



Australian Institute of Landscape Architects

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Mr John Merritt
Chief Executive
VicRoads
GPO Box 1644
Melbourne VIC 3001

Submission by:
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Dear Mr Merritt

RE: AILA Response to Hoddle Street-Punt Road Corridor Consultation

The Australian Institute of Landscape Architects (AILA) Victorian Chapter provides the following comments in response to the VicRoads consultation on the Hoddle Street-Punt Road corridor.

AILA is the growing national advocacy body representing 2,500 active and engaged landscape architects, and promoting their crucial role in shaping the world around us. Our membership covers a diverse range of professional services including strategic planning, urban design, building settings, open space design and natural resource management working across all levels of government and within the private sector. Our profession is at the forefront of the planning, design, construction and management of quality open spaces and the public realm.

AILA recognises that Hoddle Street-Punt Road is a significant and strategic north-south connector for Melbourne and provides access to important city icons, civic buildings and diverse inner city neighbourhoods. Along the corridor are world class sports facilities, significant civic buildings (e.g. Collingwood Town Hall), parklands and public gardens (e.g. Darling Gardens) as well as residential areas including social housing estates. Connecting the Bay with Melbourne's northern suburbs and cross-city freeway links, this corridor is as important to the image of our city as St Kilda Road and Royal Parade. However in terms of its character and quality of experience it offers to drivers, cyclists and pedestrians, Hoddle Street-Punt Road is substantially inferior to other major Melbourne road corridors.

While it is essential to tackle significant traffic flow and safety issues, the implementation of any works to address problems identified through the current public consultation process must be considered within the framework of an urban design, landscape and public realm masterplan. This masterplan should celebrate the different precincts and intersections of Hoddle Street-Punt Road, within the coherent language of a unifying boulevard.

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Specifically the Hoddle Street/Punt Road corridor must be guided by a masterplan which:

- considers the variety of adjacent uses and creates appropriate interfaces with those uses
- identifies strategic connections for pedestrians and cyclists
- delivers a public realm which contributes to the improved viability of commercial premises located in the corridor
- includes a strategic vehicle parking plan
- creates a road corridor that is functional, enduring, sustainable and enjoyable to all users of all transportation modes (refer to the [Office of Victorian Government Architect Good Design and Transport](#) paper)
- considers green infrastructure¹ planning to enhance environmental outcomes and human health and well-being
- is aligned with Plan Melbourne which seeks to develop Melbourne's network of boulevards (refer Initiative 4.6.2).

We recognise the valuable in-house landscape architecture and urban design expertise within VicRoads, and suggest that this team would be well placed to lead the preparation of a masterplan for Hoddle Street-Punt Road, either as procurer/client or in a design role.

To fully realise the potential of this important street in our city, AILA is seeking an urban design approach that integrates engineering and traffic management systems, and recognises the importance of this corridor. This is a city shaping project and should be invested in. Without this approach the Hoddle Street-Punt Road will remain a broken element in our city that is much maligned by users.

We look forward to your favourable consideration and response to this letter. Should you wish to discuss or would like to arrange a time to meet please contact Felicity McGahan AILA Victorian State Manager on 0401 811 976.

Yours sincerely

Mary Papaioannou
AILA Victoria Vice State President

Felicity McGahan
AILA Victoria Chapter Manager

cc The Hon. Luke Donnellan MP, Minister for Roads and Road Safety

¹ The network of natural and built landscape assets, including green spaces and water systems within and between settlements. NOTE: Individual components of this environmental network, such as gardens, parks, recreation areas, highway verges and waterways, are sometimes referred to as 'green infrastructure assets'. Australian Standard 5334-2013 'Climate change adaptation for settlements and infrastructure - A risk based approach'

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