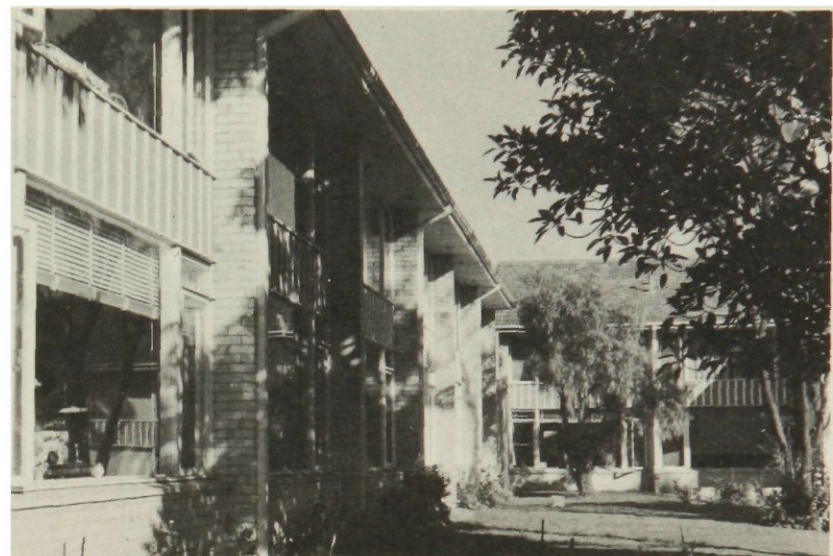
DETACHED



WALK-UP FLATS



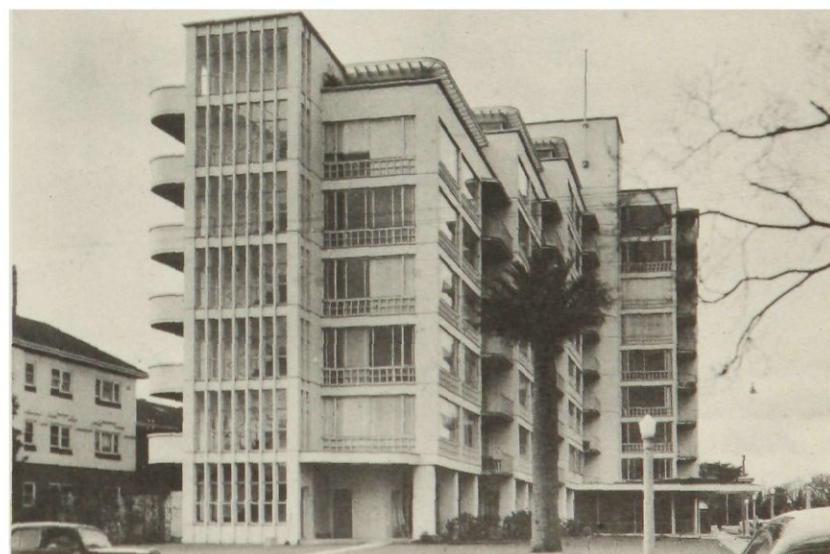
SEMI-DETACHED



ROW HOUSING



MAISONNETTES

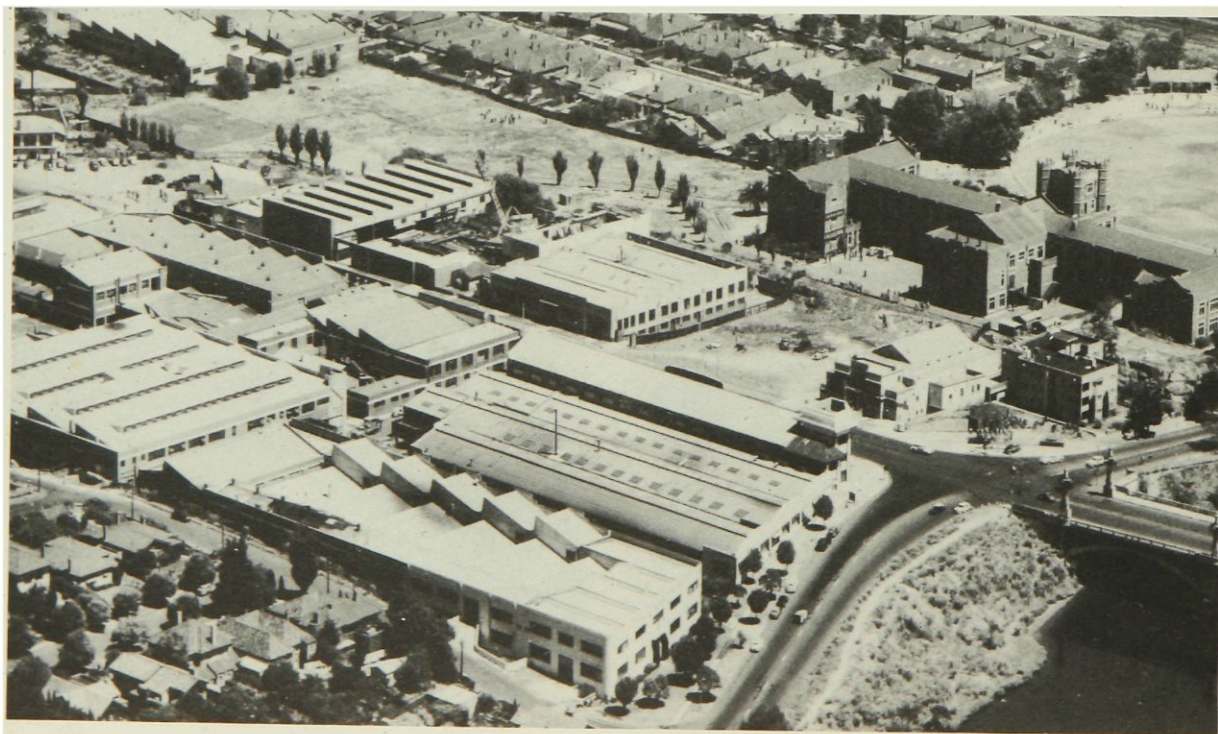
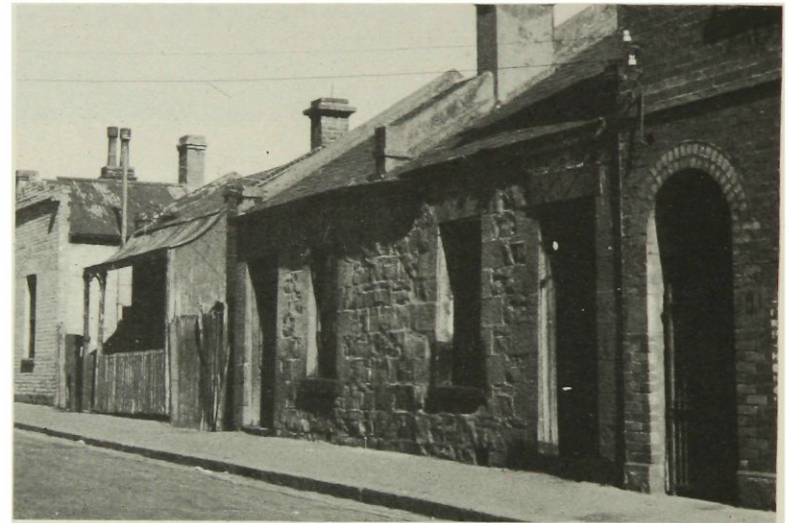


ELEVATOR FLATS

"Type of dwelling that form the basis of residential areas"



"The inner suburbs are characterised by housing . . . approaching the end of its useful life"



"Encroachment of . . . non residential uses"

likely in the future to live in flats, and what density of population should be encouraged on the land on which these flats are built. From the studies which have been made, it is considered reasonable and adequate to assume that a maximum of 15 per cent. of the future families will choose to live in flats. Not all of these will want elevator flats. Many will continue to favour the smaller types of two storey flat and maisonettes, which are found interspersed throughout the residential suburbs of Melbourne and which merge satisfactorily into the normal pattern of residential development.

THE PROBLEM OF THE INNER SUBURBAN AREAS

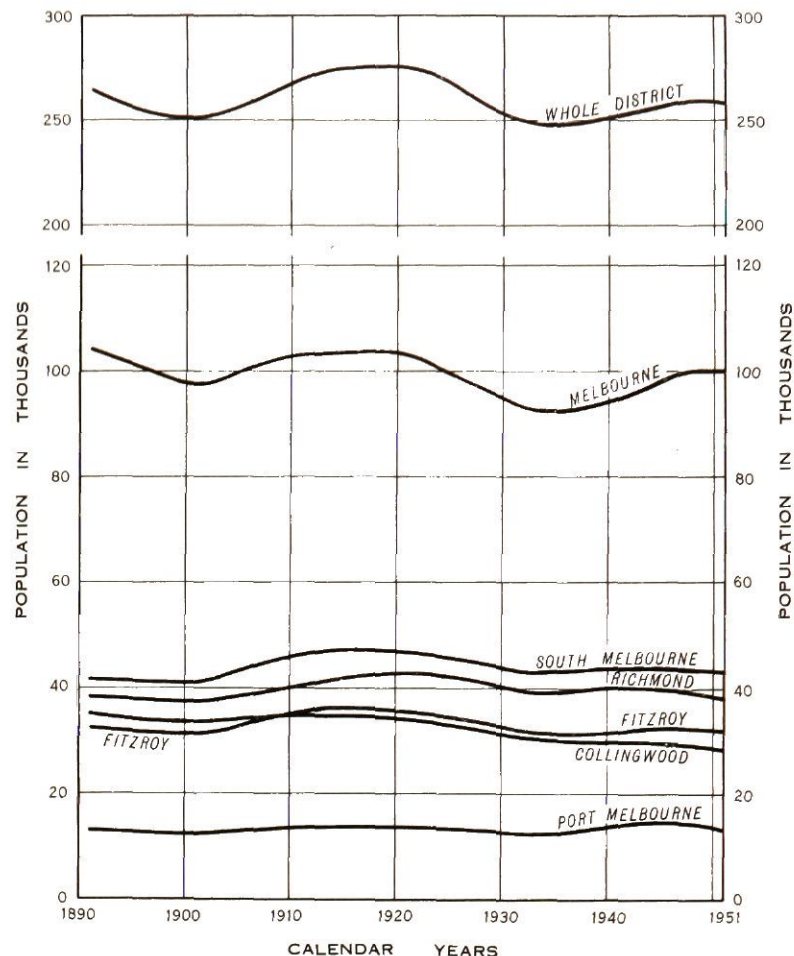
Originally developed as residential areas in accordance with the standards of the middle of last century, the inner suburbs are characterised by housing which has reached or is rapidly approaching the end of its useful life. Many dwellings are built on allotments which in size fall far short of present-day minimum standards. These create a problem of replacement which can be satisfactorily solved only by resumption by a public authority and subsequent amalgamation and re-subdivision. The street pattern in many sections does not make for good living conditions, and generally, judged by modern standards, the areas are lacking in public amenities. Because of their central location and the condition of the housing, there has been a gradual encroachment of industry and other non-residential uses into these areas with the result that many places now reveal very mixed development. Their gradual deterioration has made them increasingly unattractive, and it is not surprising to find that over the years the residential population of this central district has tended to decline, as shown in diagram 4.

Surveys show that nearly 60 per cent. of all employment is located within these inner suburbs, and that most people want to live within thirty minutes' travelling time of their work. But the surveys also show that the highest proportion of households wanting to move to some other metropolitan location now live in these suburbs.

As the city has spread outwards it has become increasingly difficult for central area workers to reside near their work, and it will continue to be so unless positive steps are taken to ensure that more workers can be properly housed nearer the centre. Although the planning scheme includes provisions designed to bring about a better distribution of employment throughout the urban area, nevertheless, as the city grows, the total volume of employment within this central district will increase.

The problem then is how best to re-develop the inner suburbs so that living conditions can be improved, that the present residential trend away from these areas may be reversed, and people who desire to live in the area will be able to enjoy the double advantage of being near their work and living in pleasant and healthful surroundings.

Poor housing, congestion and squalor have existed in towns in varying degrees from earliest times. It was not until late in the 19th century that the social conscience of



4 POPULATION CHANGES IN THE
CENTRAL DISTRICT

civilised countries was aroused to protest against such conditions, and it was not until the 20th century that central and local governments accepted some degree of responsibility for measures of amelioration and for providing proper housing for those people who were economically unable to do so for themselves.

Over the last twenty-five years, three different expert bodies have drawn attention to the problem which exists in Melbourne. First, the Metropolitan Town Planning Commission, in its report of 1929, after emphasising the relationship between housing and town planning, drew attention to the causes of the poor housing conditions and made recommendations for their amelioration.

Then in 1936 the Housing Investigation and Slum Abolition Board was appointed to investigate this specific problem. It examined hundreds of miles of Melbourne's streets containing over 80,000 dwellings, of which more than 7,000 were inspected in detail. Of this latter number most were found to be in a bad state of repair, without sufficient ventilation and adequate facilities, or were overcrowded and vermin infected. The fact that 7,000 dwellings were deemed worthy of close scrutiny indicates that all in some degree were well below contemporary housing requirements. Assuming an average of four persons per household, this