





EFFECTIVE city planning has been almost unknown in Melbourne for at least 30 or

For the ordinary Melburnian 40 years. that means our city has been progressively destroyed. It no longer contains the attraction and

charm it once had. To the city retailer - ever ready to adapt to new circumstances - it means expensive expansion into the suburbs to chase the customers who no

longer visit the city. truth - well, quarter-truth - of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make big-

ger and better profits. As a result, the city has reaped more rates, which increase at a similar ratio to the size of each

So our planning body, Melnew building. bourne City Council, is also a beneficiary of its laissez-faire approach to new development. wo committees, Strategy

An empty, useless city centre

ARCHITECTURE Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Jaquelin Robertson spoke about his experiences as city planner for New York City.

His problems were like ours, only magnified by the size of that biggest apple, but there the comparison ends. His depart-

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartment housing into new office develop-

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping plazas and under-street arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal bitumen in Bourke Street.

Melbourne's heritage of northsouth lanes and arcades - for example, the Block and the new City Square arcade - should set the pattern of future develop-

Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts "for the public use".

Having almost succeeded in castrating the Strategy Plan, we should not pin too many hopes

on the existing system. The lessons from New York The Age c. 1980



Vision

'To develop a 24 hour city that looked and felt like

Melbourne'

Repurposing our Cities

- 1 Local Character
- 2 Density
- 3 Mixed Use
- 4 High quality public realm
- 5 Connectivity
- 6 Public participation
- 7 Integrated Action
- 8 Adaptability

Economic vitality, social cohesion and Sustainability.

10 steps that Transformed Central Melbourne

- 1. Local Character Don't copy others be yourself. Laneways.
- 2. Mixed Use, Density and Activation Residential population
- 3. High Quality Public realm Streets for people
- 4. Connectivity, Active Movement Grey to Green
- 5. Adapting urban landscapes Urban Forest
- 6. City as a catchment Tanks and permeability
- 7. Greening the Buildings CH2 and beyond
- 8. Renewable energy and storage MREP
- 9. Partnerships Public Private Partnerships.
- 10. Adaptation of the Metro City 7.5% City

1. Local Character

Don't copy others, build on your own local characteristics and climate to create a sustainable and unique identity.







Building on our local strengths

waterways
built form
street patterns
public transport
parks





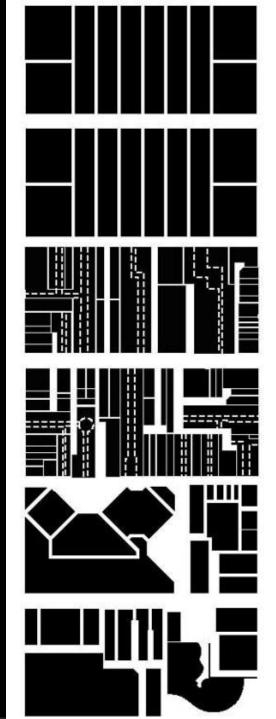
Karl J Halla, Degraves Street, 1972 → David Hannah, City of Melbourne

The City's success is due to many stories from many agents working together on many projects, but joined by one vision: A 24-hour city that looks and feels like Melbourne.

1836 city block plan

19th century subdivision

20th century consolidation of land











The City's success is due to many stories from many agents working together on many projects, but joined by one vision: A 24-hour city that looks and feels like Melbourne.



The transformation of laneways from derelict and dangerous wastelands to global tourist attractions has been incremental.

Laneways that were once filled with garbage are now filled with hip bars, housing and art.



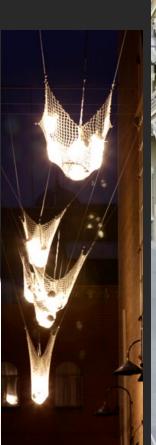
← Mark Strizic, *Pedestrians in Centre Place Arcade, Melbourne*, 1950, State Library of Victoria

† City of Melbourne

→ City of Melbourne





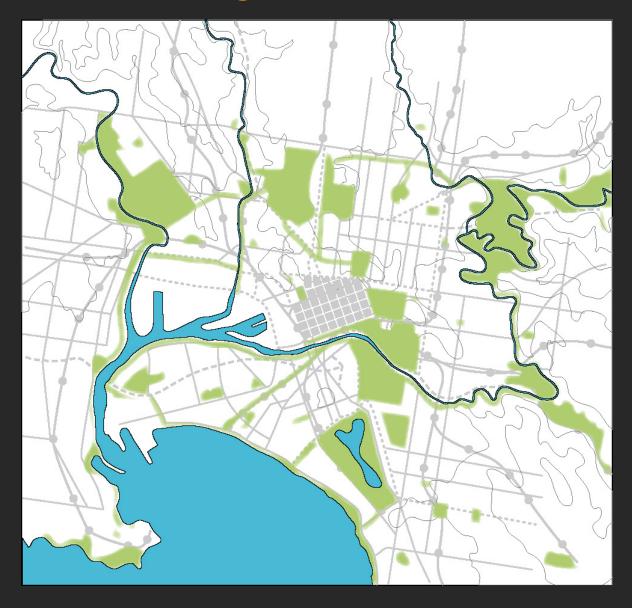






Building on our local strengths

waterways
built form
street patterns
public
transport
parks



Parks and Gardens





Melbourne had been developed with magnificent Parks and Gardens in the Victorian style but lacked indigenous landscapes and urban places such as squares.





ROYAL PARK Context

A landscape analogy

Royal Park expresses the essential qualities of the spacious landscape which conflorned the nineteenth century European settlers of the area.

If was a large, unbuilt land, where the shape of the earth and sky pressed upon the view, and the horizon stretched out to further, unseen expanses.

The park is a remnant of and analogy for that original landscape. It is a place where the earth swells, the dome of the sky soars overhead and the horizon backons.

Ployal Park was also the starting point for an early and infernous journey beyond the norson. If therefore symbolizes that and all subsequent attempts to know and come to terms with Australian landscapes.



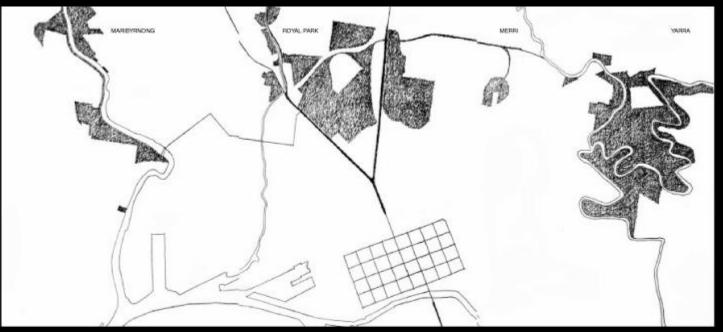
'A place where the earth swells, the dome of the sky soars overhead and the horizon beckons' – a sense of the landscape at the time of the first encounters.

Metropolitan park system

Although Royal Park is very close to the city centre, it is distinct from the inner city public gardens in size, uses and landscape character.

It is more akin to parklands along the Yarra and Manbymong river valleys, which provide large areas for active and passive reorietion, servicing both local neighbourhoods and larger regions. An each vest limiting of the three parkland areas via the disassed railway branch line, smaller parks on route, and the redeveloped Flemington stockyards, will provide continuous pedestion and bike paths across the northern suburbs, between Melbourne's between Melbourne's between Melbourne's between Melbourne's between Melbourne's between Melbourne's

Thus, and integrated park system will be realized for the first time, with the capacity for extension up and downstream along both the Maribymong and Yama river valleys.



ROYAL PARK Site

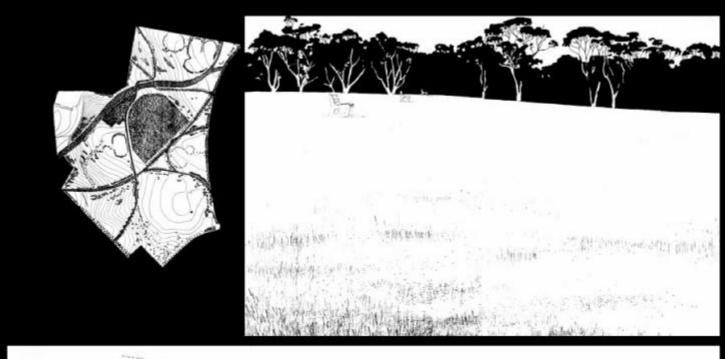
Within spaces

Late in the atternoon, you stand by these benches. Sit awhite, and read from a book you are not interested in 18 and, Face St again, and look down to your right under the trees under the lowering sun. The dark grass in the shadows spreads out to you as you wait for hier.

An old man is here sitting on the hill. The earth reaches out past his feet in all directions: back to the dist, left to the Westgate bridge and beyond, west further. Occasionally he comes to a blank page at the end a chapter and rests here in the open air.

A dog pulls its young lady by a taught lead out of the streets and across the hilltop.

The free land rises in large low hife. The sky expands as a mirror, and they meet. 'Barren', he says, and will not see it.



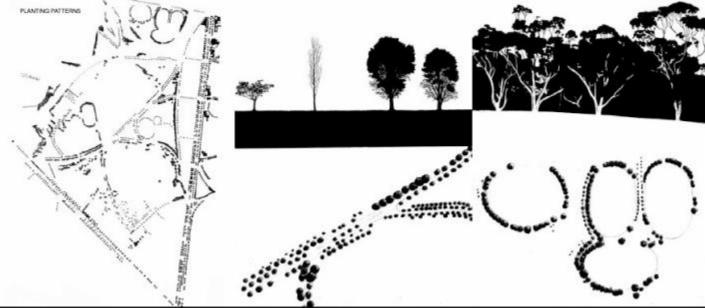
Planting

There are three major patterns of the planting in Hoyal Park. The two dominant patterns are avenues along drives, and oval paintings around spotts fields. Both are mostly of excito decidious or evergieen species. Few avenues or ovals are complete and communus. The subordinate pattern is an open scattering of trees. There are a few stands of apparently indigenous eucalpies, but most of the planting is a horifloutural clutter across the park. Inselective in these types or placement.

Although both the avenue and ovel plantings are formed of rows of trees they affect the space within the park otherenty. Avenue plantings define lines and direct attention along those lines, through and beyond the park. Ovel plantings define asses within park. The informal scattering of trees across gressed areas gives an alternative sense of space which draws attention to the surface of the earth rather than to direction or enclosure.

The transparent leasework of the eucelyptic contrasts markedly with the self and solid forms of most sociolities in the past. Some social species such as the Moreton Bey Figs along Marconi Crescent are stunted and in por condition while many eucelyptic are broken-limbed and diseased.

Avenues cheracterise transport routes and create and identify between parkined and dily. Ovel plantings are a cutural fandicape form which identifies activities of recreation areas. Scattered tree plantings evole a sense of the original spen wooden which once occupied what is now Royal Park.



ROYAL PARK Design

Spaces

In order to enhance the quality of the space:

The major hill creats in the south of the park will be cleared. This requires the demolition and clearing of MacArthur Perillion, and grading of the area to remove traces of the drive and car park.

The tramway will be graded to smoothly match the surrounding grade to the existing tracks, and will be maintained as grassy open woodland continuous with the surrounding areas, with only the open white rail tensing and tracks across the space.

All existing sports fields except the cricket pitches near MacArthur Paulion are to be preserved, with alterations only to the golf course fairways closest to the zoo.

The zoo entrances and the path north of the athletics centre will be small, enclosing spaces, contrasting with the expanse of the park, and obsouring slews of athuctures which compromise the unbuilt appearance of the park. These enumerates will be lighted at right whilst the open expanses will be until.



In order to enhance the character of the space:

The following plantings will be removed:

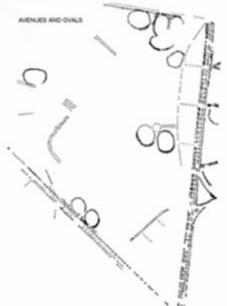
- All deciduous trees, paims, exofic conflers and broadleased evergreens, except those in exerce plantings along the perimeter streets of the pask, those ringing sports owers, and in the nathey essement.
- All Moreton Bay Figs along MacArthur Road and Marconi Crescent.
- All recent plantings near the hillcrests previously mentioned.

The perimeter evenue and sports oval tree plantings will be completed and maintained using the existing energies.

The open woodland areas will be planted with indigenous tree species, primarily Eucelypts, with occasional understorey trees, and movin grass beneath. The large circular area on MacArthur hill will be planted in native grassland species.

Plantings of densely foliated small canopy trees will enclose the spaces around the zoo entrances and the path north of the athletics centre. These limited pockets of dense vegetation may require intigation.

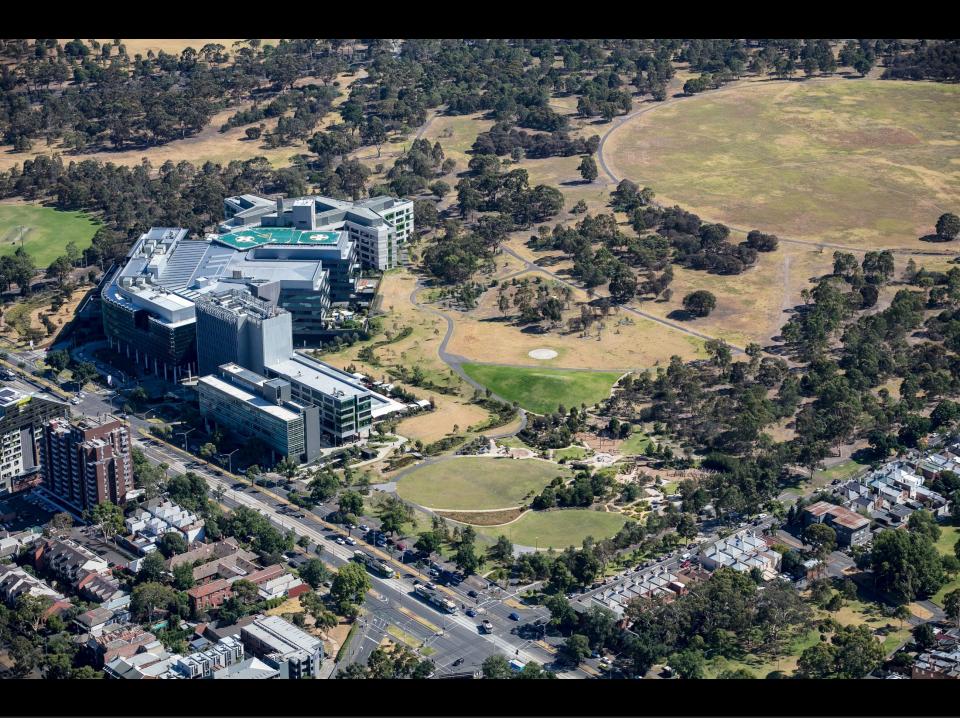


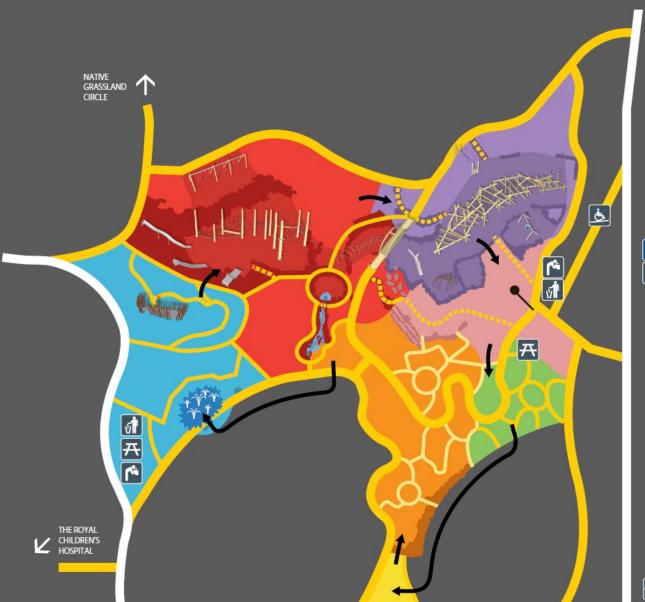




NATIVE GRASSLAND









GATEHOUSE STREET

WURUNDJERI SEASONS

BIDERAP - DRY SEASON
Late summer (January - February)

IUK - EEL SEASON
Late summer (March)

WARING - WOMBAT SEASON Winter (April - July)

GULING - ORCHID SEASON Early spring (August)

PORNEET - TADPOLE SEASON
True spring (September - October)

BUATH GURRU - GRASS FLOWERING SEASON Early summer (November -December)

KANGAROO APPLE SEASON High Summer (December)

Research into the Wurundjeri seasons continues. It is hoped more information will be found through oral history and the archaeological record.















2. Mixed use and density

Postcode 3000 Putting in place a new residential population

Density and mixed use brings everything closer together. It gives us walkable access to more people and places, improves the utilization and efficiency of existing infrastructure.

Since the 1990s, through Postcode 3000 the city became a place where people live, work, shop and play, everywhere. Mono-functional zones became diversified, creating the raw ingredients of a complex city blend.



In 1985, there were around 650 central city apartments; in 2018, there are more than 40,000 apartments.





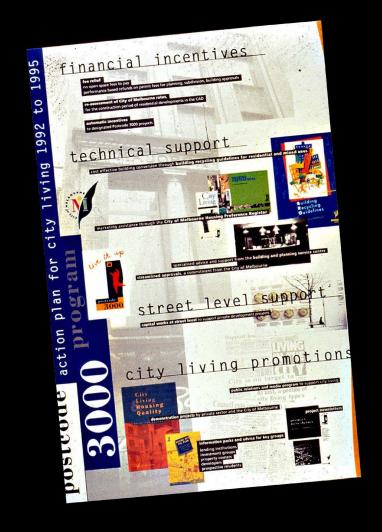


Nolfgang Sievers, *Aerial view of Melbourne*, 1979 → Andrew Curtis, City of Melbourne

City of Melbourne

POSTCODE 3000

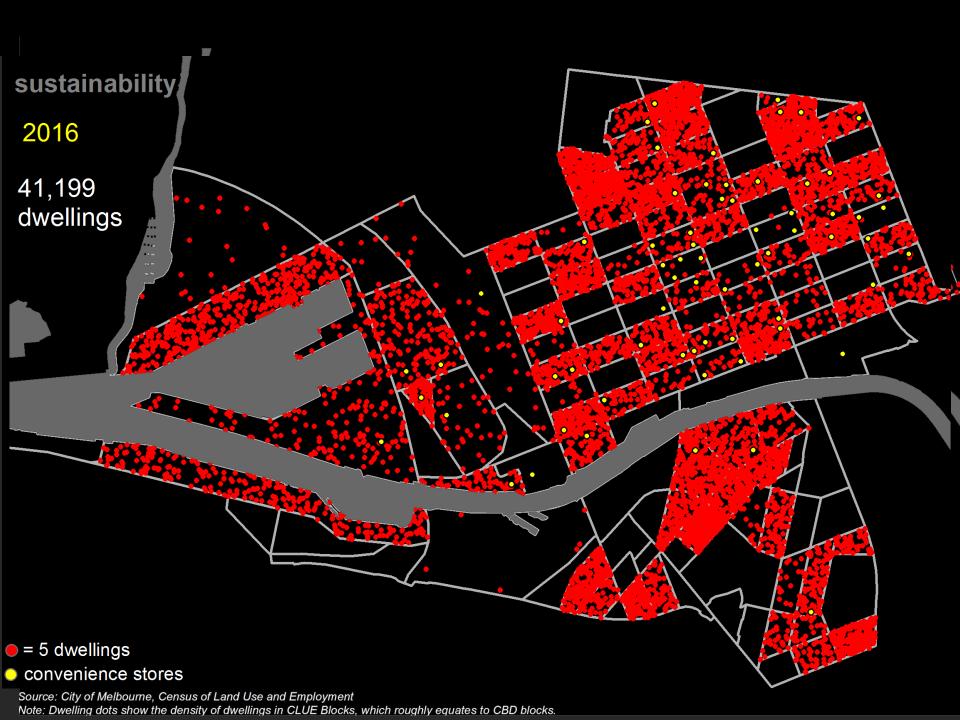
1992 >





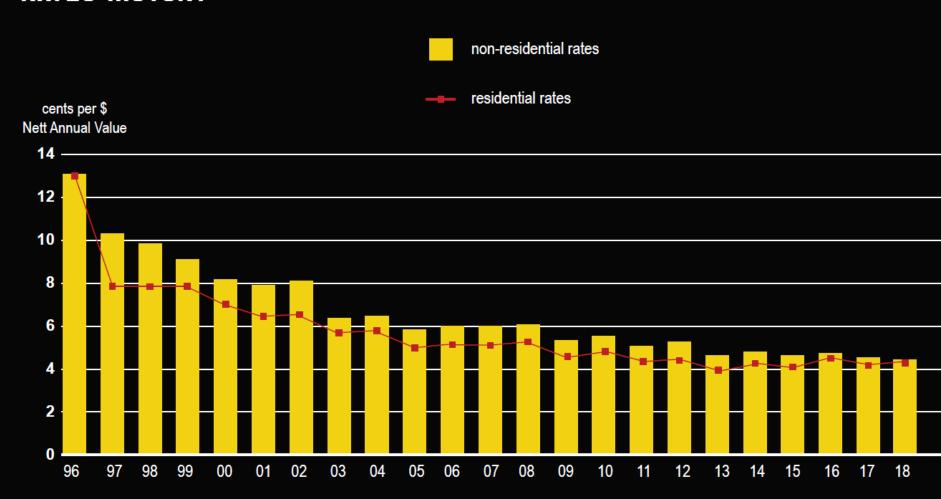


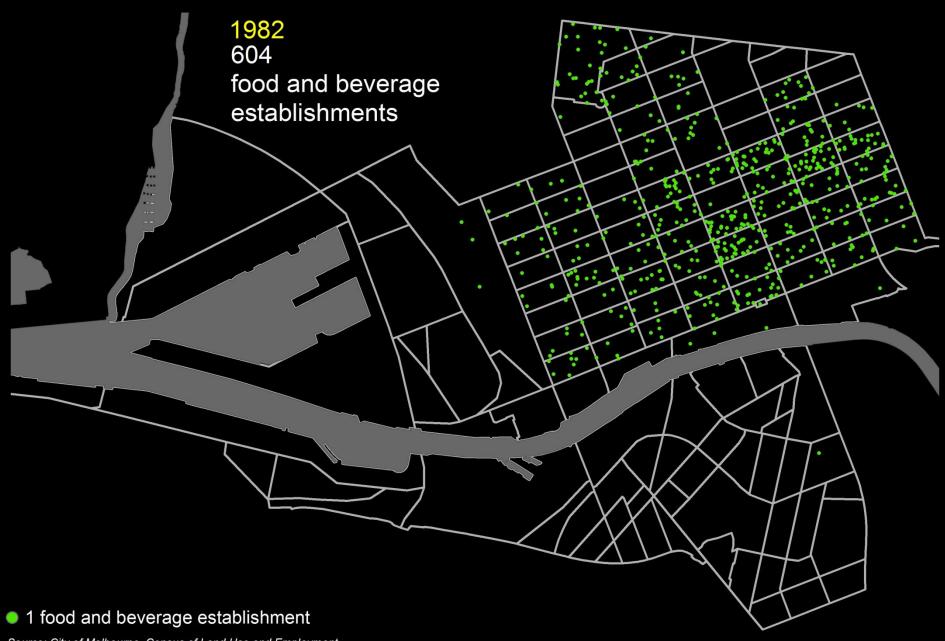
Source: City of Melbourne, Census of Land Use and Employment Note: Dwelling dots show the density of dwellings in CLUE Blocks, which roughly equates to CBD blocks.



Impact of increased density on

RATES HISTORY





Source: City of Melbourne, Census of Land Use and Employment Note: Dots show the density of establishments in CLUE Blocks, which roughly equate to CBD blocks.



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3. High Quality Public Realm – Streets for People.

Up to 80% of the public realm is made up of streets, therefore:















'If you design good streets you will design a GOOD City'







PLACES FOR PEOPLE

City of Melbourne in collaboration with GEHL ARCHITECTS, Urban Quality Consultants Copenhagen

MELBOURNE 2004

- 3311 per cent increase in apartments between 1982 and 2002;
- 830 per cent more residents 1992-2002;
- 71 percent more public space on streets and in squares between 1994 and 2004;
- 62 per cent more students in the CDB 1993-2004;
- 275 per cent more cafes and restaurants 1993-2004;
- pedestrian traffic has nearly doubled In the Bourke Street Mall between 1993 and 2004 from 43,000 people per day to 81,000;



- the Bourke Street Mall (81,000 daily) and Swanston St (60,500 daily) now both carry more pedestrians than London's Regent Street (55,000 daily); and
- night time pedestrian traffic has increased 98 per cent between 1993 and 2004 reflecting the growth of bars and café's and a safer, more welcoming environment.



TECHNICAL NOTE

G120

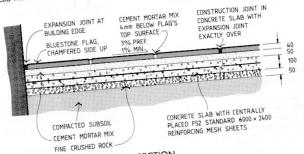
PAGE 1 OF 4



Bluestone and asphalt are traditional materials in central Melbourne. As well as historic precedent, bluestone and asphalt harmonise with each other to provide a neutral background consistent with the formality of the city's streets. Bluestone is extremely durable and gives excellent grip. Asphalt will remain as the most common footpath surface but will gradually be replaced with sawn bluestone slabs similar to

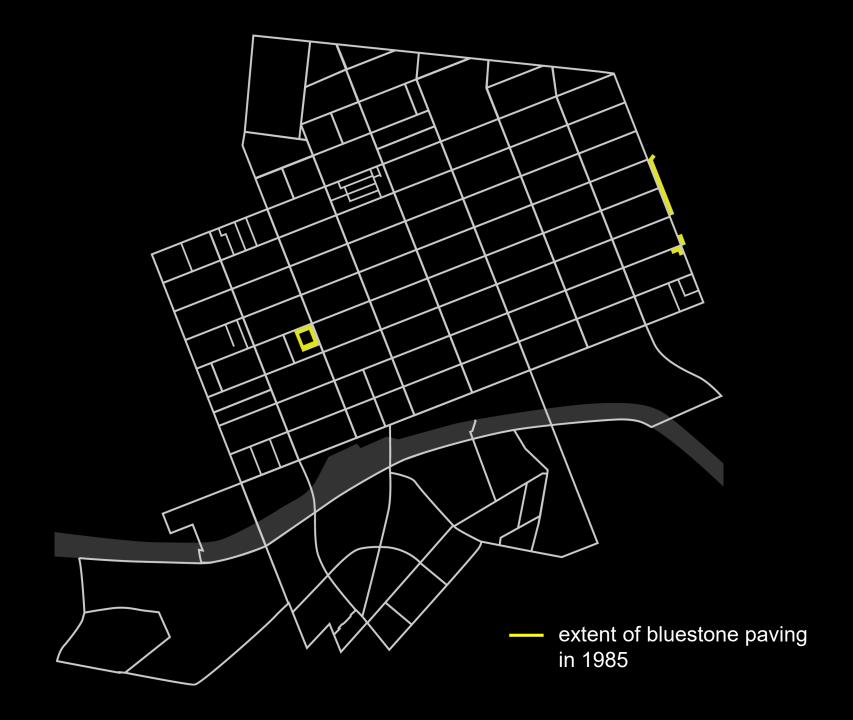
those used outside the Town Hall and in the City Square. Although paving the footpaths in bluestone has a high initial cost the Council considers it is a worthwhile long-term investment.

Use this Note in conjunction with the Bluestone Paving Units Specification (see page 4 of this Technical Note).



SECTION











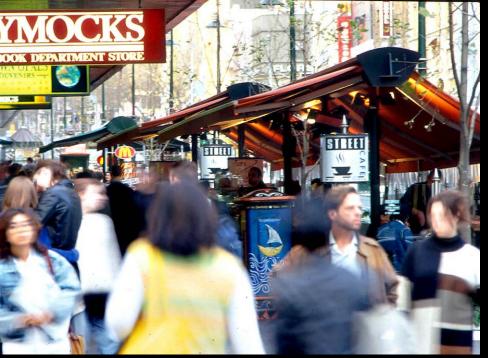
Melbourne's secret weapon – sensual – Coffee

















The most liveable city has more life and more living there



Central Melbourne now has more workers and apartment dwellers, and there is a renalssance in shops and bars.

| SPACE USERS PROPORTION | OF OVERALL RETAIL | 995,341 sq m | 995,341 sq m | 995,341 sq m | 996,341 sq m | 996,341 sq m | 77,36 sq m |

CBD EMPLOYMENT

BARS & PUBS BY CAPACITY

2002

Finance

Our revived urban heart has new beat

By ROYCE MILLAR and MARTIN BOULTON

MELBOURNE'S heart is revived and pumping, with new figures painting a picture of a city reasserting itself as a residential, shopping and social mecca.

Twenty years after planners warned that the CBD was in terminal decline, Melbourne City Council's latest land-use and floorspace census shows that new apartments, shops, bars and jobs are underpinning

The census, compiled every two years, tracks the use of land and buildings across the Melbourne municipality and CBD.

The 2004 census, released today, reports that there are 12,693 apartments in the CBD, up from just 375 in 1992.

The CBD includes the Hoddle grid plus the area north to Victoria Parade and south to the

Yarra River. It does not include Docklands or Southbank.

There are now more city workers than ever before, but full-time and male employment is declining. Increasingly city workers are female and part-time, casual or contracting.

After the economic slump of the early to mid-1990s, the city is growing. Total city floorspace has expanded by about 70 per cent in the 20 years to 2004.

Lord Mayor John So welcomed the findings and said he was especially pleased by figures showing that more than id 4000 jobs had been added since the last census in 2002.

"Melbourne has been undergoing a phenomenal change. We may not even notice it here all the time, but people who visit us regularly (from overseas) are amazed at the development and the changes," he said.

Retail growth continues with

the QV, former GPO and Melbourne Central redevelopments, but the census shows the retail construction boom is more of a regeneration, returning the city's shopping floorspace to late-1990s levels.

Notable is the shift in the type of retail activity. department stores are losing space—Daimaru's closure had a big impact—as are postal services and banks. But bars and pubs,

cafes and restaurants are flourishing. Supermarkets, grocery stores, sports facilities and specialised food shops are also on the increase.

Office vacancies have risen

But not in the excit Zeiner's fat Warehousse top end of than 50 yet than 50

Office vacancies have risen since 2002 following a flurry of commercial construction but are a long way short of the recession days of the early '90s.

And the city's bombsites have reduced, with key sites including the former Southern Cross and Queen Victoria

Hospital sites now spoken for.
Long-time CBD watcher Bill
McHarg, chairman of Colliers
International (Victoria), said the
CBD rejuvenation was due in
part to its increasing popularity
as a residential destination.

"The city has a marketing plan, a vision and a dynamic city council. It's a more interesting city than it was 15 years ago and its evolving in front of us," he said.

But not everyone is swept up in the excitement. David Zeiner's father opened the Job Warehouse fabric store at the top end of Bourke Street more than 50 years ago. Little has changed since.

He said business is now quieter than 20 to 30 years ago and depends on long-time regular customers. "This part of the city has more restaurants and cafes than retail shops now," he said.

The Age Newspaper 16 June, 2005

4. Active Movement – Grey to Green

Taking space from cars and giving it to new open spaces, pedestrians, bikes and public transport.





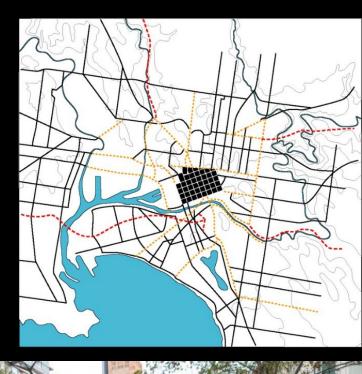






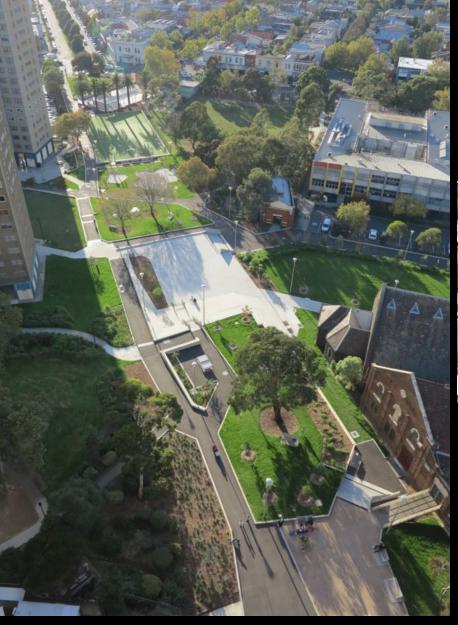












Grey to Green

is a sustainable example of repurposing the city to meet rapid population growth by converting underutilised asphalt and other infrastructure into public open space.



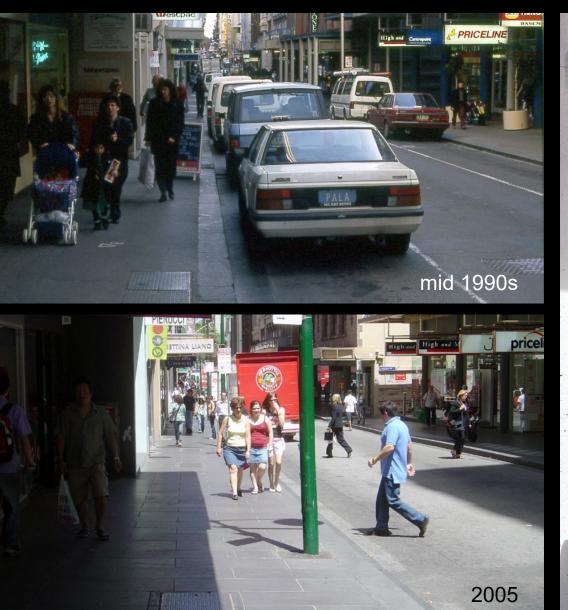


Over the last 30 years the City has converted over 80 hectares of asphalt to pedestrian or park uses.



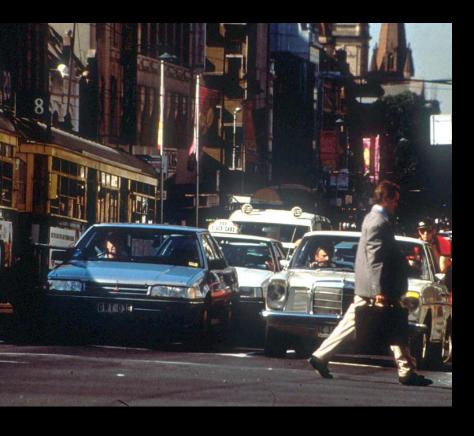
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Swanston Street





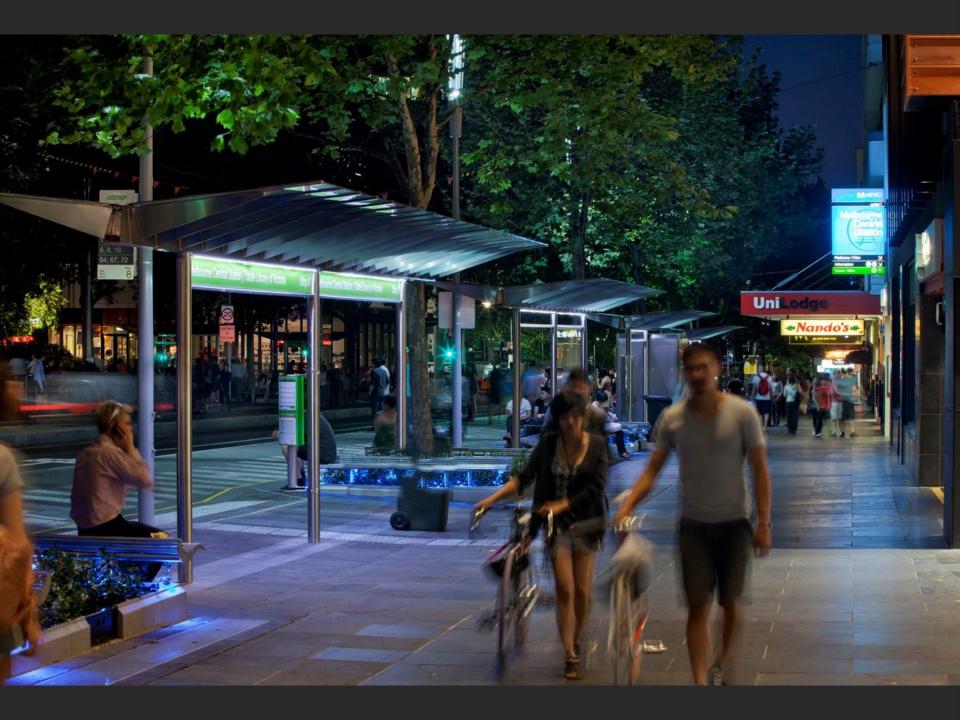
Swanston Street Transformation -1992

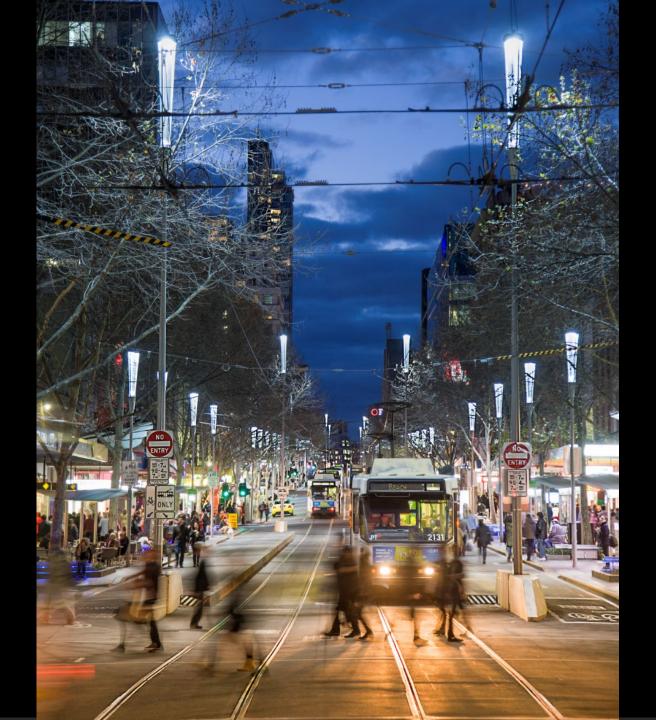


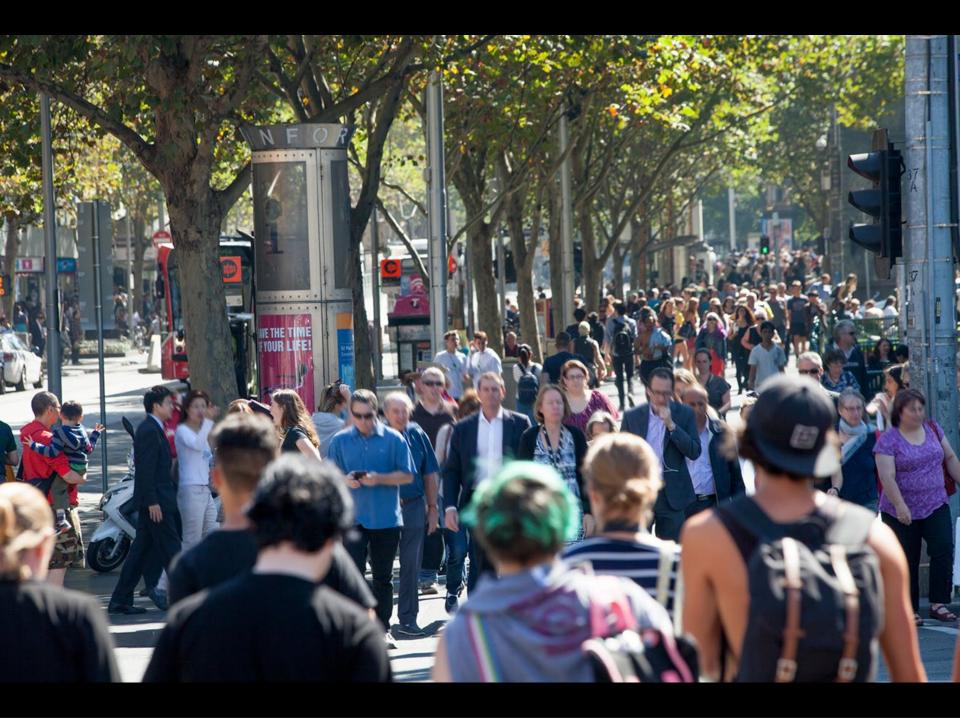


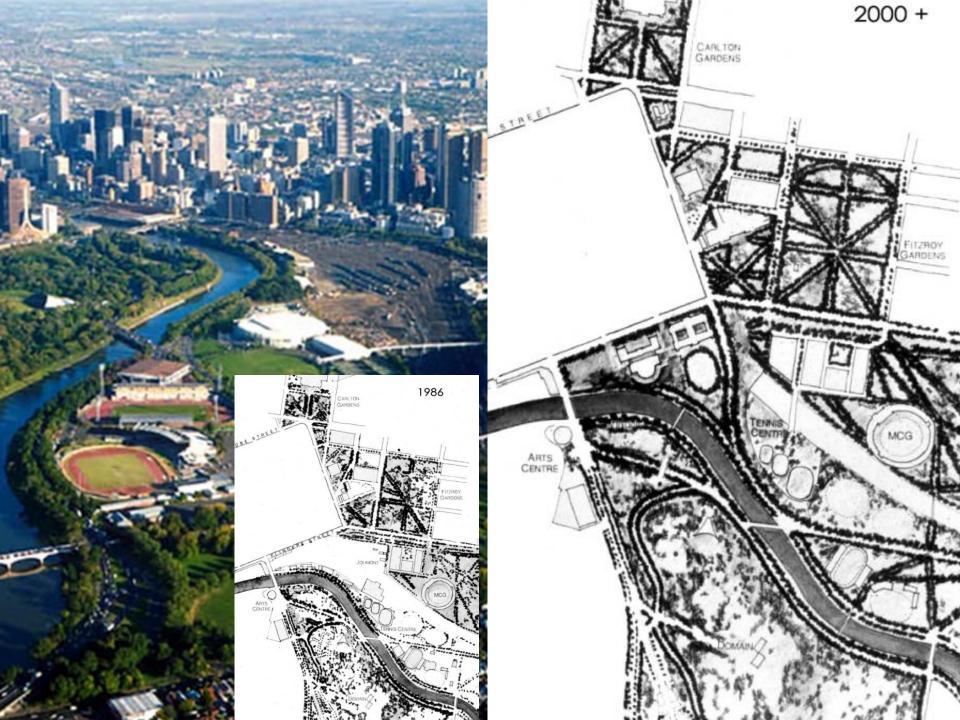
Total no. of pedestrians per day – middle of Swanston Street













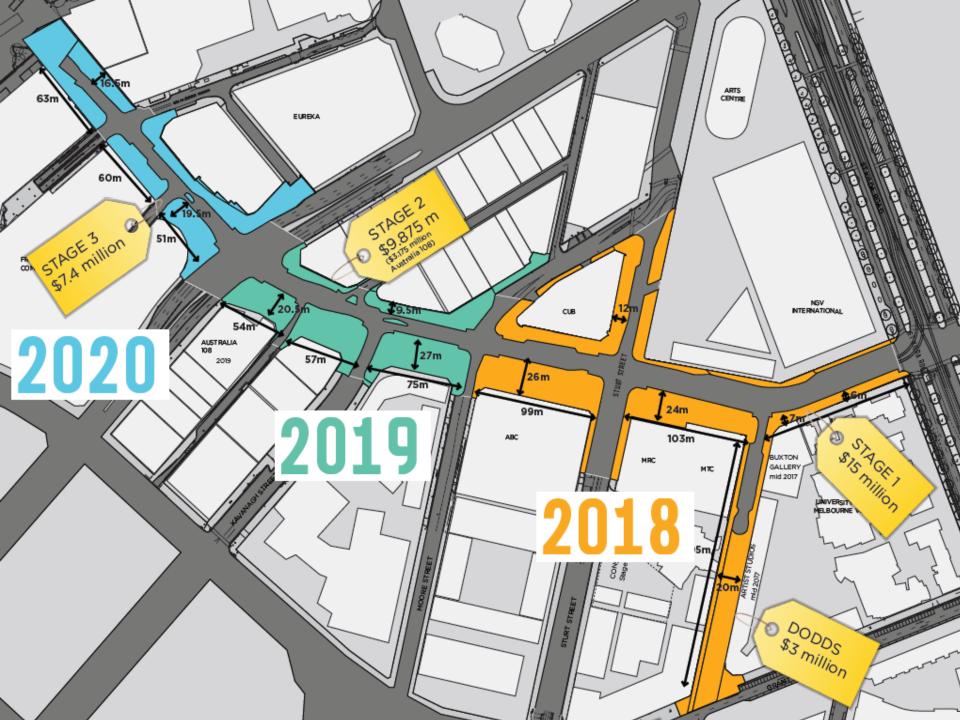








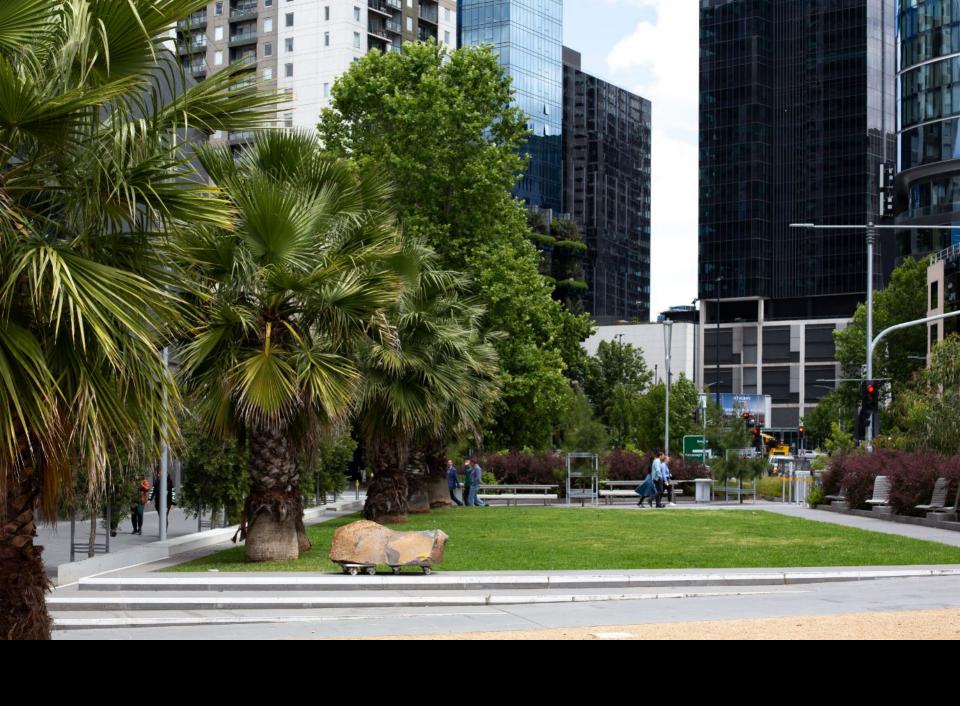






Existing conditions







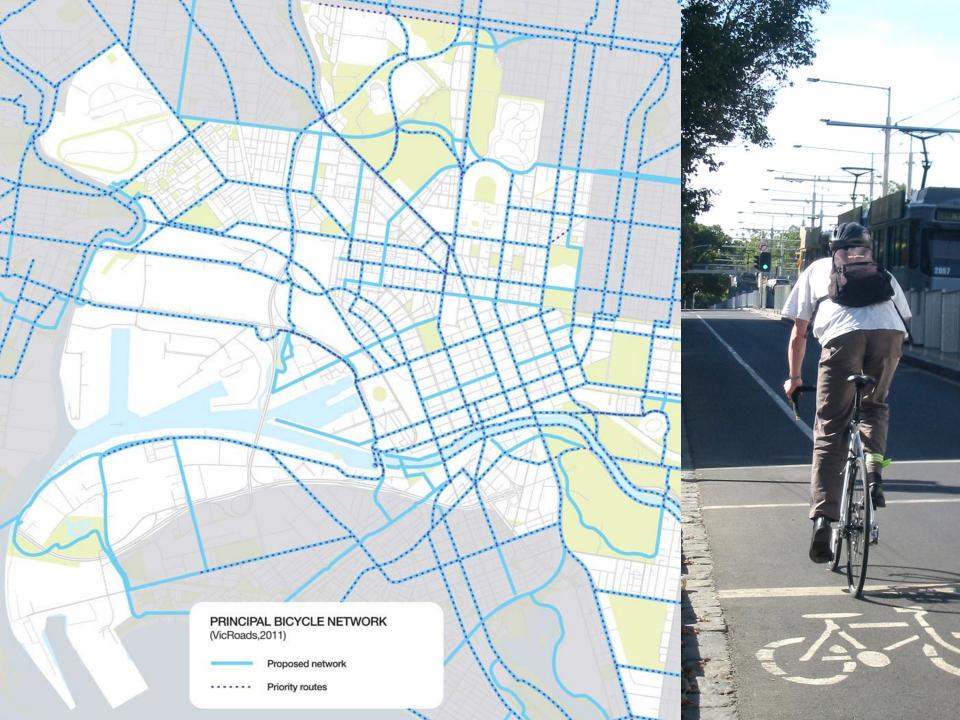


















5: Adapting our urban landscapes for Climate Change















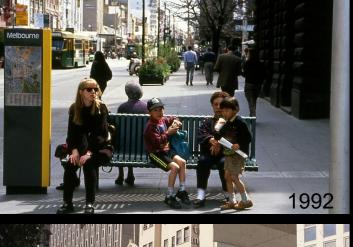




Urban Forest Strategy











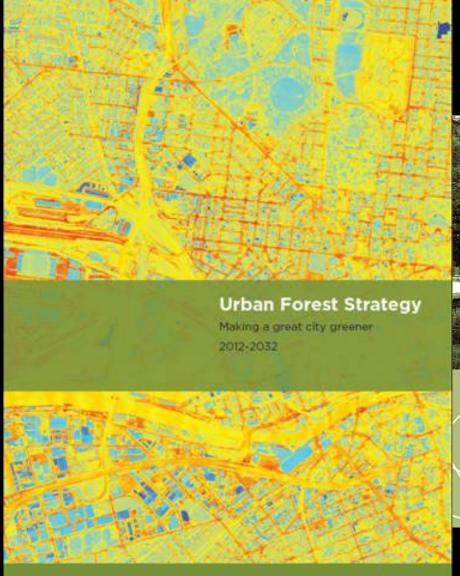
















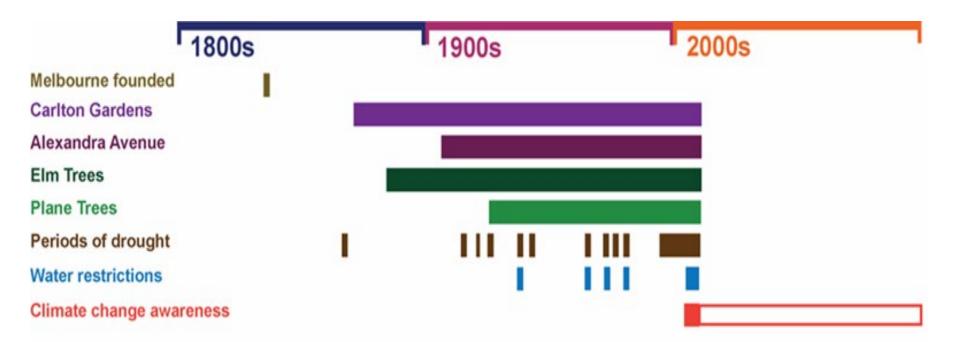






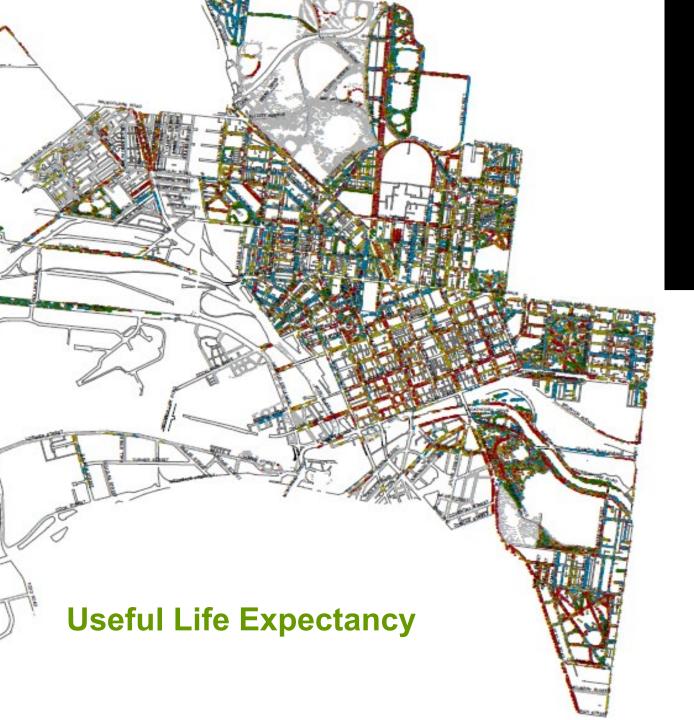
people died in the 2009 bushfires

people died due to the 2009 heatwave



Reminder of European origins
Aesthetic quality
Provide shade
Reclaim land
Cultivate or tame landscape
Reminder of nature & growth
Improve value land

Develop neighbourhoods Revegetation Natives as patriotic Concept of tree as an 'asset' emerges Urban intensification
Urban Heat Island mitigation
Biodiversity
Water sensitive urban design
Sustainability
Recognition of public realm
health and wellbeing benefits



30% loss in 10 years

48% loss in 20 years

- 1< year to 10 years</p>
- 11-20 years
- 21-30 years
- 31-60 years
- 61+ years
- To Be Determined

Strategies and Targets

Strategy 1: Increase canopy cover

Increase public realm canopy cover from 22 per cent to 40 per cent by 2040.

Strategy 2: Increase urban forest diversity

The urban forest will be composed of no more than 5 per cent of any tree species, no more than 10 per cent of any genus and no more than 20 per cent of any one family.

Strategy 3: Improve vegetation health

90 per cent of the City of Melbourne's tree population will be healthy by 2040

Strategy 4: Improve soil moisture and water quality

Soil moisture levels will be maintained at levels to provide healthy growth of vegetation Become a water sensitive city

Strategy 5: Improve urban ecology

Melbourne's green spaces will protect and enhance a level of biodiversity which contributes to the delivery of ecosystem services.

Strategy 6: Engage the community

The community will have a broader understanding of the importance of our urban forest, increase their connection to it and engage with its process of evolution



The City of Melbourne maintains more than 70,000 trees. This website enables you to explore this dataset and some of the challenges facing Melbourne's Urban Forest.

Explore the Map

Learn about the Issues

Attend the Workshops

- Visit the Urban Forest conversation website
- Email the Urban Forest team

Mon 23/09/2013

Chinese Elm, Tree ID 1030595

You are a nice tree and I can see you out my window. Hope you are well. Have a nice day. Jamie

Dear Jamie, Thank you for your email. I am well and very much enjoying the beautiful weather today. I hope you are too. Kind Regards, Chinese Elm 1030595.

Chinese Elm 1030595...(or can I call you Dale??), I am loving the weather...but I am stuck inside and am so jealous of you soaking up the sun. You seem to be having a ball out there today. What did you get up to on the weekend? Jamie

Dale... I like it. Sorry that you are stuck inside. A lunchtime stroll is a must today. I am really enjoying stretching my stomata and giving my chloroplasts a good workout. I spent the weekend well hydrated and preparing for the summer ahead. You?

Dale, I got a little dehydrated on Friday night and then spent the rest of the weekend re-hydrating.;-) You have a prime location for tonight's Brownlow....you might see some interesting things later in the evening. If you get a chance can you please drop a branch on a Collingwood player or twos head. Anyway, I might pop down and say g'day later in the day if I get a chance. Jamie



6. City as a catchment

Increased permeability and strategically located water tanks to increase ground water and slow overland flows.









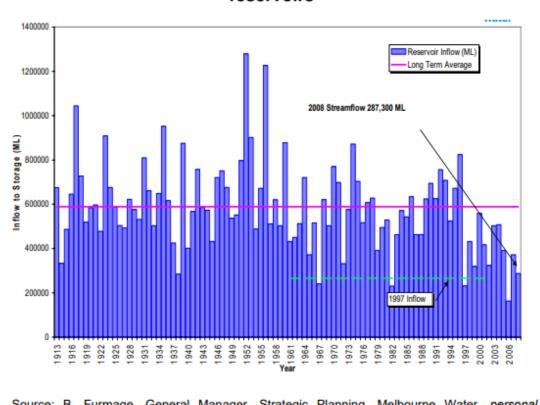






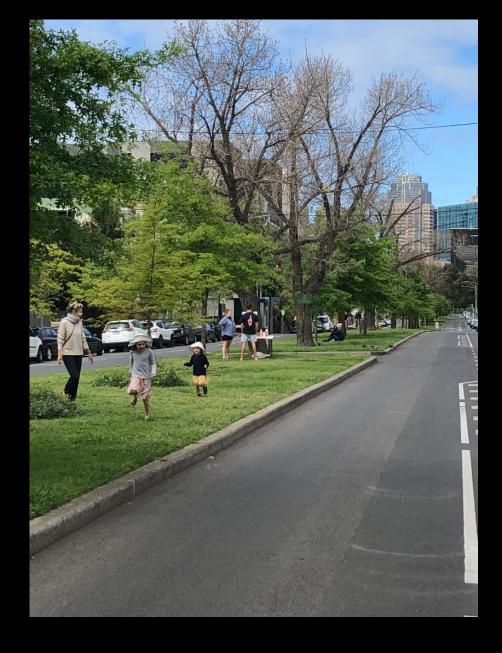


Figure 1.6: Annual inflow into Melbourne's major harvesting reservoirs



Source: B. Furmage, General Manager, Strategic Planning, Melbourne Water, personal communication, 20 March 2009.







Medians -

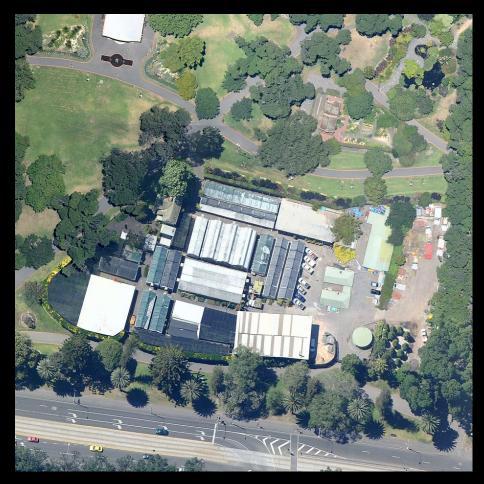
Water Tanks -

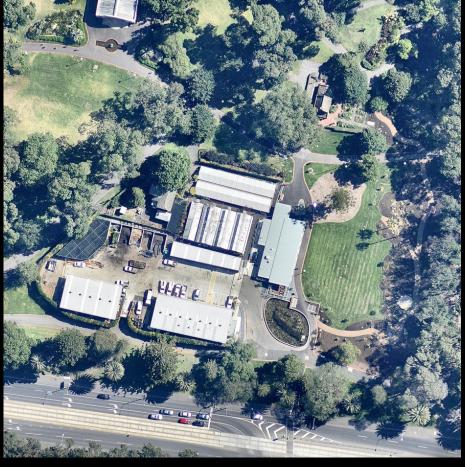






Before – Fitzroy Gardens Former Depot Area 9,000m2 After –
Modernised Depot
New public gardens 4,000m2
New visitor centre
New underground stormwater 5ML



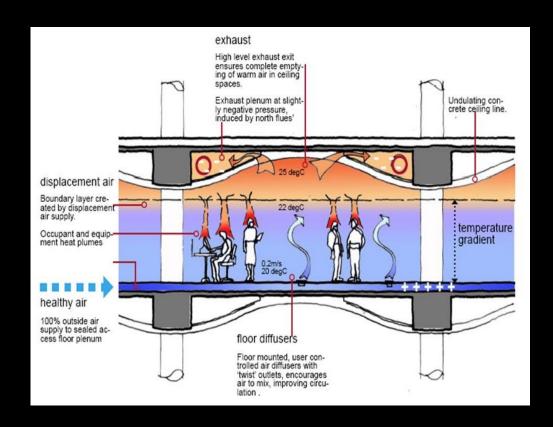




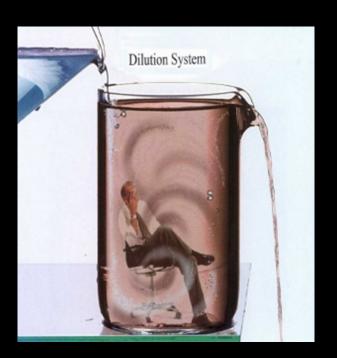


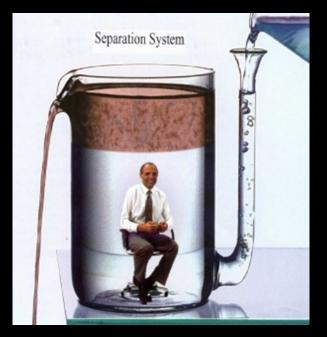
7. Greening the Buildings CH2 and beyond 15 LIFE ON LAND 13 CLIMATE ACTION **-**₩**^** 8

CH2 – Post COVID Office Building of the Future.



Cross- section showing sealed access floor plenum and vertical air circulation





Library at the Dock



Australia's first six star Civic Building – built entirely from cross laminated timber



East Melbourne Library



Ground source heating and thermal mass

Flagstaff Bowling Club



Ground source heat exchange system under the bowling greens.

8. Renewable energy and storage — MREP and Power Melbourne



















Crowlands Wind Farm













for local businesses

Made possible by the Australian first, Melbourne Renewable Energy Project

Principle Partners

































of energy

over a third of Crowlands Wind Farm total capacity



average households power use every year



800 tonnes of greenhouse gas pollution every year

This project will help Melbourne achieve













22,000

average households' power use every year



123,000 tonnes

of greenhouse gas pollution avoided every year

This project will help Melbourne achieve









Equivalent reduction 5% in City of Melbourne's community emissions (when combined with MREP1)

Sites powered by the second Melbourne Renewable Energy Project











Educational campuses



Manufacturing facilities

Made possible by the second Melbourne Renewable Energy Project

Facilitated by



Principal partners















Energy partners





Power Melbourne

We're seeking partners to help Establish a network of coordinated Mid scale batteries and a renewable electricity offering for the community, to accelerate transition to 100% renewable powered city.

The Power Melbourne project will see a network of batteries installed around the city.



9. Partnerships – Public Private

The City has, over the past 30 years, successfully put in place many Public Private Partnerships to help deliver greater value through continuity and change. Some of these are illustrated in this presentation.



- Café L'Incontro
- Tyne Elgin Street
- City Square/Regent Theatre
- QV Hospital Site Redevelopment
- Drill Hall
- QVM and Southern Site
- Munro QVM
- Boyd Community Facilities
- Make Room Affordable Housing





Munro Site - QVMarket

The City acquired the Munro site for \$86m to secure the site and allow it to be redeveloped to complement the existing QVM offer, remove the surface level car parking and deliver a new 1.75 hectare open space.

In partnership with PDG Corporation the City also secured:

- a community hub including a new City Library,
- 15% affordable apartments 56 units to be managed by a registered Affordable housing provider,
- 500 underground car parks for market customers,
- event spaces,
- 2500m² of new open space and laneways,
- a boutique hotel,
- apartments for long term rental,
- complementary hospitality and retail stores and
- the buildings were to achieve a 6 Star Green star rating.

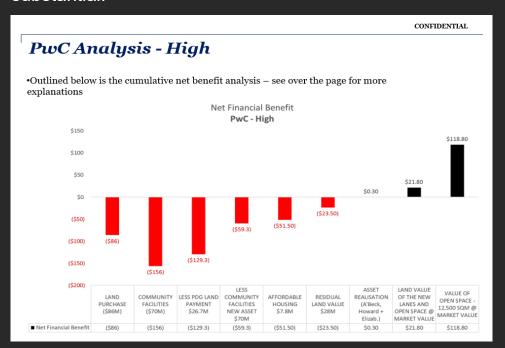


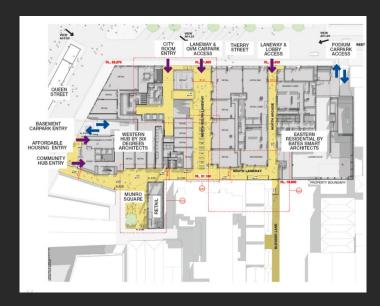


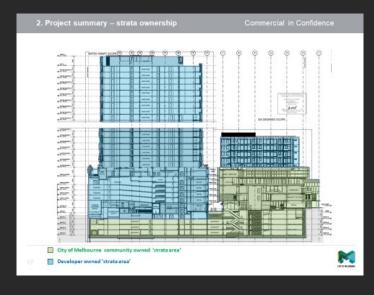
Munro continued

The City maintained ownership of the car parking basements over the whole site with a strata at ground level going to PDG for retail, a hotel and build for rent apartments. The City also retained ownership of half of the site which contained retail and the community facilities. The affordable housing was secured through a 173 agreement on title.

As shown below the financial benefit to the City was substantial.







10. Adaptation of the Metro City – 7.5% City

















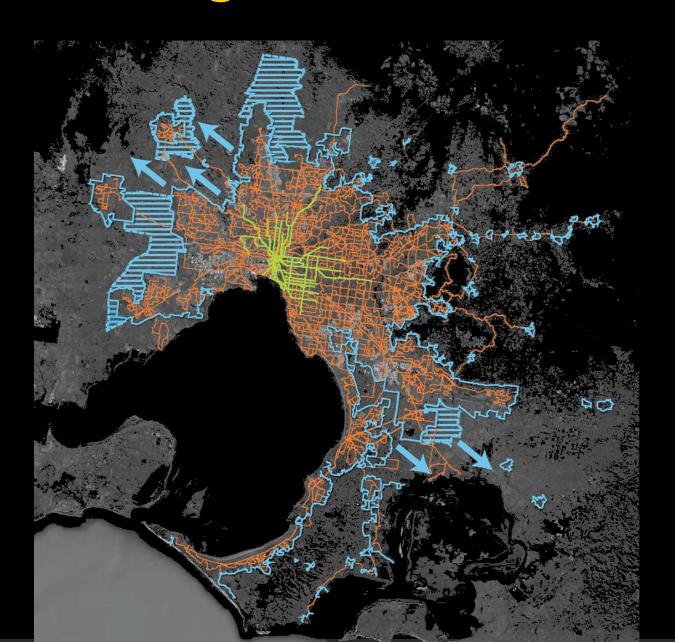








Melbourne @ 5 million 2020 as seen in 2010



Legend

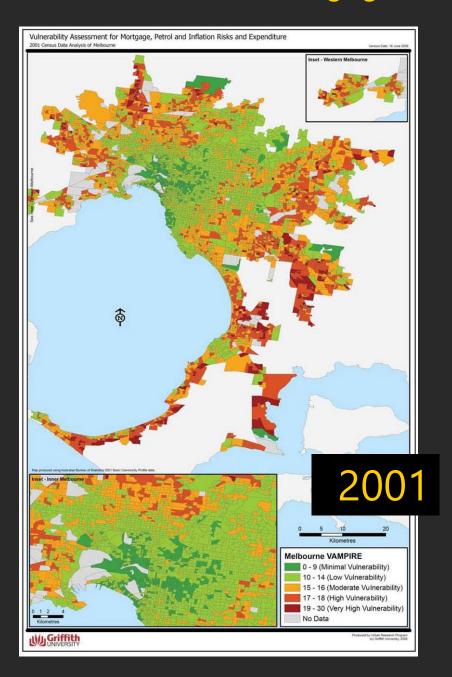
Urban Growth Boundary

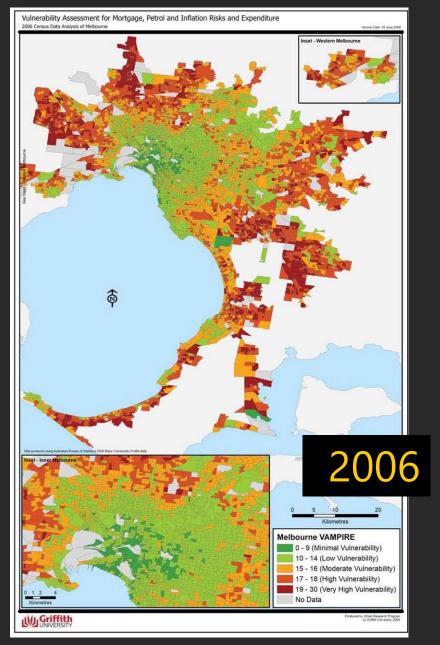
New Growth Boundary

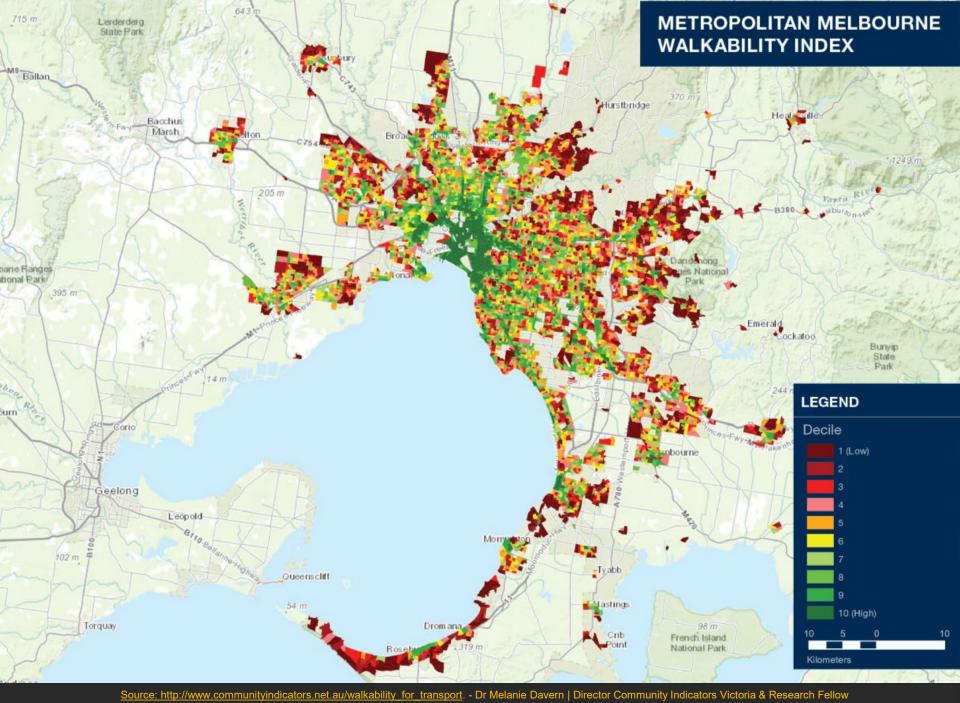
Tram/Light Rail

Bus Network

Melbourne: Oil & Mortgage Vulnerability







McCaughey VicHealth Unit for Community Wellbeing, The University of Melbourne

VEWS

TOP 10 AREAS BY POSTCODE 2010-11

MELBOURNE			
	POSTCODE	BANKRUPTCIES	
1	3977 Cranbourne	98	
2	3199 Frankston	87	
3	3029 Hoppers Crossing	67	
4	3030 Werribee	57	
5	3805 Narre Warren	56	
6	3064 Craigieburn, Roxbi	urgh Park 53	
7	3810 Pakenham	51	
8	3806 Berwick	48	
	3021 St Albans	48	
9	3073 Reservoir	43	
10	3175 Dandenong 3136	42	
	Croydon	42	



	POSTCODE	BANKRUPTCIES
	3216 Belmont, Highton, Waurn Pon	ds 54
)	3350 Ballarat	53
3	3500 Mildura	52
1	3690 Wodonga	50
)	3214 Corio	46
j	3630 Shepparton	45
7	3337 Melton	44
3	3550 Bendigo	43
)	3219 East Geelong	33
0	3429 Sunbury	32

South-east worst hit by bankruptcy

Mortgage stress takes heavy toll

By MARC MONCRIEF DATA EDITOR

MELBOURNE'S south-east has the highest tally of bankruptcies in Victoria, according to figures that have for the first time provided a breakdown of where financial stress is greatest in the

More than 180 bankruptcies took place in the postcodes that cover Cranbourne and Frankston over the 12 months to June 30, 2011. The 3977 postcode,

which includes Cranbourne, Cranbourne West and Cranbourne South, had 98 bankruptcies while the 3119 postcode, which covers Frankston, had 87.

Demographer Matthew Dea-con, of id Consulting, said Cranbourne's bankruptcies were probably high in part because of strong population growth and the high rate of new mortgages in the area.

He said mortgage stress was associated with high-growth areas in part because mort-

gagors were more likely to default early in the life of their loan. He said the area covered by 3977 had grown from about 43,000 people in 2006 to about 75,000 today.

Bankruptcies were relatively high in other areas of high pop-ulation growth, such as Point Cook and Craigieburn. However, Mr Deacon said the

number of bankruptcies in the Frankston area was surprising, as it was not an area of high population growth. "You could say that 3977 (the region including Cranbourne) has exploded, while Frankston has done almost nothing," he said.

The postcode with the thirdhighest count covers the area north from Hoppers Crossing to Caroline Springs. That area had 67 bankruptcies, equating to a leap of nearly 30 per cent between that area and secondplaced Frankston.

The median number of

bankruptcies for postcodes statewide was eight. Taking population into account, the south-east remained a notable hub of financial stress.

The 3975 postcode, which borders Cranbourne to the north, had 16 bankruptcies out of an estimated 2011 population of fewer than 3000. Comparable rates could only be found in rural areas, with populations so small that two or three bankruptcies could make a statistically significant impact.

Leanne Petrides, manager of the Cranbourne Information and Support Service, said she was not surprised at so many bankruptcies in the region.

"This is an area of high socioeconomic disadvantage," Ms Petrides said. "We've got mas-sive growth and there is not necessarily the infrastructure [to support the growth]."

Ms Petrides said many of the people who sought help through her agency were casual workers who could find themselves out of work suddenly.

"They are the first to go and they are left with very high debts they cannot reach," she said.

The bankruptcy data, provided by the Insolvency and Trustee Service Australia, has only previously been disclosed on a state-by-state basis.

Victoria as a whole had 4518 bankruptcies, a 21 per cent drop on the previous year's 5716. Queensland posted 6148 bankruptcies in the same period, though New South Wales' 8133 was by far the highest of any state.

Surge in abuse reports stretches crisis services to breaking point

NICOLE BRADY

REPORTS of family violence to police are at a record high in Victoria, straining legal, crisis accommodation, support and treatment services.

In the last financial year, police attended 40,892 family violence incidents, a figure that has increased steadily from 29,648 in 2006-07.

Police and those working with victims welcome the 38 per orders are available to those cent leap in reports. They say it is a sign that more women feel confident that police will respond with seriousness and sensitivity. There is debate, however, as to whether the rise proves there is more violence or more reports - or both.

All groups acknowledged that police statistics were "just the tip of the iceberg", as family violence was notoriously underreported, said Deb Bryant, chief of the Women's Domestic Violence Crisis Service. The Australian Bureau of Statistics found in its personal safety survev in 2005 that "63.2 per cent of women who experienced physical violence at the hand of a male partner (current or previous), boyfriend or date in the previous 12 months did not report the incident to police".

The abuse is not always physical. Under Victorian law, family violence intervention experiencing physical, sexual, emotional or financial abuse. These are civil orders made by magistrates but it is a crime to breach them.

Police are more likely to be called to homes in lower socioeconomic areas, with reports peaking in the districts of Casey, Hume and Brimbank, taking in suburbs such as Cranbourne, Narre Warren, Broadmeadows, Keilor, Sunshine and St Albans.

Public health expert Angela

Taft of La Trobe University said research by the World Health Organisation showed "the most common pattern is that men and women with lower education levels, greater poverty levels, more disability — they're the group that experience the most family violence." That doesn't mean it does not happen in more affluent homes. Dr Taft agreed with anti-violence campaigner Danny Blay that violence against women "exists everywhere from Braybrook to Balwvn".

Middle and upper-class women have more options, experts say, and rarely call in external services such as police.

They are more likely to have assets and income to escape to other rooms in larger homes, hotels or rental accommodation. They are also more likely to know and use their legal rights, and houses in wealthier suburbs are solid and spaced apart,

meaning neighbours are less likely to hear abuse and take

At the initiative of Chief Commissioner Ken Lay, Victoria Police is increasing its number of family violence units. Trained officers deal with the cases and can initiate after-hours intervention orders or family violence

Middle and upper-class women have more options and rarely call police.

notices after being called to an incident. These generally require offenders to leave the home and leave the family alone until the case is heard by a magistrate, usually within days.

But family violence response services are being stretched to breaking point. Emergency accommodation and counselling services for women and children

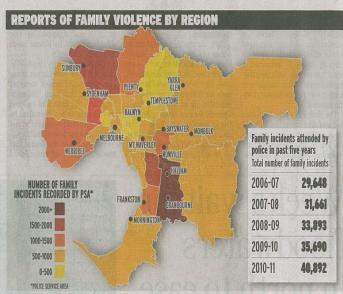
are struggling to meet demand. "We are very very stretched

at the moment; all of our crisis and outreach services are under a lot of pressure." Ms Bryant

Mr Blay, executive officer of the Men's Referral Service, which directs men to violence prevention programs, said some metropolitan programs had sixmonth waiting lists.

"We know in terms of quality practice that if a man calls a service and says, 'I need to do something about my violence,' he needs to be able to have that conversation with a skilled male family violence worker within 48 hours, otherwise things calm down and don't seem so bad and the window of opportunity closes and often we'll never hear from him again," Mr Blay said.

"If you put him on a waiting list, you're not doing anyone any favours, and potentially making



Home truth about men's violence against partners

An Access Economics report prepared for Diabetes Australia estimates the total economic cost of obesity in Australia in 2008 was a staggering \$58 billion.

FRIDAY, MARCH 12, 2010 7

Public transport users vote with feet

By CLAY LUCAS TRANSPORT REPORTER

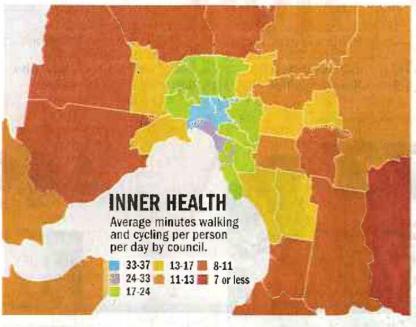
PUBLIC transport users get a daily average of 41 minutes physical exercise, compared with an average of eight minutes for those who only drive, according to an analysis of Victorian travel data.

Research completed by the Bus Association of Victoria has found that those who use public transport in Melbourne are likely to get their recommended daily dose of physical activity as a "side effect" of their travel.

Exercise guidelines produced by the federal government recommend that adults spend at least 30 minutes a day walking, cycling or doing another activity that increases their heart rate.

An Access Economics report prepared for Diabetes Australia estimated the total economic cost of obesity in Australia was about \$58 billion in 2008.

A map produced as part of



the Bus Association's study also indicates how much people who live in each of Melbourne's council areas either walk or cycle. It shows that those in Melbourne's inner areas, which in most cases have easier access to public transport, get much more

exercise as part of their daily travel routine than those who live in outer Melbourne.

Bus Association policy manager Chris Loader said the study showed that improving public transport services was crucial. "The research demonstrates that it brings significant public health benefits," he said. "We need better public transport in Melbourne's middle and outer suburbs."

The Heart Foundation's chief executive, Kathy Bell, said the survey highlighted the need for more outer-suburban transport services, because one impact would be improved health.

"People in Melbourne's growing outer suburban areas are missing out on satisfactory levels of public transport services and also on the health benefits of walking and cycling that are associated with regular public transport use," she said.

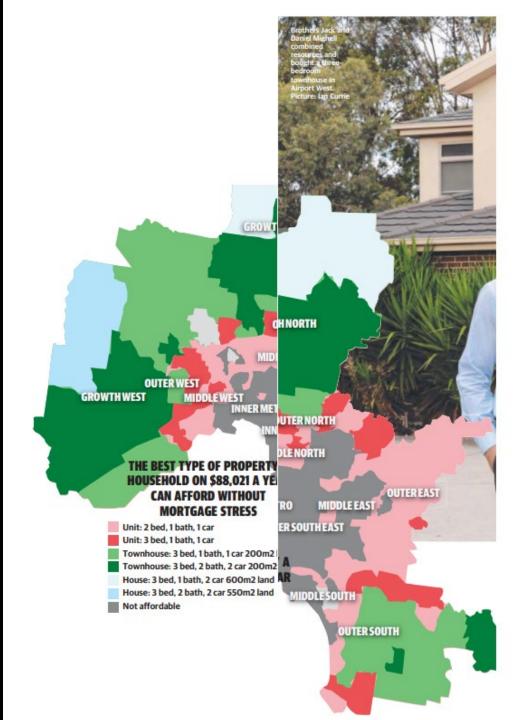
The study's figures are derived from the state government's Victorian Integrated Survey of Travel and Activity, released last year. It surveyed 43,800 people in households in Melbourne and regional Victoria. The Bus Association analysis compared public transport users with those who used a vehicle to get around.

'people who used public transport on a particular day, also spent an average 41 minutes walking and/or cycling as part of their travel.' Chris Loader The Age March 12 2010

'Infrastructure Victoria said the Agency's research found one in four people would trade a detached greenfield house for a quality townhouse or three bedroom apartment in an established area if they were the same price.'

This is asking the wrong question. The question should be about the cost of living on the fringe compared to within a compact city.

The Age Tuesday March 28, 2023



The cost of owning a car if you live in the outer suburbs of Melbourne is \$22.400 pa.

Given the distances to services and work and in many cases poor public transport services to these areas most families would need to own 2 cars costing \$44.800 pa. post tax dollars.

Scource Australian Automobile Association Sunday Age article 20th Feb 2022.

Home is where work-related savings are

Rachael Dexter

Employees who drove to work prepandemic have saved thousands of dollars while working from home. But as businesses start recalling workers to the office over coming weeks, employees may find the cost of their commute has risen.

The latest national inflation figures show transport costs jumped 12.5 per cent in the December quarter, compared with the same time in 2020.

Victorian Treasurer Tim Pallas flagged on Friday that the state's remaining COVID restrictions, including indoor mask mandates and the work from home recommendation, would be further eased or removed within a week, giving the green light to businesses to require workers to turn up in

Those planning to drive to work are in for a price shock, with ABS stats showing fuel prices climbed 32.3 per cent in a year to December.

While the cost of running a car has surged, public transport costs in Melbourne only increased a fraction since the start of the pandemic. After a freeze on prices in 2021, this year the cost of public transport rose by 2.3 per cent, or an extra 20 cents to daily metropolitan fares.

However, the latest Melbourne transport data shows the public is still shunning public transport, with usage trailing well behind the city's main roads.

Staring down the cost of returning to the office has triggered some big decisions for the Butcher family, from Altona North.

Pre-pandemic, dad Chris, a designer, travelled to the CBD between four and five days a week, using trains and rideshare services to get to and from the office. Wife Eva drove the family's car 20 kilometres each way to Hawthornsometimes spending up to three



hours a day in traffic - three to four days a week to her job at a chartered accounting firm.

The family have pocketed thousands in savings associated with commuting over the past two years while working from home, and even have some goodies to show for it.

With the \$30 a week he saved from not buying take-away coffees, Chris bought himself a barbecue and some cycling gear.

The 42-year-old isn't looking forward to returning to the office. Aside from the money saved, Mr Butcher says the time he's gained with his two young children has been invaluable.

"I've got time to spend with my kids more. My daughter was one [year old] when I started working from home, and it's been great seeing the kids grow up," he said.

'I just don't want to do this any more three hours a day stuck in traffic when I could be spending quality time with my family.

Eva Butcher, accountant

Meanwhile, mum Eva changed jobs entirely, starting this week as an accountant at a kindergarten. Her new gig has a flexible, permanent work from home policy and is just 10 minutes drive from

Although the move involved a pay cut, Ms Butcher said factoring in the costs of travel, childcare, and loss of time associated with her previous role meant the decision was a no-brainer.

"I just thought, 'I just don't want to do this any more three hours a day stuck in traffic when I could be spending quality time with my family'," she said.

"Once you've seen an alternative,

you think 'that's madness, who would go back to that'?"

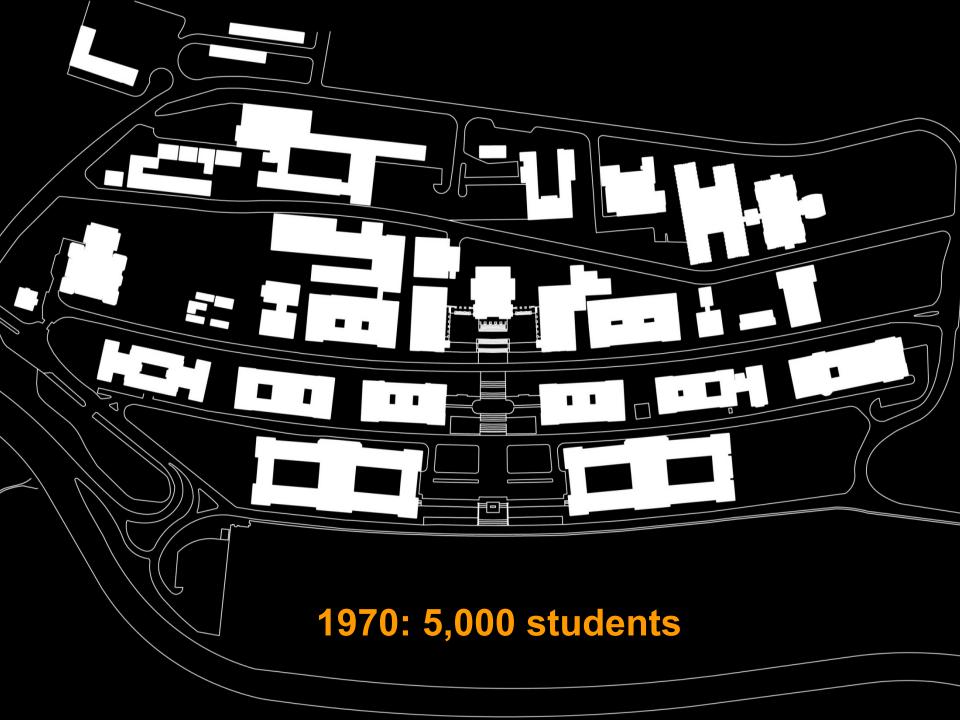
30.1%

9.8%

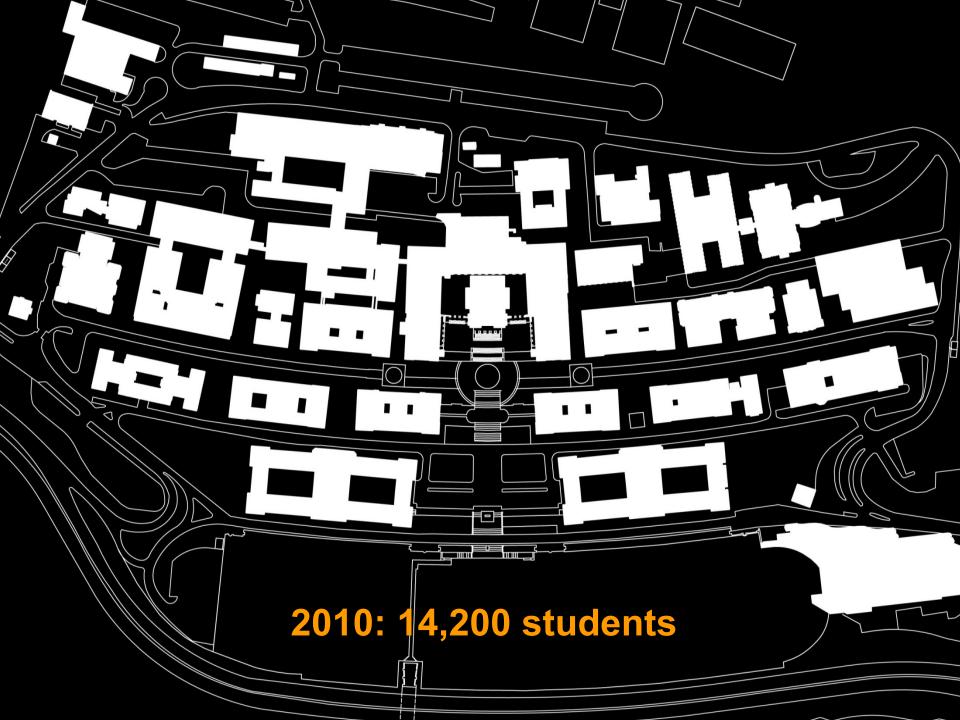
The Australian Automobile Association, which tracks transport costs, estimates that in Melbourne the average portion of income going on transport has jumped from 14.8 per cent in early 2020, to 16.4 per cent in September

The association's figures show the biggest cost increase to car ownership was car loan repayments, costing about \$38.50 more per week in the September quarter last year compared to the January 2020 quarter before the pandemic began.

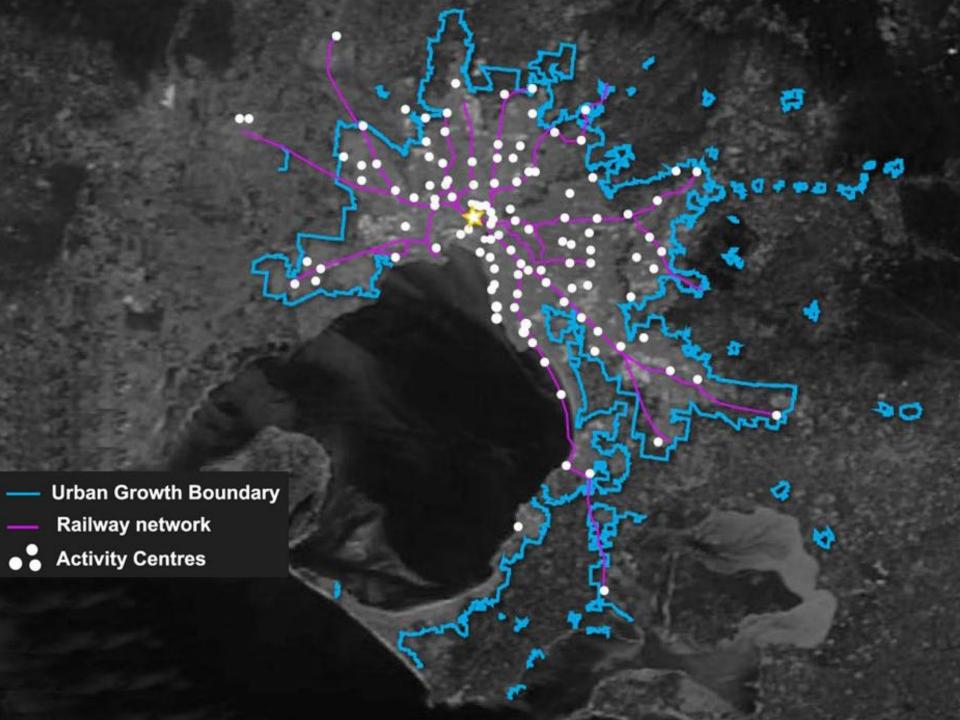
With Caitlin Fitzsimmons

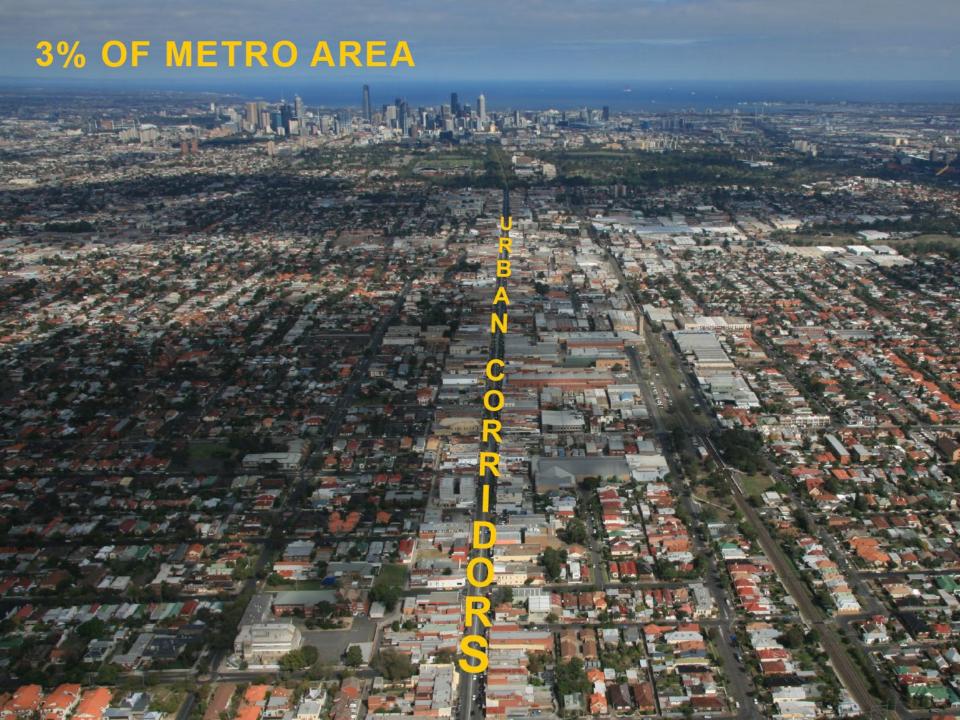


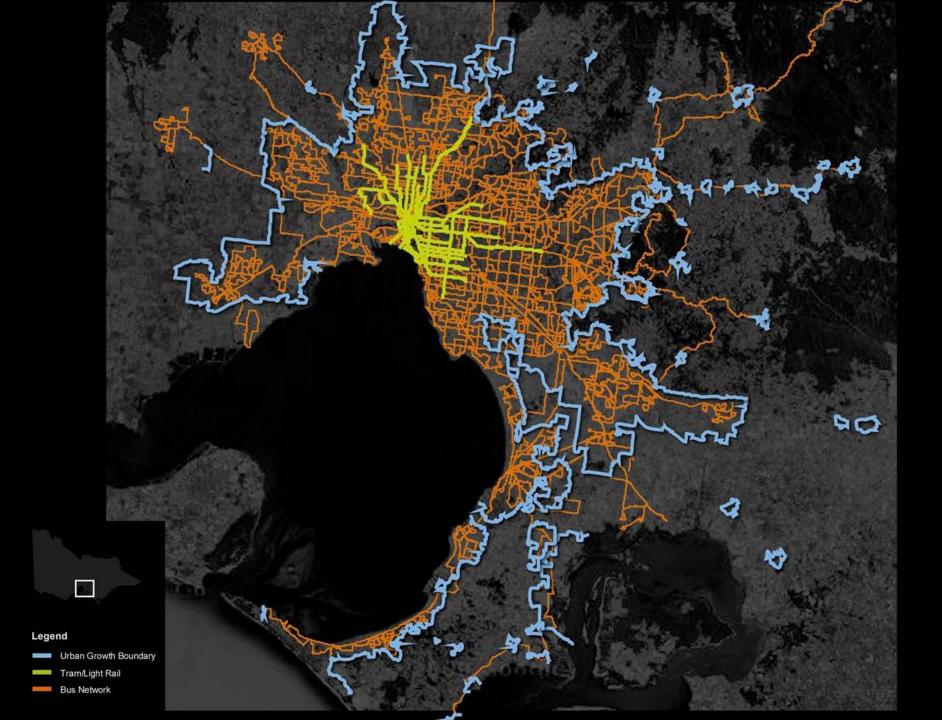




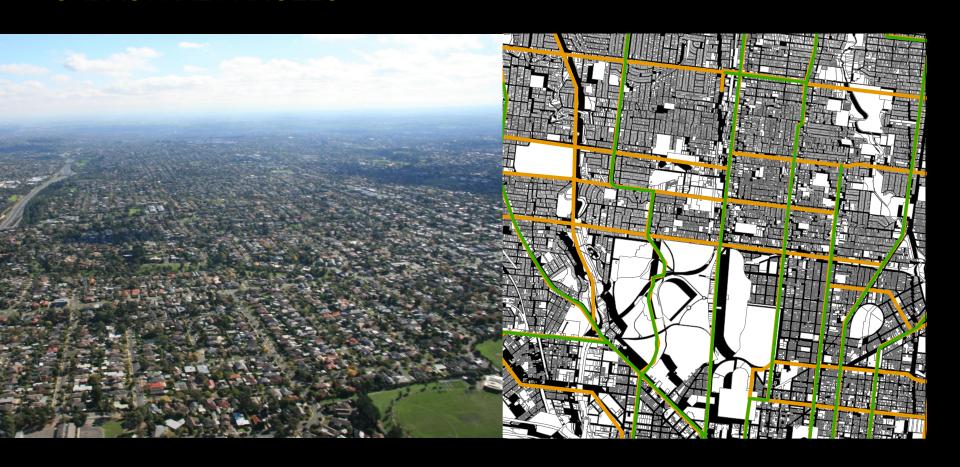








CADASTRAL PARCELS



Metro Cadastral Parcels 1,571,532

Less SPECIAL ZONES eg. CBD

SELECT PARCELS





Total = 121,608 sites

Less PARKS



Less PUBLIC USE and INDUSTRIAL



Total 118,955 sites

Total 114,554 sites

Less REAR LANEWAY



RECENTLY DEVELOPED SITES



Total 40,628 sites

Total = 40,156

HERITAGE REGISTER BUILDINGS

Less 50% HERITAGE OVERLAY SITES





Total = 39,699

Total = 36,877

Less FRONTAGE < 6m

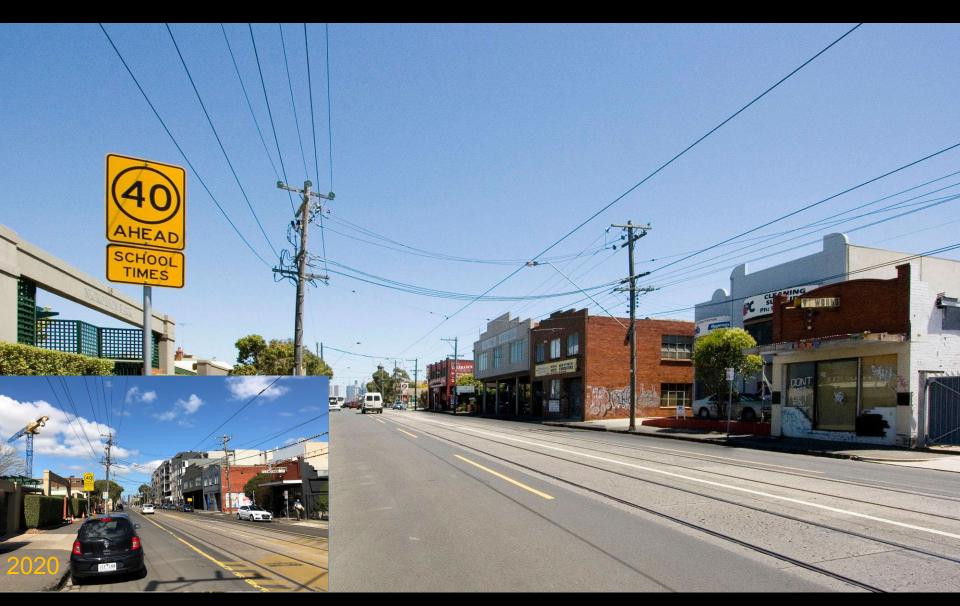
TOTAL AVAILABLE SITES



Results

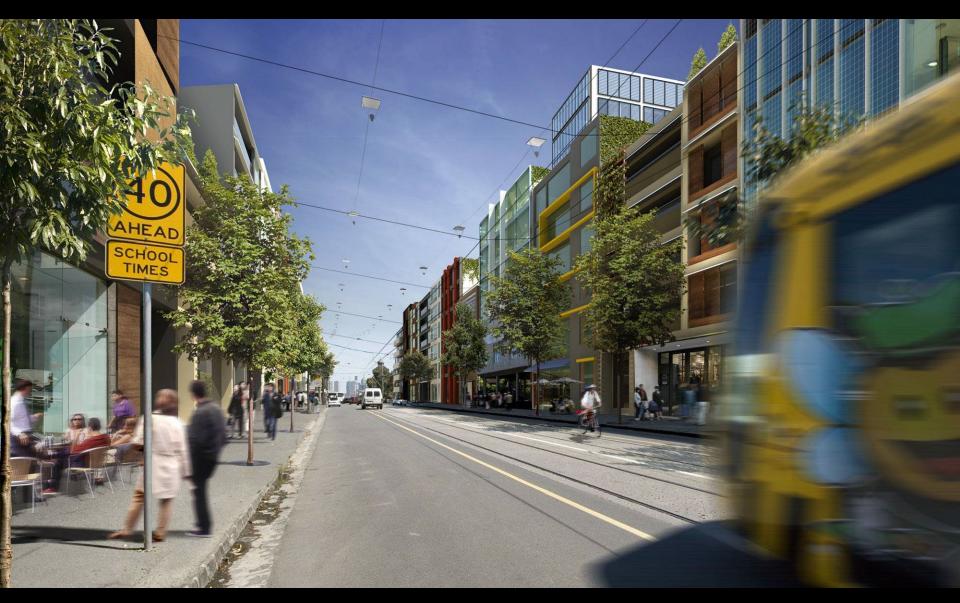
	Tram	Target Bus Lines
Sites available for densification	12,439	22,038
Total area (Ha)	1,418	5,275
Current population	48,630	158,250
Proposed Density Range 180 - 450		
	Low	High
Net population increase	1,003,950	2,457,310

2010



Nicholson Street, East Brunswick 2010 – looking south to the city

POSSIBLE FUTURE



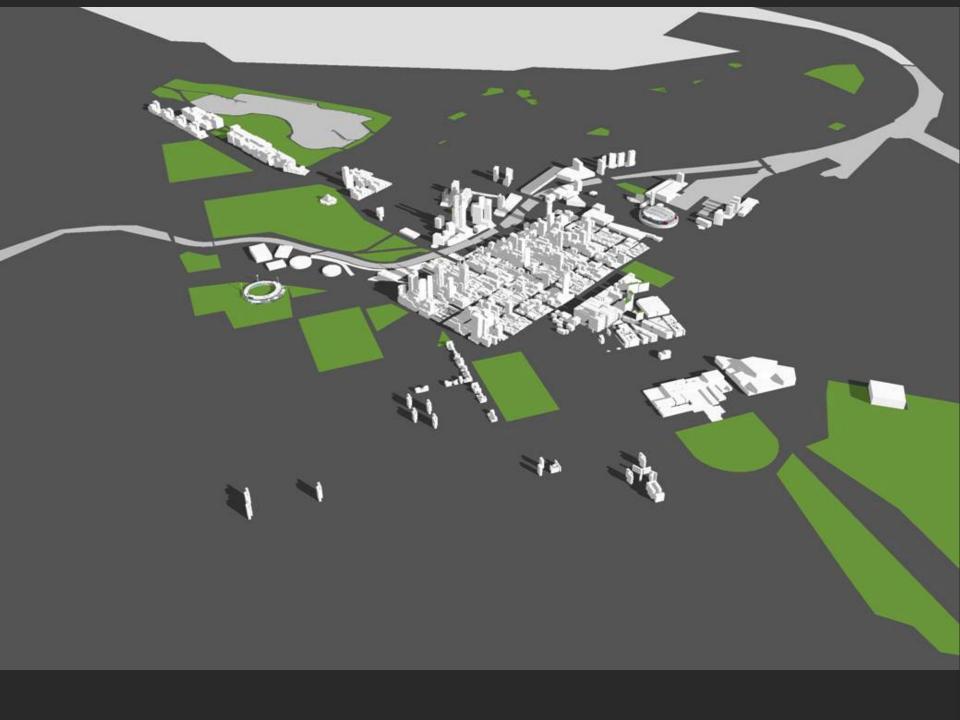
Nicholson Street, East Brunswick – artists impression

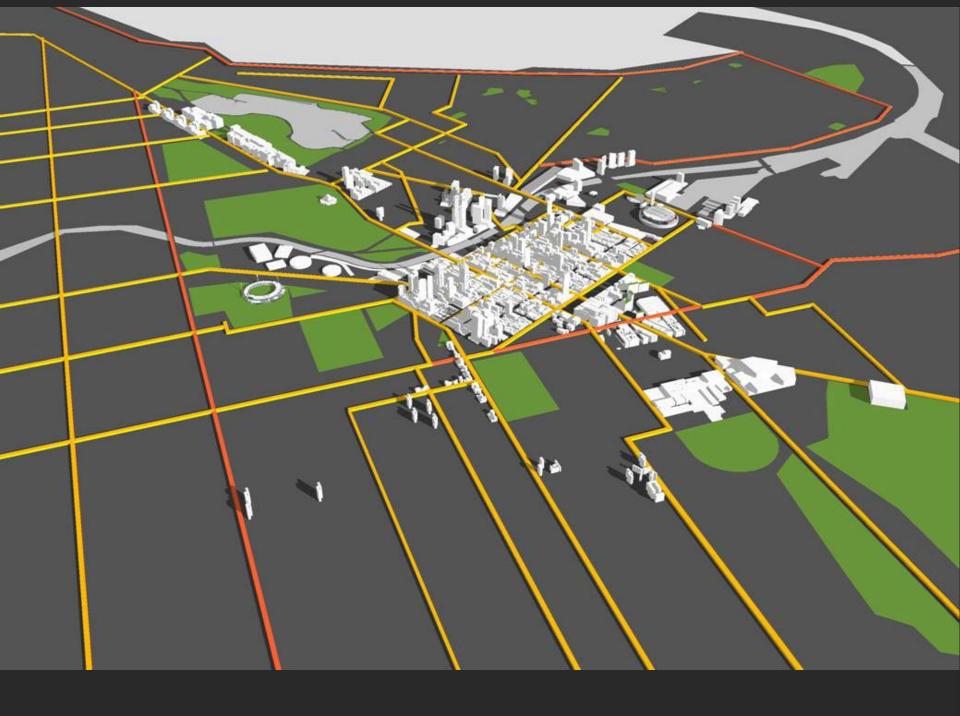




Known redevelopment sites 1.5% yield 500,000 persons @ 200 persons per hectare

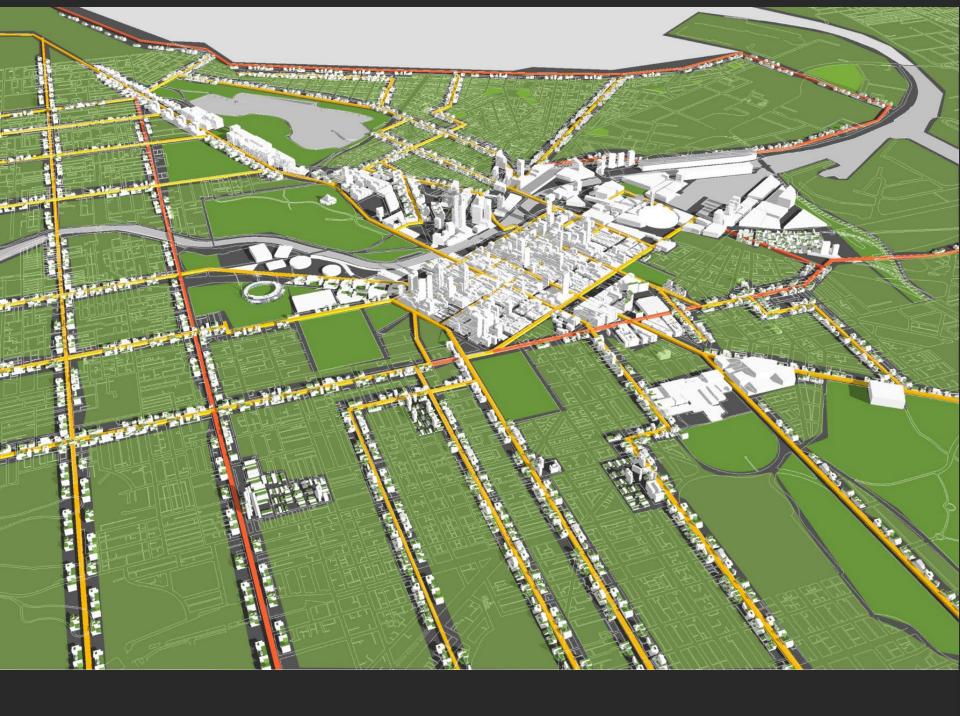


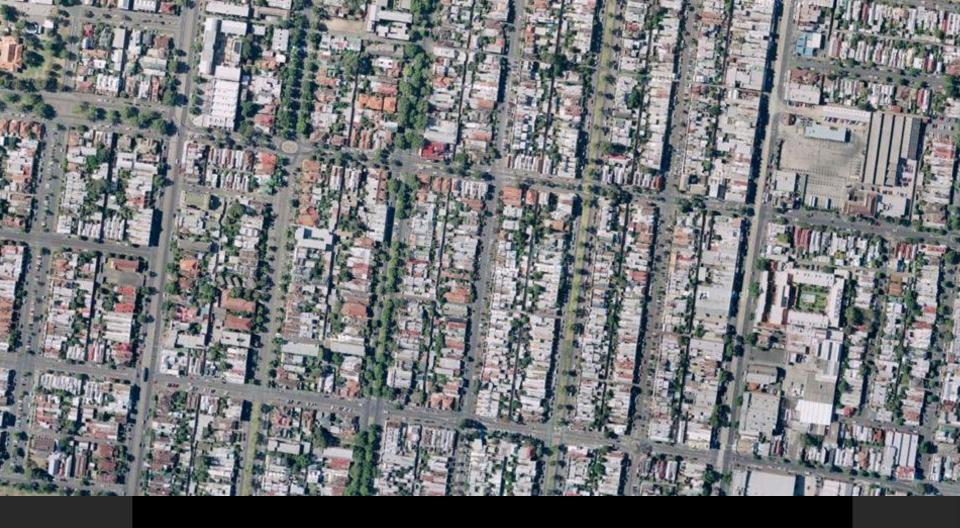




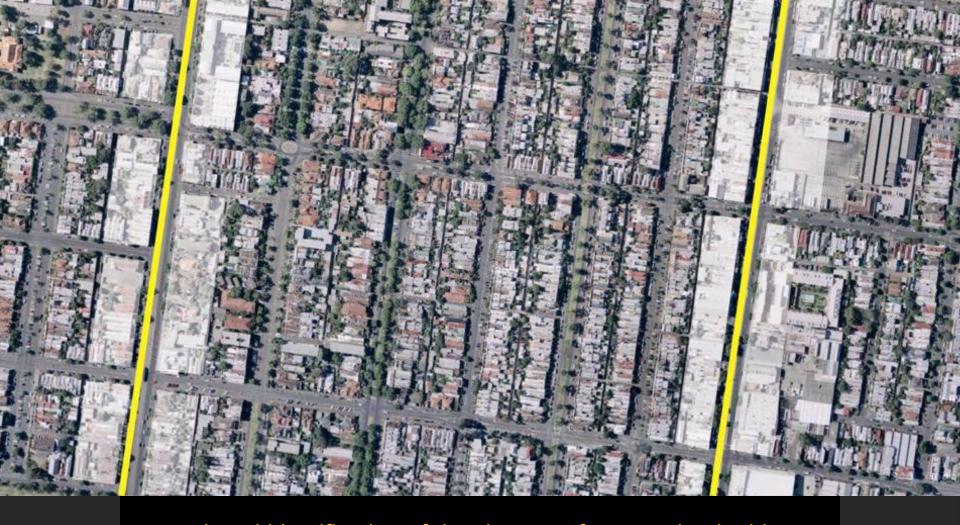




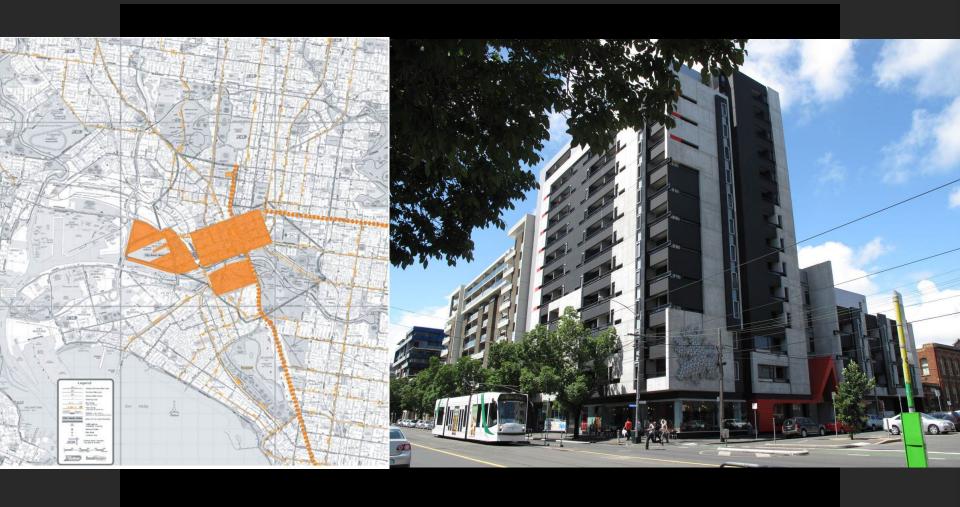




Local identification of development framework



Local identification of development framework – in this case around existing infrastructure



Transport Corridor: Design Development Overlay



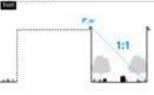
1. applicable streets

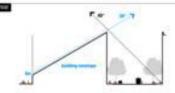
2. heritage & public use zones



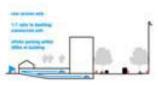


3. height limits

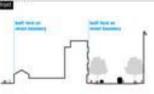


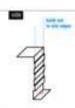


4. parking



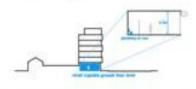
5. setbacks





6. active frontages

7. passive surveillance





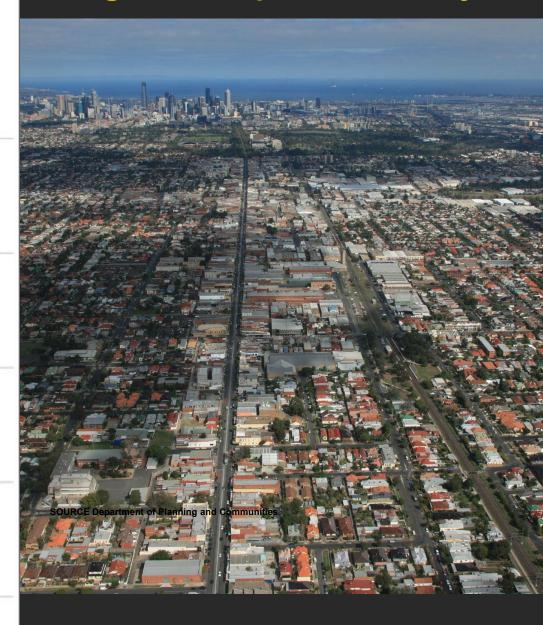
8. freedom zones

9. access





Design Development Overlay





Trackless Trams costs 1/10th of the cost of traditional trams.

Melbourne @ 10 Million by 2050?

'The 7.5% City'

- Building on only 7.5% of the Metro area
- Built around existing transport infrastructure
 - With buildings no higher than 5-8 stories

 Saving \$550 billion in infrastructure costs over 50 years

Repurposing our Cities

- 1 Local Character
- 2 Density
- 3 Mixed Use
- 4 High quality public realm
- 5 Connectivity
- 6 Public participation
- 7 Integrated Action
- 8 Adaptability

Economic vitality, social cohesion and Sustainability.

10 steps that Transformed Central Melbourne

- 1. Local Character Don't copy others be yourself. Laneways.
- 2. Mixed Use, Density and Activation Residential population
- 3. High Quality Public realm Streets for people
- 4. Connectivity, Active Movement Grey to Green
- 5. Adapting urban landscapes Urban Forest
- 6. City as a catchment Tanks and permeability
- 7. Greening the Buildings CH2 and beyond
- 8. Renewable energy and storage MREP
- 9. Partnerships Public Private Partnerships.
- 10. Adaptation of the Metro City 7.5% City

Three links to:

- Short video on Building Good Streets
- Transforming Australian Cities for a more sustainable future
- The Value of Good Urban Design.
- https://vimeo.com/575713738
- http://www.transformingaustraliancities.com.au/wp-content/uploads/Transforming-Australian-Cities-Report.pdf
- https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plansstrategies/unitary-plan/history-unitary-plan/documentssection32reportproposedaup/appendix-3-6-5.pdf
- Thank you.

