Good Cities are the product of incremental change based on a solid Planning Framework

‘Cities are seldom the result of grand projects but rather the product of slow incremental transformations that occur over a long period of time.’
“Baukultur” as an impulse for growth
Good examples for European Cities
Selected case studies
DECENTRALISATION TO CONCENTRATION

Glasgow
FROM BLIND SPOT TO CITY OF CULTURE

Dublin
QUALITY PUBLIC INFRASTRUCTURE

Bordeaux
PEOPLE, PLACES AND TRANSPORTATION

Bogota
A subtle start
Docklands from the west, 1988 and 2017
RMIT University campus and surrounds, 1979 and 2017
The Age  c. 1980

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 department actually instigated creative change.

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

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping piazzas 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 north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

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.”

Housing almost succeeded in extracting the Strategy Plan, we should not pin too many hopes on this existing system.

The lessons from New York have not been learnt here.
VISION

‘24 hour City that looked and felt like Melbourne’

1985 Strategy Plan
Essential ingredients for good Cities

1 Density
2 Mixed use
3 High quality public realm
4 Local Character
5 Connectivity
6 Adaptability

= Economic vitality, social cohesion and Sustainability.

Bib. Value of Urban Design – Ministry for the Environment New Zealand
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Melbourne @ 8 Million by 2050.

Status Quo is not an option! At the same time destroying the Australian dream of a home and land package is not an option.

So what are our options?

‘The 7.5% City’
860,000 people @ 200 persons per Hectare

ACTIVITY CENTRES 3% OF METRO AREA
3% OF METRO AREA
Land Capacity Analysis

CADASTRAL PARCELS

Metro Cadastral Parcels  1,571,532
## Results

<table>
<thead>
<tr>
<th></th>
<th>Tram</th>
<th>Target Bus Lines</th>
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<tbody>
<tr>
<td>Sites available for densification</td>
<td>12,439</td>
<td>22,038</td>
</tr>
<tr>
<td>Total area (Ha)</td>
<td>1,418</td>
<td>5,275</td>
</tr>
<tr>
<td>Current population</td>
<td>48,630</td>
<td>158,250</td>
</tr>
</tbody>
</table>

Proposed Density Range 180 - 450

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net population increase</td>
<td>1,003,950</td>
<td>2,457,310</td>
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</table>
Nicholson Street, East Brunswick – 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...
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

SOURCE Department of Planning and Communities
Status Quo Melbourne @ 8 million

Will cost $440,000,000,000 extra over 50 years assuming that half of all future housing is built on the periphery of Melbourne.

This is equivalent to the cost of 12 National Broadband Networks. Imagine how many schools, hospitals and community centres we could build with this?
sustainability

1982

685 dwellings

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.
sustainability

2002

13,398 dwellings

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.
sustainability

28,097 dwellings

2010

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.
48% of the study area has redeveloped within a single generation.
Average density 308 people per hectare
Existing buildings - 2018
Existing buildings and under construction - 2018
Existing buildings, under construction and approved - 2018
Urban Density, 1995 (Persons/Ha)

Acknowledgements: Prof Peter Newman, Murdoch University, WDC
54,254 new apartments have been built in the city since 2002.

46 large-scale residential comprising 10,229 apartments were completed in the city of Melbourne last year.

39,054 have been granted planning permission.

13,512 more apartments are currently in construction.
Fishermans Bend is 2.4 times the area of the Hoddle Grid.
Fishermans Bend Densities

The Densities proposed at Fishermans Bend are questionable on three accounts;

§ There is sufficient capacity within the metro area to not necessitate excessive densities in this area.

§ The proposed densities would be higher than in any other area of the Capital City Zone [CCZ].

§ The transport and community infrastructure is likely to be of a lesser capacity than other existing CCZ areas.
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Bib. Value of Urban Design – Ministry for the Environment New Zealand
Losing the plot in the City of London.
PLACES FOR PEOPLE

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

MELBOURNE 2004
1982
604
food and beverage establishments

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.
2002
1,117
food and beverage establishments

1 food and beverage establishment

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.
2012
1,978
food and beverage establishments

1 food and beverage establishment

Source: City of Melbourne, Census of Land Use and Employment
Note: Dots show the density of establishments in CI UF Blocks, which roughly equate to CBD blocks.
A CITY OF CHOICES

No. Food / Beverage Establishments
Central City, Docklands and Southbank
1982-2012

1982: 604
1992: 722
2002: 1,117
2012: 1,978
1982
1,906 retail establishments

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.
1992
1,566
retail establishments

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.
2012
2,423
retail establishments

1 retail establishment

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.
A CITY OF CHOICES

No. Retail Establishments
Central City, Docklands and Southbank
1982-2012

1982  1,906
1992  1,566
2002  1,691
2012  2,423
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.
The Age Newspaper
16 June, 2005