

Contents

FOREWORD by the Chairman of the Board	page vii
LIST OF TABLES	xii
LIST OF MAPS AND DIAGRAMS	xiii
LIST OF PHOTOGRAPHS	xv
PLANNING ORGANISATION	xviii
INTRODUCTION	1
SUMMARY	3
CHAPTER 1 THE BOARD'S TASK	13
The Need for Planning	13
The Scope of the Planning Scheme	15
Major Problems of Civic Development	16
The Purpose and Limitations of Planning	18
CHAPTER 2 THE SIZE OF THE FUTURE CITY	21
CHAPTER 3 DECENTRALISATION AND CIVIL DEFENCE	27
The Dominance of the City	27
The Problem of Civil Defence	28
Satellite Towns	29
Decentralisation within the Metropolitan Area	30
CHAPTER 4 HOUSING, REDEVELOPMENT AND LAND SUBDIVISION	33
Housing and the Planning Scheme	33
The Type of Home	33
The Problem of the Inner Suburban Areas	37
Redevelopment	38
Land Subdivision	39
The Location of Future Residential Areas	40
The Distribution of the Population	41
Residential Zones	41
CHAPTER 5 INDUSTRY AND ITS NEEDS	45
Land Requirements of Industry	45
The Location of Industry	46
Industrial Zoning	48

Contents

CHAPTER 6	DISTRICT BUSINESS CENTRES	<i>page</i> 53
	Western District Centre	55
	Northern District Centre	55
	Eastern District Centre	55
	Southern District Centre	58
	South-eastern District Centre	59
CHAPTER 7	SUBURBAN SHOPPING	61
CHAPTER 8	EDUCATION AND CULTURE	69
	Schools	69
	The University and its Environs	73
	Cultural Facilities	75
CHAPTER 9	OPEN SPACE AND RECREATION	77
CHAPTER 10	OTHER COMMUNITY SERVICES	83
	Hospitals	83
	Markets	83
	Cemeteries	85
	Public Utility Services	87
CHAPTER 11	THE ROAD COMMUNICATION SYSTEM	89
	Road Transport Generally	89
	Traffic and Road Capacities	91
	Principles in Planning the Future Road System	91
	Location and Design of the Arterial Road System	93
	Features of the Proposed Arterial Road System	94
	Effect of the Arterial Road System	101
	Secondary Road System	103
CHAPTER 12	PUBLIC TRANSPORT	105
	General Considerations	105
	Tramways and Motor Buses	106
	Suburban Railways	109
	Airways	111
	Port Facilities	113
	Road Transport Terminals	114

Contents

CHAPTER 13	THE CENTRAL BUSINESS AREA	<i>page</i> 115
	Road Traffic and City Outlets	115
	Parking of Motor Vehicles	117
	Pedestrian Traffic	120
	Open Space in the Central Area	121
	Zoning in the Central Area	121
	A Civic Focal Point	123
CHAPTER 14	COST AND IMPLEMENTATION	127
	The Planning Scheme	127
	The Cost of the Planning Scheme	128
	Future Works of Civic Development	129
	Administration of the Planning Scheme	130
	Conclusion	131
	APPENDICES	
	I Density Definitions	133
	II Statistical Comparison of Existing Conditions and Planning Proposals	134
	III Suggested Zoning in the Shires of Berwick and Cranbourne	135
	IV Estimated Cost	136

Planning Scheme Maps and the Ordinance are included in the envelope on the back cover

Tables

<i>Chapter 4</i>	HOUSING, REDEVELOPMENT AND LAND SUBDIVISION	
	1 Residential Densities for different types of Housing	<i>page</i> 34
<i>Chapter 5</i>	INDUSTRY AND ITS NEEDS	
	2 Percentage of Total Industrial Employment in Statistical Districts	48
<i>Chapter 6</i>	DISTRICT BUSINESS CENTRES	
	3 Estimated Population in Zones of Influence of District Centres	54
<i>Chapter 7</i>	SUBURBAN SHOPPING	
	4 Size of Suburban Shopping Centre	61
	5 Minimum Standards for Car Parking in Suburban Shopping Centres	65
<i>Chapter 8</i>	EDUCATION AND CULTURE	
	6 Estimated Requirements for State Secondary Schools	72
<i>Chapter 11</i>	THE ROAD COMMUNICATION SYSTEM	
	7 Total Vehicular Trips across boundaries of Central Business Area in twelve hours	91
	8 Widths of Road Reservations	96
<i>Chapter 13</i>	THE CENTRAL BUSINESS AREA	
	9 Sources of Central Area Road Traffic	116
	10 Floor Use in Central Business Area	122

Maps and Diagrams

<i>Chapter 1</i>	THE BOARD'S TASK	
	1 Municipal and Statistical Districts	page 17
<i>Chapter 3</i>	DECENTRALISATION AND CIVIC DEFENCE	
	2 Proportion of Victorian Population living in Melbourne	28
	3 Melbourne and nearby Communities	30
<i>Chapter 5</i>	INDUSTRY AND ITS NEEDS	
	4 Population changes in the Central District	37
	5 Population — Existing Density Pattern	42
	6 Population — Planned Density Pattern	43
	7 Population — Past Trends and Planned Distribution	44
	8 Industry — Principal Existing and Future Industrial Areas	49
<i>Chapter 6</i>	DISTRICT BUSINESS CENTRES	
	9 Use of Motor Vehicles in United States and Victoria	54
	10 Location of Proposed District Business Centres	55
	11 Preston District Centre	56
	12 Moorabbin District Centre	57
	13 Box Hill District Centre	58
<i>Chapter 7</i>	SUBURBAN SHOPPING	
	14 Examples of Replanning Possibilities in Suburban Shopping Centres	66
<i>Chapter 8</i>	EDUCATION AND CULTURE	
	15 Schools — Existing and Proposed State Primary School Sites	70
	16 Schools — Existing and Proposed State Secondary School Sites	71
	17 The University and its Environs	73
	18 Cultural Amenities	74
<i>Chapter 9</i>	OPEN SPACE AND RECREATION	
	19 Distribution of Open Space	78
	20 Open Space — Principal Existing and Proposed Reservations	79
<i>Chapter 10</i>	OTHER COMMUNITY SERVICES	
	21 Public Hospitals — Existing and Proposed	84
	22 Derrimut Stock Saleyards and Adjacent Zones	85

Maps and Diagrams

<i>Chapter 11</i>	THE ROAD COMMUNICATION SYSTEM	
23	Typical Road Intersections	<i>page</i> 90
24	Principal Traffic Movements, 1951	92
25	Estimated Future Traffic Movements	93
26	Typical Cross Sections for Arterial Roads	95
27	Proposed Arterial Road System	97
28	City Ring Road and Central Area Access Routes	98
29	Possible Development at St. Kilda Junction	102
<i>Chapter 12</i>	PUBLIC TRANSPORT	
30	Movement of Workers	107
31	Present Railway and Tramway Catchment Areas	108
32	Future Railway and Tramway Catchment Areas	108
33	Walking Times in Central Area	110
34	Port Proposals and Fishermen's Bend Railway Extensions	113
<i>Chapter 13</i>	THE CENTRAL BUSINESS AREA	
35	Possible Development in vicinity of Princes Bridge	118
36	Redevelopment near Law Courts	121
37	Central Business Area	123
38	Civic Centre	124
<i>Appendix III</i>		
39	Suggested Zoning in Shires of Berwick and Cranbourne	135

Photographs

	"The village . . . grew into the city"	<i>Frontispiece</i>
<i>Chapter 1</i>	THE BOARD'S TASK	
	"Melbourne is a gracious city. Its centre is characterised by broad streets"	page 14
	"Well-tended spacious parks encompass the centre"	15
	"Low-density development"	18
<i>Chapter 2</i>	THE SIZE OF THE FUTURE CITY	
	"This sporadic growth on the outskirts of the city"	23
	"Putting out of production more and more food producing areas"	23
	"The vision of earlier administrators has secured for the city extensive watersheds"	24
	"A rural zone surrounding the urban area"	24
<i>Chapter 3</i>	DECENTRALISATION AND CIVIC DEFENCE	
	"We find Melbourne . . . the centre of import and export"	29
	"Flinders Street Station . . . from which they emerge . . . at the rate of over one thousand a minute"	32
	"Contemporary factory design which demands space not available in central location"	32
<i>Chapter 4</i>	HOUSING, REDEVELOPMENT AND LAND SUBDIVISION	
	"Types of dwellings that form the basis of residential areas"	35
	"The inner suburbs are characterised by housing . . . approaching the end of its useful life"	36
	"Encroachment of . . . non-residential uses"	36
	"The subdivision in the past of vast areas . . . into a . . . rectangular grid pattern"	39
<i>Chapter 5</i>	INDUSTRY AND ITS NEEDS	
	"Architectural planning . . . has advanced enormously"	46
	"Shipbuilding . . . tied to the waterfront"	47
	"Fishermen's Bend . . . still undeveloped"	51
	"Industries which handle . . . raw materials in bulk"	51
<i>Chapter 6</i>	DISTRICT BUSINESS CENTRES	
	Modern American shopping centre, Framingham, near Boston, Mass.	60
<i>Chapter 7</i>	SUBURBAN SHOPPING	
	"It is the housewife on whom falls most of the burden of shopping"	63
	"The formidable problem . . . of accommodation for parked cars"	64-65

Photographs

<i>Chapter 8</i>	EDUCATION AND CULTURE	
	"Schools located on inadequate sites"	page 74
	"Good buildings well-equipped and with ample playground"	74
	"The university and its environs"	75
<i>Chapter 9</i>	OPEN SPACE AND RECREATION	
	"Ornamental . . . parks . . . for rest and relaxation"	80
	"Other open spaces . . . left . . . in their natural state"	80
	"The foreshore at St. Kilda"	81
	"Open space . . . for sporting purposes"	81
	"Participants and spectators"	81
	"Children's playgrounds"	81
<i>Chapter 10</i>	OTHER COMMUNITY SERVICES	
	Royal Melbourne Hospital	86
	Queen Victoria Market	86
	Newmarket Stock Saleyards and Council Abattoirs	86
	"Droving of livestock through the streets . . . is objectionable"	88
	Recreational area on a reclaimed quarry site	88
<i>Chapter 11</i>	THE ROAD COMMUNICATION SYSTEM	
	Modern road practice — American examples of urban roads	100
	"Traffic over Spencer Street Bridge is about 32,000 vehicles in 12 hours"	101
	"Route 23 follows Dandenong Road . . . already 198 feet wide"	101
	St. Kilda Road — the commencement of Route 27	101
<i>Chapter 12</i>	PUBLIC TRANSPORT	
	A typical Flinders Street platform scene at peak hours	109
	Melbourne Airport	114
	Victoria Dock and River Berths	114
<i>Chapter 13</i>	THE CENTRAL BUSINESS AREA	
	The Central Business Area	117
	"Pedestrian traffic"	120
	Princes Bridge — A southern outlet	122

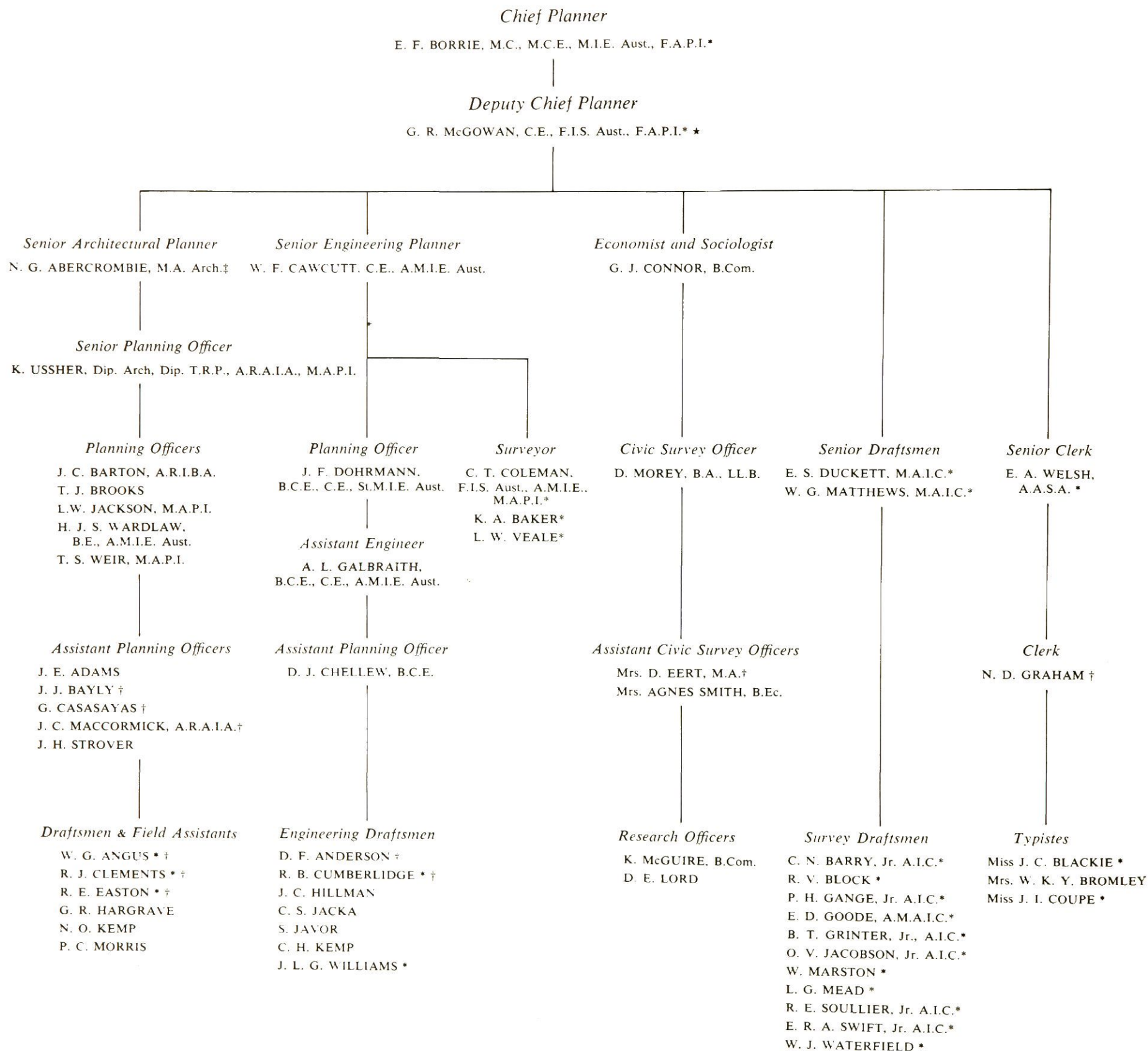
Acknowledgments

Acknowledgment is made to the undermentioned public bodies, companies, association and individuals for the use of photographs in this report.

Department of the Interior, News and Information Service; Department of Civil Aviation; Melbourne Harbour Trust; Victorian Railways; Playgrounds Association of Victoria; Commonwealth Fertilisers and Chemicals Ltd.; Herald and Weekly Times Ltd.; International Harvester Co. of Australia Pty. Ltd.; Messrs. Ketchum, Gina and Sharp, New York.

Photographs taken especially for this report are by Messrs. C. D. Pratt, Dacre Stubbs and R. C. Seeger.

PLANNING ORGANISATION



Board's Solicitor C. G. HOOPER, B.A., LL.B.
 Consulting Valuer A. S. MURRAY, F.C.I.V.
 Public Relations Consultants JOHN and ESTA HANDFIELD
 Layout Consultant N. P. QUAINANCE

* Permanent officer.

‡ Part time appointment.

† Less than 12 months' service.

★ From 1st August, 1950, to 1st April, 1952, Mr. McGowan combined those duties together with those of his permanent position as Chief Surveyor.

The above chart shows all staff whose service exceeded six months. The average staff over the period was 33.