



In this edition

AGM

Reference groups

Traffic and transport and Parking

- East West Link cancelled?
- Project 10,000: A new transport plan for Victoria
- Parkland and Public Land
- Princes Park re-development

PCCC

Planning

- Planning report
- The Carlton Connect Planning Amendment ..Should we be concerned?

Topical issues

- Trendyville: The Battle for Australia's Inner Cities
 - State Election outcomes
- Historic State Election victory for Greens

Community News

Christmas Festivities

- Australia Day Honours

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AGM



Victoria is presented with her life membership

The CRA AGM was held 23 February 2015, upstairs at DiMattina Restaurant and the Annual Report for 2014 was presented. Victoria Hamer was made a life member of CRA in recognition of her contribution to our organization, especially her work with the Planning Committee. She has been a member of CRA since the late 1980's but recently moved from Carlton

The Committee for 2015 was duly elected: President: George Janko; Vice-President: Trish O'Loughlin; Secretary: Julie Harrison; Treasurer: Philip Watts; Ordinary Members: John Weickhardt, Malcolm Foo.

Guest speaker, Professor Renata Howe, spoke on the significance of Resident Associations in Australia and as part of the international movement. Australia's inner cities experienced an upheaval in the 1960s and 70s which left them changed forever. People from all walks of life who valued their suburbs and resisted large-scale development projects for freeways, 'slum clearance' and mass-produced high-rise. Unlikely alliances of post-war migrants, university students and staff, construction workers and their unions, long-term residents and city workers, challenged land-grabs and inappropriate development. Interestingly enough, several similar battles have re-emerged in recent times. Renata emphasized that a co-ordinated approach is essential to address these community issues.

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Traffic and transport and Parking

East West Link cancelled?

In a democratic society, rational argument is one of the few forms of power the powerless still possess (Professor Bent Flyvbjerg, Oxford University, internationally renowned Social Scientist).

The election of the Andrews Labor Government, with a policy to cancel the costly and controversial EW Link, should guarantee its demise. However confusion and secrecy still surround Link contracts. Eighteen months of community angst and demonstrations against the Link culminated in one final large community Rally and March down Swanston Street on Saturday 15 November. The themes *Scrap the East West Link, Rip up the contracts, Invest in public transport* were captured through speakers, banners, placards and chants. It was an impressive event just two weeks prior to the State Election.



The final Rally, Swanston St., 15 November 2014

During the previous 18 months, the Napthine Government hid EW Link realities from the community. It spent upwards of \$120 million on advertising spin, sham consultations by Linking Melbourne Authority (LMA), compulsory property acquisitions (including \$90 million for the EVO apartments building), a Project Assessment Committee which it largely ignored, several costly court cases, planned alienation of scarce inner urban parkland and sportsgrounds etc. By Election Day, 29 November 2014, a large majority of the electorate would not accept this flawed process. Along with the Link, LMA was also disbanded by the incoming Labor Government.

Prime Minister Abbott, a strong supporter of the Link, declared the State Election a 'referendum' on the Link. If so, the result was decisive!

Business Case revealed

A few days following the Election, Premier Andrews made good his word to table the secret Business Case, which former Premier Napthine vowed never to release. As we suspected, the 9000 page Business Case could not withstand the light of day. It was described by Treasurer, Tim Pallas, as 'public malfeasance and fraud on a massive scale' (*The Age*, 16 Dec.). The real benefit-cost was revealed as just

\$0.45 for every dollar invested, not the publically claimed \$1.40. This optimistic figure was generated by financial manipulation so dodgy it was hidden even from Infrastructure Australia. Secret traffic modelling revealed just 13% of Eastern Freeway traffic would use the Link (as was well known for the past decade from publically available traffic data), not the 40% claimed in Link 'spin'. Annual toll revenue was estimated at just \$112 million, requiring a massive annual injection of State revenue to financially service Link costs. Even at its base cost of \$6.8 billion (not its long-term actual cost of \$18 billion), it would take 56 years to recover costs. Business Case documentation may be viewed at www.ycat.org.au

Had the Napthine Government been re-elected none of this would ever be known; the Link would have proceeded regardless of merit. Despite Business Case confirmation that the Link was a 'dud' project, the Liberal Party, at both State and Federal levels, has vowed to resurrect it.

The Business Case was leaked to the Murdoch media (vocal supporters of the Link) the day before its public release. The aim appeared to be to blunt the impact of the scandalous material. The source of this politically inspired leak has not emerged (but might be guessed!).

EW Link contracts

Secret contracts signed by the Napthine Government with the East West Connect Consortia, a few days prior to the Caretaker period, are yet to be revealed and rescinded. However, an infamous 'side letter' has been exposed which confirms a \$1.1 billion penalty clause was signed, payable to the Consortia, should the Link not proceed. Specific legislation and court action may now prove necessary to rescind these financially damaging arrangements. The issue of compensation to the Consortia remains to be resolved. This debacle was a result of the Napthine Government's irrational and irresponsible rush to get contracts signed prior to the Election, even when its electoral demise seemed assured. Labor's clearly stated policy was to cancel such contracts. This toxic financial legacy may yet plague the Andrews Government.

Royal Park saved

One of the most outrageous aspects of the EW Link was its potentially catastrophic impacts on iconic Royal Park (5000 trees, parkland and sportsgrounds, wetlands etc). The role of the City of Melbourne (custodians of the Park) and the Doyle Council, in expediting the Link in the Park, must be condemned. Instead of defending the Park as the community had expected, the Council acted as an arm of the Napthine Government and bowed to its every demand. Those of us from community groups, who regularly argued 'community interest' for the Park at Council Committee Meetings, were treated with disdain. The Council repeatedly voted at least six votes to five to sanction disastrous Link impacts on the Park. That the Napthine Government and Doyle Council

ever sanctioned the planned alienation of a large slab of Royal Park beggars belief. It was a disgraceful episode in the long history of the Park. Future generations can be thankful it is now saved and with heritage protection (exemptions for EW Link incursions remain to be rescinded).

Unlike the City of Melbourne, the Cities of Yarra, Moreland and more recently, Moonee Valley, vigorously opposed the Government's EW Link agenda, including in the courts. Yarra Council announced an Australia Day *Citizen Award* to 'everyone who campaigned against the East West Link'.



Combined community groups in Royal Park, at the site of proposed western tunnel portal (Nov 2014) courtesy The Age.

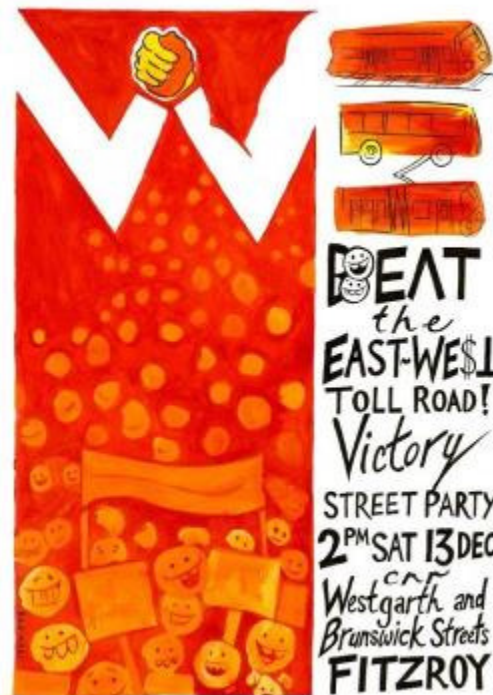
The aftermath

Although Royal Park was saved, many residents of Collingwood, Clifton Hill and West Parkville were traumatised by unplanned compulsory property acquisitions which continued right up to the Caretaker period. Despite cancellation of the Link, many will not seek to re-acquire their homes for fear it might all happen again. It seems certain the 'big end of town' will not easily give up on its \$1 million per metre, taxpayer funded 'gold mine', which is the EW Link. The recent disbanding of the LMA provides some assurance, but no guarantee. Vacant houses resulting from compulsory acquisitions may be converted to public housing stock and/or leased on the open property market. The fact that the Government now owns substantial property at the proposed tunnel portals is also a matter for community concern.

The role of engineers at LMA, public servants, expert witnesses and barristers, who appeared for the Government before the Project Assessment Committee in early 2014, is also being questioned. A letter published in *The Age* (30 Dec 2014) from Environmental Engineer, Petra Stock, is particularly relevant: *Spread net wider Condemnation of the East West Link should extend well beyond former State Treasurer Michael O'Brien to every professional involved – planning and environmental consultants, Linking Melbourne Authority's expert witnesses, bidding consortia, and public*

servants – all eagerly setting aside their professional judgement to 'follow the dollar'. Yes, Kenneth Davidson (Comment, 29/12), the project was clearly a stinker. And yet all these 'professionals' were willing to set aside due process, principles and ethics to do the bidding of the Napthine Government. All should be held accountable according to their codes of ethics.

To savour the community driven victory over the Link, a Street Party was organised on 13 December in Fitzroy. The Tunnel Picket coalition, led by Anthony Main (Socialist Party), had tirelessly conducted numerous actions against the Link over the previous 18 months, often pre-dawn and in all weathers. Squadrons of police were detailed to enforce the Government's unpopular and unsustainable roads policies. Numbers of 'picketers' were arrested - others joined legal actions - all participated in many meetings, rallies, letterboxing, flyer handouts, demonstrations, pickets etc. These wonderfully selfless people gave it their all, despite being demonised by the Napthine Government and Murdoch media. It would have been so easy to give up! This unstinting grass roots campaign finally convinced Labor to unequivocally oppose the Link during the Election Campaign. The Greens had always opposed it. The rest is history!



Street Party flyer

His [Premier Andrews] decision is a victory for everyone who values 21st century urban thinking over the outdated car-first mentality. Perhaps the legacy of the East West Link will be that such projects will never again be foisted on the public. The road building brigade needs to take a deep breath --

(Peter Newman, Professor of Sustainability, internationally recognised transport expert, Curtin University, WA, and former member of Infrastructure Australia. 'The Conversation' 3 Dec 2014).

Check out the website: www.carltonresidents.org.au

Join on line: <http://www.trybooking.com/GJWM>

Reference groups

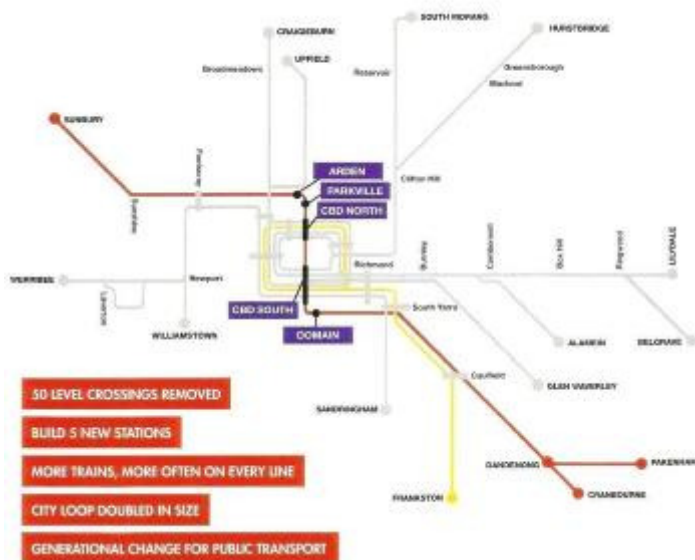
Traffic and transport and Parking (cont)

Project 10,000: A new transport plan for Victoria

Election of the Andrews Labor Government provided a mandate to implement its \$multi-billion *Project 10,000 Transport Plan*. This Plan includes several major projects:

- Remove 50 of our worst level crossings,
- Build Melbourne Metro Rail,
- Get 5000 trucks a day off the West Gate Bridge,
- \$2 billion for suburban and country roads,
- Create 10,000 construction jobs.

Melbourne Metro Rail is the centrepiece project. Initial design work on this \$9 billion proposal was completed under the Brumby Government's, Victorian Transport Plan (2008). It enjoys the imprimatur of Infrastructure Australia and would significantly enhance the entire rail network, including doubling the capacity of the City Loop. Five new stations are proposed: Arden, Parkville, CBD North, CBD South, and Domain.



Melbourne Metro Rail Project

Major roads projects include removal of 50 level crossings, West Gate Distributor (a \$500 million direct link from the West to the Port), Hoddle Street enhancement to reduce congestion (\$60 million), and widening of the Tullamarine Freeway (\$250 million). Country and suburban roads would attract \$1 billion each.

For further information: www.Project10000.com.au

The long-sought (since 1880s) rail line to Doncaster, which is critical to reduce driver only commuter congestion on the Eastern Freeway, Hoddle St and Alexandra Parade, is now off the agenda. Without this critical rail infrastructure, pressure to build some version of the EW Link will surely re-emerge in the future.

Project 10,000 is the latest of many transport plans proposed by both major parties over the past couple of decades.

Unlike earlier plans, perhaps at least some aspects of this most recent plan might be implemented?

Parkland and Public Land

Princes Park re-development

As part of a deal with the City of Melbourne (CoM) to accommodate the EW Link on Royal Park, Linking Melbourne Authority (LMA) allocated \$14 million to fund the relocation of sportsfields scheduled to be lost to Link construction. The enthusiasm of CoM and the Doyle Council to accept this deal was a matter for public dismay, as reported elsewhere in this *Newsflash*.

Large areas of Southern Princes Park have now been turned over to exclusive sportsground use, generally in accordance with the Princes Park Master Plan (2012):

www.princesparkmasterplan.melbourne.vic.gov.au

This legacy of the now cancelled EW Link has allowed long-term plans for Princes Park to be expedited.

However, not all were pleased with the unplanned installation of 40m high light towers to allow night-time sporting activities. This unwelcome addition barely rated a mention in the Master Plan.

Former sportsgrounds in Royal Park eg. Ross Straw Field, should now be returned to traditional use.

Police Community Consultative Committee (PCCC)

PCCC, now known as the Melbourne North Community Consultative Committee, to reflect the fact that it encompasses Carlton, Parkville, North Melbourne and Kensington, has drawn up an updated constitution and a mission statement. Currently there are approximately 26 members in the PCCC drawn from a wide variety of groups and organisations in the region.

In addition:

- \$500 was donated to support the annual food/toy drive
- Nick Parissis continues to support the annual kids camp
- Skate boarding continues to be an issue
- There has been an increase in the theft from motor vehicles in the Carlton area.: the area bound by Nicholson Street, Royal Pde, Victoria Pde, and Princes St has had 21 vehicles broken into during this period of time. These offences have predominately occurred during the afternoons and overnight. Items stolen generally include electrical items such as GPS units, laptops, as well as cash. Be vigilant and make sure that homes/vehicles are locked and that no valuables are left behind in vehicles.
- If you see something suspicious please call 000 immediately.

Planning

If you are aware of developments needing attention, please contact the Planning Committee:

planningcra@gmail.com

APP No./ADDRESS	DETAILS OF WORK/CRA INTEREST
<p>Carried Forward - From November 2014</p> <p>TP-2013-1059–932-944 Swanston St - Objection</p> <p>TP-2014-59 – 205-223 Pelham St - Objection</p> <p style="text-align: center;">VCAT decision awaited</p> <p>TP-2014-399 - 53 Queensberry St - Objection</p> <p>TP-2014-734 - 66-88 Lygon St - Objection</p>	<p>Alter existing building and construct a new 3 storey building for use as student accommodation. This is the historic “Fleming House” site. CRA expressed concern regarding the impact of the new building on Fleming House and requested that a heritage report be commissioned. Negotiations between CoM and the Applicant over the heritage issues. resulted in improvements. A subsequent notice of decision to approve has been challenged by an objector. Newman College has now objected to bicycle parking requirements imposed. CRA has supported CoM’s bicycle requirement. The VCAT hearing is 8 April, CRA will not be appearing.</p> <p>Permit Refused. Reece Plumbing Site. A 15 storey apartment building proposed. CRA has lodged an objection on the grounds of excessive height, inadequate setback heritage issues and wind effects. Refer to our website for details of the submission. The applicant appealed the decision and lodged a revised design which attempts to address the CoM’s grounds for refusal. CRA believes that the new design does not go far enough and still objects on the grounds of height, inadequate setbacks, excessive bulk and overshadowing. CoM and CRA opposed the application at the VCAT hearing held on 23 /24 February, the Tribunals decision is awaited.</p> <p>Alterations to existing church and footpath, including removal of existing temporary crossover and construction of new crossover, loading and unloading bay, replacement of presbytery windows and side fence and installation of new boiler, A/C unit and sliding gate. CRA objected on heritage, streetscape & safety issues. CoM refused the application. At this stage it is unknown whether the applicant will appeal.</p> <p>Subject of recent E-Flash - Demolition of existing building and construction of a 17 storey residential building (greater than the 8-storey height in DDO Schedule 44), and use of the ground floor for retail premises and place of assembly with a reduction in car parking requirement. CRA objected on the grounds of: Excessive scale, height & bulk, ignores current planning controls, heritage issues, urban design & overshadowing major pedestrian precinct. Refer to CRA website for details of application and objection. CoM have received 60 objections to this application. The CoM’s decision is awaited, an appeal to VCAT is expected, should the application be refused.</p>
December - 16 Applications	No grounds for objection identified
January - 8 Applications	Awaiting further information on TP-2015-15 otherwise no grounds for objection identified
February - 19 Applications	Awaiting further information on TP-2015-103,127 otherwise no grounds for objection identified.

At the beginning of each month, the CRA’s planning sub-committee meets to consider the previous month’s planning applications for the 3053 postcode area. The committee is particularly alert to the following:

- overlooking or any other loss of amenity to neighbouring properties
- loss of amenity to the wider surrounding area (bulk, aesthetics, car parking)
- whether the application complies with the council’s heritage overlay and height restrictions
- internal amenity (chiefly in multi-dwelling developments)

The City of Melbourne has an easy to use online search facility for the Planning Register, which provides up-to-date information on the status of a Planning Permit or current application, searching by application number or address.

<http://www.melbourne.vic.gov.au/BuildingandPlanning/Planning/Pages/PlanningRegisterSearch.aspx>

Planning (cont)

The Carlton Connect Planning Amendment ... Should we be concerned?

The University has proposed a major intensification of the site formerly occupied by the Royal Women's Hospital. Does this Matter?

The existing 3AW block already casts significant shadows over Grattan Street during the middle of the day for 6 months of the year. Adding extra floors to this building and replacing the two storey A J Cunningham building (on Swanston St corner) with a building taller than the existing 3AW block will not improve the pedestrian amenity of Grattan Street.

When Planning Authorities wish to retain the pedestrian amenity of an area, they introduce controls which will retain sky views and maintain sunlight to public spaces including our streets and lanes. Since the Swanston/Grattan Street intersection is one of the busiest pedestrian intersections in Carlton, this public realm should not be degraded.

The University also wishes to replace the existing Public Use Zone with a Capital City Zone. Does this Matter?

The introduction of a Capital City Zoning (in the manner recommended by the Council) would effectively exclude the community from any further say over the detailed use and development matters. The notice, decision requirements and review rights of the planning act are effectively scrapped for all but a limited number of uses. If the University is serious about building connections with the Carlton community (Carlton Connect), it would never scrap these notice and review rights.



The Old Royal Womens Hospital

The University claims that Carlton Connect will include exemplary Environmentally Sustainable Design measures [ESD measures]. But, can we be sure?

At the Development Plan level it has been determined to use the Green Star Communities Rating Tool Pilot ... a Green Building Council of Australia initiative. While it is possible that the redevelopment may include cutting edge ESD initiatives, there are no guarantees. If Carlton Connect is to be taken seriously on the ESD front, the Development Plan Overlay must set measurable targets which address the key

issues of energy generation and water conservation.

The Hearing for **Melbourne Planning Scheme**

Amendment C173: Carlton Connect, will be held on April 7, 8. CRA will be represented, along with several residents.



Artist impression of the proposed development at the Old Royal Womens site

Topical issues

Trendyville: The Battle for Australia's Inner Cities

By Renate Howe, David Nichols and Graeme Davison
Monash University Publishing.

Trendyville was launched at the Church of All Nations on 16 October, by **Caroline Hogg, AO**. A must-read, this in-depth examination of the causes and consequences of urban protest in a democracy complements *Carlton: A History*. It shows how urban protest changed the built environment as well as its participants, and resonated in many of our institutions including politics, media and multiculturalism. When the dust settled, after the upheaval in the 1960s and 70s, Australian cities were different. Many suburbs kept their village qualities. Shopping strips were revived and cultures celebrated. While areas like Fitzroy or Redcliff were derided as 'Trendyville', the fate many American cities suffered – a 'hollow core' – had been avoided. In the process, heritage conservation, party politics, and Australian assumptions about domestic life, education and lifestyle had all been transformed.

State Election outcomes

The State Election on 29 November 2014, saw the demise of the one-term Napthine Coalition Government and the election of the Andrews Labor Government, on a Two Party Preferred basis of 52% vs 48% of the vote.

Legislative Assembly (88 members): Labor 47, Liberal 30, National 8, Greens 2, Local Jobs 1. Labor has an absolute majority in the Assembly.

Legislative Council (40 members): Labor and Liberal have 14 members each. The remaining 12 Seats are held by Greens 5, Nationals 2, Shooters 2, DLP 1, Sex Party 1, Local Jobs 1. Labor will need cross-bench support to govern effectively.

Ministerial portfolios of potential interest to CRA are Planning (Richard Wynne), Roads (Luke Donnellan), Public Transport (Jacinta Allan), Local Government (Natalie Hutchin) and Environment (Lisa Neville). Please see www.parliament.vic.gov.au for a complete listing of Government Ministers and Opposition Shadows.

Commentators suggest the downfall of the Napthine Government was a result of its failure to 'put people first', instead considering primarily the interests of big business and developers. This 'we know best' attitude towards the electorate led also to the downfall of the Brumby Labor Government in 2010. The costly and secretive East West Link figured prominently as an election issue.

Following the election, former Premier Napthine moved to the Back Bench. He was replaced as Liberal Leader by controversial former Planning Minister, Matthew Guy. This move was regarded as a 'risky strategy' by some commentators (*The Age*, 5 Dec 2014).

We congratulate the Andrews Labor Government on its election

Historic State Election victory for Greens

The first Greens representative ever to be elected to the Legislative Assembly, Ellen Sandell, polled 41.4% of the primary vote to take the Electorate of Melbourne from Jennifer Kanis (Labor) who polled 29.3% primary vote. Ed Huntingford (Liberal) polled 24%.

Two Party Preferred vote: Ellen Sandell (Greens) 52.4%; Jennifer Kanis (Labor) 47.6%. Labor had held 'Melbourne' continually since 1908; it was once considered a very safe Labor electorate.

Labor primary vote was a high 68% when Neil Cole was elected in 1988. He lost pre-selection to Bronwyn Pike in 1999 under controversial circumstances. She was elected on 59% primary vote. When Ms Pike unexpectedly resigned, causing a by-election in 2012, Labor primary vote had fallen to 33%. It is now 29%. The Greens hold both the State and Federal Electorates of Melbourne.

We congratulate Ellen Sandell on her historic victory and CRA looks forward to working with her on matters Carlton. She was Guest Speaker at our recent Christmas Party at La Mama.

Community News



Jackie Watts addresses the gathering

CRA continued the tradition of holding its Christmas party at the iconic La Mama in mid-December. It was as usual a very enjoyable and memorable event. We ate scrumptious finger food, including large quantities of delicious cakes donated by Brunetti and danced late into the evening to the magical music of the band, *No Strings*.

At our Christmas party we took time out to reflect on CRA's achievements during 2015. Greta Bird, one of our long term activists, spoke about some of the key highlights. This included CRA being a proactive member of a broad coalition of groups that fought to stop the East West Link. CRA also played an instrumental role in preventing the construction of an inappropriate eight storey building in Pelham Street, the historic heart of Carlton.

Ellen Sandell, the Greens candidate, who had just been elected as our local member for Victorian House of Representatives, gave a short presentation to introduce herself to CRA members and friends. She came across as being a sincere young woman, passionate about environmental issues, especially climate change. Ellen also wanted to improve support and opportunities for the most disadvantaged and marginalised members of our community.



Ellen Sandell speaks



The Christmas Crowd 2015

Australia Day Honours

Hearty congratulations are offered to Trevor Huggard (Friend of CRA) and Brian Falconer (CRA Member) who were nationally recognised for their contributions to society in the Australia Day Honours List.

Trevor Huggard AM

The citation reads: *For significant service to the community through a range of roles with heritage conservation, cultural and sporting associations.*

Trevor was a foundation member of the Carlton Association in the 1960s and was a leader in opposing the Housing Commission in the notorious 'slum clearance' program in Carlton to create the Public Housing Estates. Through his community activism, Trevor helped save much of Carlton's Victorian Era Heritage from demolition.

His activism led to his election as a Councillor for the City of Melbourne (1982-91); he was Lord Mayor in 1986-7. Trevor has enjoyed an illustrious career as a structural engineer and has been a lecturer in Construction Technology at Melbourne University. His diverse community work includes the National Trust, Maritime Heritage, Ocean Racing Club, Koori Heritage Trust, Dragon Boat Victoria and much more.

Hearty congratulations to Trevor (and Jan) for this national recognition of his exemplary contributions to society.

Brian FALCONER, OAM

The citation reads: *For service to the community of Carlton.*

CRA members are delighted that one of our long term and proactive members, Brian Falconer, received the Medal of the Order of Australia, (OAM). Brian has worked tirelessly to improve the quality of life of local residents. Of course for those who are passionate about VFL, Brian is also remembered as having been a highly successful Hawthorn player and a very influential member of the club's life member committee.

Brian has been a leading light in the Carlton Tennis Club and joined the committee in 1988. He has more recently initiated a project to assist disadvantaged children to access tennis. They are being given free equipment, lessons and tickets to the Australian Open. Many of the participants have been recently arrived refugees from the Horn of Africa.

Brian's service to the Carlton community, via CRA and City of Melbourne, dates back to 2008. He has been especially involved in heritage issues relating to Royal Exhibition Building and Carlton Gardens and has worked with the City of Melbourne on its Opportunities for Carlton project as Co-Chair of the Carlton Together Group since 2009.

The investiture at Government House Melbourne is scheduled for Friday 17 April 2015



The Tennis Club program participants enjoying the Australian Open

Your Carlton 30 years ago



and in 30 more?

Join CRA and have a say.