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Ecoso Exchange Newsletter

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Special Issue of Ecoso on A Charter for a Central Region

"Option for Effective City Government" is the name of a report prepared by the Melbourne City Council in 1992. The option which was at first favoured by the Council was to establish a Central City Council with contracted boundaries, (see Ecoso 2/21 "Democracy a loser to Property Vote"). Community groups have answered this threat in various ways. One of the most significant is the "Committee for Government Reform of Central Melbourne" which is convened by Angela Munro.

To contribute to the debate on this issue this Ecoso republishes extracts from a 1993 report by Angela Munro and two from reports by Maurie and Ruth Crow. One from Ecoso 2/10, August 1975, (18 years ago) and the second from the report "A Charter for a Central Region" published in 1986 (7 yrs ago).

To bring you right up to date pride of place goes to Angela's paper which she gave to the Royal Institute of Public Administration on April 29, this year. Here is a summary of her talk :-

Creating Capital City Governance for Melbourne

What we've got now is a Heath Robinson machine. To give us our due we've tried to reform it - five Bills before the parliament since 1913 and three more Reviews in the 70s and 80s.

What are the options? What are their implications? Angela first stated the options for the Committee for Government Reform (of which she is the convenor), then the case put by major lobby groups, thirdly the track records and lastly some national and international examples.

I. The Case for committee of Governmental Reform A Central Melbourne Regional Council

A greater Melbourne Council is politically unachievable. No State Government will set up a city council representing over 70 % of the States population. A Central Melbourne Regional Council, based on all or part of 10/12 inner city councils best satisfies five performance indicators :-

- a) It would strengthen the city centre and its inner urban neighbourhoods.
- b) It would have the scale and resources to both make and administer plans.

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- c) There would be efficient and equitable service delivery - lower rates and greater equity.
- d) Separate Councils are not needed to maintain separate communities - eg. separate identity of neighbourhoods in the existing Melbourne municipality.
- e) There would be greater legitimacy - a CBD Council would remain besieged from without until those stakeholders who have been excluded find representation.

2. The Case for BCMA (Business Owners and Manager Association) and the Melbourne Chamber of Commerce.

Angela claims that the link between their diagnosis and their cure is tenuous. She made the following points :-

- a) Rates are too high, certainly, but reduction could be achieved by assembling the scale and critical mass of a regional council.
- b) Cross subsidising residential neighbourhoods is a spurious dichotomy - to manage the transition from industrial to post-industrial age it is necessary to value the small, highly skilled creative networks on the city fringe on which the new order will increasingly rely.
- c) The city of Melbourne epitomises the divided loyalties of powerful retail and property interests in the CBD - this results in loss of employment in the city through developments at other shopping centres and the deadening of the city centre through over provision of offices and car parks.
- d) A number of councillors who are currently representing CBD wards have their businesses in the fringe.
- e) A high proportion (11% of eligible voters) in the CBD Wards did not vote in the last Council election - showing a lack of interest.

In essence the CBD option does not address the well documented problems which beset this city - its fragmentation of authority, including local authority, its lack of coherent planning and development, the nexus between the central city and the inner Metropolitan Region, nor the unproductive interaction between sectional interests.

4. Track Record of the Melbourne City Council

Angela gives credit to the community movement for saving some of the buildings and other features of our city which have resulted in it partially retaining its vibrant character. She emphasises that cranes on the sky are no guarantee of long term economic benefit.

4. International Experiences in Local Government

The report states that international experiences suggests that Australian local governments are idiosyncratic :- they are smaller, less powerful and more easily dismissed than equivalents in any other country. Cities in Europe are vying for investment on the basis of superior public transport, universities, cultural institutions and urban design. Angela regrets the absence of critique and debate in our universities, media or government regarding city management.

Thanks, Angela ! Now read on

What is Central Melbourne ?
Who is it for ?

But perhaps we should be asking more fundamental questions. What is central Melbourne and who is it for ?

Central Melbourne is not just for the CBD (Central Business District) which is almost impossible to define. Should it include Southgate, Lygon Street, St. Kilda Road ? If St. Kilda Road why not Chapel Street and Smith Street and so on ?"

Should we even be using the term "business" ? Central Activities District (CAD) is probably a better term, covering as it does such central functions as Melbourne's public open spaces and cultural institutions. (Quoted from an article by David Dunstan, Age 28/4/93)

Maurie Crow's Contribution to this Controversy

In Ecoso Exchange 1/10, August 1975 (nearly 18 years ago) Maurie wrote an article entitled "A Strategy for the Centres of Capital Cities" which addressed some aspects of central areas of the bigger Australian cities (those over 100,000) and used Melbourne as a case study. It is timely to quote extensively from this document. Here are the extracts :-

The city centre of an urban region, in traditional town planning parlance, has been called the Central Business District (CBD). This could really better be conceived of as a Central Activities District (CAD) to lay the emphasis on what is always - for a capitalist city - the big weakness :- lack of spaces, facilities and encouragement for non-commercial activities for its citizens. To free the concept of its connotations of "Business" as the function for a centre, the area will be called here "central city" and the central city plus its inner areas will be called the "central area"; except in any special, context where the business aspect of the central city is meant where the old term "CBD" will be used.

The problem is (1) how to heighten the quality, range and participatory content of non-commercial activities and the diversity of the small man commercial enterprises in the central city which is the most accessible place to the maximum number of people from the whole city region as distinct from designing a centre mainly for the elite and (2) how to maintain and improve accessibility of all citizens in the face of "the sprawl". Item (1) is of crucial importance, but this article will deal mainly with the problem posed by item (2).

Here are some of the features of the sickness overcoming central city and central areas :-

Anti-variety The central city becomes more and more a "business" ... indeed a more and more a big business centre (CBD), with proportionally more and more offices (because these are the most profitable investments) and less and less a variegated central "activities" district. This is so because neither "small-man" commercial enterprises nor participatory free-time activities can any longer stand a chance of obtaining cheap accommodation in the bigger of the older buildings, many of which are demolished for the newer towers.

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The trend therefore is anti-variety, due to deteriorating conditions for survival for hundreds of small innovative efforts of all types which cannot survive in the less patronised suburban centres. With a contracted range of variety, the central city becomes less attractive except for the elite, catered for with high-priced, high-fashion class of diversity.

Accessibility for Cars Instead of People. The decision-makers who build the new prestigious towers, and the decision-makers who rent them, consider it a natural condition for such buildings to cater for off-street parking within the building for their affluent customers and higher executives. This reduces the pressure for more and improved public transport, and increases the pressure for freeways right into the central city. The belief that this provides more accessibility is a mistaken one. The only sense in which such measures increase accessibility is accessibility for those who can afford parking privileges and prestigious entertainment at fancy prices at the expense of those who cannot afford such privileges and prices, including those who are deterred altogether from coming to the central city.

CBD Spill-over the Sprawl Investment pressures within the central city, and car-parking considerations are driving office-tower builders to spill out from the CBD and demolish houses and smaller business premises in the process of locating in the nearby older inner suburbs. The CBD, once on a pedestrian scale, sprawls beyonds its bounds, and loses the compactness which enabled pedestrian access from one city facility to many others, thus compounding the sickness by increasing the temptation to use the car to get from one part of the city to another, amplifying the need for parking and spreading the sickness of anti-variety and car-parking blight into the inner suburbs.

Freeway Anti-city Contradiction The above three maladies of anti-variety, inaccessibility and CBD spill-over are associated with another feature; the progressive deterioration of public modes of travel, because it becomes impractical for many city workers to use public transport if they have to interchange between 2 or even 3 vehicles in the process. The resultant switch to private cars for commuting leads to congestion and sets up the demand for freeway solutions, or upgraded arterial road capacity. Either of these solutions are ultimately counter productive because a maximum freeway access system spells a minimum access for people. Free-ways are anti-city, if one regards variety, compactness and accessibility as providing the highest standard of any civilised central city. In any case, freeways are self defeating in another way, tending to proliferate centres at their outer less congested extremities, thus reducing all-over accessibility for many parts of the region.

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In 1986 Maurie and Ruth Crow again made a contribution to this controversy when they wrote the booklet "A Charter for a Central Region - A Principled Community View". In the preface it is stated that the document was :-

...an attempt to gather together a decade or so of some of the best community attitudes to some inner area problems and their solutions, mostly evolved by community groups, but to some extent also contributed by earnest social and physical planners responsible for planning strategies.

In 1986 when "The Charter for a Central Region" was written there were proposals for merging Melbourne, Fitzroy, Collingwood, Richmond, South Melbourne, Port Melbourne Prahran and St.Kilda and several variants to this proposal. Ruth and Maurie Crow commented on the similarities and differences of the various functionally-different parts within any such region, but quite deliberately relegated these issues to an appendix because the main purpose of their paper was to propose community POLICY objectives for the region, and not the implementing machinery to carry out these objectives.

Nine Community Policy Objectives The nine policy objectives apply to all major towns in Australia although the "Charter for a Central Region" was mainly written for Melbourne community organisations. The Crows divided the policies into two sections. Part A. - Human Values Worth Supporting and Part B. Social /Land-use/ Transport Design to Implement Chosen Human Values.

Here is a summary of these nine points :-

A. Human Values Worth Supporting
Qualitative Growth and Other Special Growth

1. Growth in Specialisation of CAD (Central Activities Area) and CHA Central Host Area

Keep the existing and any new highly specialised function located in the CAD and CHA. What is at stake is not economic convenience for Central Region people, but whether Melbourne - arguably one of the "sprawliest" cities in the world is to be allowed to become even more dispersed and car dependent, whether it is to be, in the future more consolidated by containing outward low density growth with the help of more convenient public transport and "cluster and connect" urban design principles. Scattering of specialist functions around the suburbs compels car access for most and reduces effectiveness of these functions, along with their reduced accessibility.

Major developments should be monitored to ensure that relocation of specialised functions to the suburbs is discouraged. There needs to be qualitative growth in two different directions. In some things qualitative growth is not involved at all, but a growth in the performance or attractiveness of existing elements, such as growth in the quality of human relationships or the growth in restoration of heritage of worthy areas.

In other cases, quantitative growth is indicated - as in housing or employment - but this growth should be specially tailored to Central Region conditions.

2. Growth in the Quality of Human Relationships

A certain stability of residence is required to establish reasonable stability of human relationships; and requires a network of casual acquaintanceship with neighbours and traders, through to a level of friendship with a few chosen people, and of participation in some local pursuit of various kinds.

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In some parts of the Region, especially in the areas immediately surrounding the CAD, this stability has been severely disrupted in the post war years for a variety of reasons. These ruptured community connections have to be consciously and deliberately re-woven

Now what is needed is to re-establish and/or strengthen a firm degree of local social stability by developing networks at neighbourhood level assisted by people being involved in human services delivery and in local cultural, sporting and other activities of their choice.

A three-thronged strategy is required

- a) Devolution to the neighbourhoods from metropolitan or State authority of all human services and recreational functions that can be sensibly devolved to the neighbourhood.
- b) Local people to be involved in managing these function
- c) A greatly expanded staff of people with skills to help such participation.

There is a need to campaign for the full implementation of the reports on human services by the State Government or local government (such as the 1985 Melbourne City Council Strategy Plan) as a first instalment of more extensive provisions later. (two significant reports of the mid 1980s, Ed)

Not to be overlooked is the socialising cement that can be contributed by the strong development of local crafts, games, cultural efforts and social occasions, such as street parties, festivals and ethnic celebrations..... such events can sometimes help by-pass the initial shyness that often drives neighbours to artificial privacy.

3. Growth in the Quality of Heritage and the Retention of the Housing Stock

In a sense the "heritage areas" could be regarded as a "specialised" function peculiar to the Central Region, which like the other specialised functions should be retained not only for the benefit of those living or working in the Central Region but for the whole metropolis as well as for visitors to Melbourne. Therefore :-

- a) Where there are reasonable conservation areas and reasonable measures to enforce the conservation plans - at least up to the standard of the City of Melbourne - press to have them implemented.
- b) Where there is satisfaction with the conservation areas proclaimed but not with measures for enforcing the plans, press to have more thorough and effective studies and/or measures, press to have them proclaimed and protected by adequate studies and measures; and press for protection of particular buildings or features that are of heritage value irrespective of their location.

There is a need for low-cost housing in the central region and thus the need for subsidies for low income people to rehabilitate and restore their houses, rather than supporting conservation as a process that brings private profit.

Conservation of parks and seashores in the region to prevent them being turned into car parks or marinas, or for the exclusive use of private clubs and should include consideration of systems of linking open space by linear "land-scaped ways" for pedestrians and cyclists.

4. Growth in Labor-intensive Employment.

Unemployment is not a peculiarity of the Central Region; it is an all-Melbourne, all-Australian, and indeed, an international problem. The loss of industry is a hard economic fact and not easily reversible. It is certainly right, however, that local government should play some part in economic recovery, not only as a contribution to the general problem but, to ensure a certain quality for revived or new enterprise proposed for the region.

The (mid 1980s) State government's policy for Central Melbourne ("Central Melbourne: Framework for the Future", 1984) had a heavy emphasis on big-project, up-market, national cultural sporting events and international tourism of the 5 star hotel variety, and export of scientific research results. All of this is not particularly labor-intensive, but it is certainly capital intensive.

The 1985 Melbourne City Council Strategy Plan, however, lays down as a cornerstone a policy for the City's economy :-

New economic opportunities will add to the employment base of the City over the next decade.

This Melbourne City Council report proposed a Central Melbourne Enterprise Board which, among other functions, would "undertake direct investment in support of the Regional Economic Development Strategy. (Chapter 8 of the 1985 Strategy Plan Report).

These proposals need to be supported and the extent that such assistance consists of loans or grants of public money, or dispensation in payment of taxes, fees or rate public accountability should be a crucial element.

Accountability should mean :-

a) that the commodities or services proposed are not of the gimmicky, brummagen, flash-fashion or over-supplied variety, wasteful; alike of resources, energy and human effort - but serve some socially useful purpose.

b) that the workforce of the enterprise has some reasonable opportunities for involvement in management.

c) that the requirements of regional policies on economic aspects are take into account, eg attention where it applies to heritage protection, compliance with amenity for residents in the same

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building or nearby in any mixed use areas, special concessions for incorporation of residential accommodation in any new enterprise that involves new buildings or expanded floorspace in old buildings.

The report ("Charter for a Central Region") suggests four main ways community groups can help to implement this policy :-

- a) An emphasis on small labor-intensive enterprises
- b) An emphasis on service employment, whether by private enterprise or public sector or funded by community groups.
- c) A preference for enterprises of an innovative, unique or high performance character.
- d) A regard for the useful needs of purpose, involvement of the workforce in management and close attention to heritage housing and amenities (as above).

It is pointed out that the area of job creation and economic recovery is a new area for local government endeavour and also for community groups and so there is little experience to draw upon and that the success of such schemes heavily depend on the macro-economic measures of central government. Therefore there is a need to give special support to pioneering efforts that seem promising.

5. Growth of Mixed Population in Mixed Housing

As a result of demographic changes there is a host of un-used and under-utilised buildings and facilities e.g church halls, schools, shops, libraries, swimming pools. Every effort to revive, or to strengthen, or to establish any type of non-commercial activity requires the potential of enough interested people living locally to make the effort viable.. So an increase in population is indicated as a useful lever for helping to re-establish a reasonable degree of stability.

Neither commercial stagnation nor upmarket pazzaz are helpful in creating thriving local commercial hubs which used as a location also for community-involving activities can do much to help revive social stability. There is no substitute for an increased residential population and also in mixed-use area, a nearby increased workplace population.

Part B.

Social/Land-use/ Transport Designs - To Implement Chosen Human Needs

It is one thing to formulate noble aspirations for the inner areas, as in the Part A of "The Charter"there is the perplexing problem of how to implement any significant change in direction or pace of achievement.

"The Charter" did not deal with implementing heritage measures because the problem of how to do this is fairly well advanced. Neither does it deal with employment measures, for the opposite reason, because (in 1986) Local Government had little experience with this.

"The Charter" does attempt to address four of the most difficult implementation problems, workplace floorspace, housing floorspace, hubs and happenings, and access systems.

6. Workplace Floorspace
How to Increase High Density Employment for the CAD
and Low Density Mixed Use Areas to Fully Utilise Public Access

This section of Ruth and Maurie's document has two sections : (6A) inside the Melbourne Municipality and (6B) Outside the Melbourne Municipality.

(6A) Inside the Melbourne Municipality. The 1973 Melbourne City Council expressed quite clearly and succinctly the key strategy :-

To maintain the assets of - VARIETY, COMPACTNESS AND ACCESSIBILITY - it is necessary to redirect some of the present trends. The spreading of high-density employment - mainly in office buildings - away from points of greatest accessibility - ie the present and future (1973) suburban railway stations in the Central Business District - is the most basic trend that needs altering. This has led to the greater number of people using their cars rather than public transport to the new office locations. It has also caused land values to escalate in new areas with the potential of forcing out specialised retail wholesale and light industry which has provided services to the occupiers of office buildings as well as pricing out housing at reasonable cost for those people who desire to live close to where they work. This uncontrolled spread has run completely counter to the very assets that have made the City attractive (quote from Strategy Plan Broadsheet on "Final Plans and Action Plans 17/ 12/73 (20 years ago ! Ed. Ecoso)

The 1973 Melbourne City Council Strategy plan proposed the "main principles" to redirect some of the trends measures" including the following three. (Numbering relates to Strategy Plan numbers. Ed Ecoso)

1. Contain high density employment within a short walking distance of the present and future suburban railway stations in the CBD.
2. Encourage greater reliance on public transport and actively pursue limits on use of cars, particularly for commuting
5. Provide for an area immediately adjacent to the CBD where a mix of uses can economically exist that requires accessibility to the City and which are ancillary to office uses. Permit higher density residential developments in the area of mixed use subject to suitable housing being created.

The main thrust of the 1973 Strategy Plan has been retained in the 1985 Review of the Strategy Plan.

A planning scheme ordinance based on these plans would result in :-

- a) Future large high-rise towers for offices or major shopping complexes to be developed only within the CAD, preferably within a few minutes walk of the loop stations.

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b) In the mixed use areas only small office buildings to be permitted, although, if the development includes residential accommodation as part of the same complex as the non-residential uses (and subject to conservation considerations where they apply) somewhat higher densities to be permitted.

c) This leaves plenty of scope for increased floorspace to accommodate expanded economic growth both in the CAD and in the mixed use areas, at the same time providing encouragement for increased residential uses.

d) It also provides the optimum transport solution, keeping workplace densities low where access by commuter cars will be some three times higher than in the CAD where workplace densities, within a short walking distance from loop stations are to be the highest.

"The Charter" then lists the reasons why it is not in the interest of existing businesses or residents to have high rise office and major shopping complexes built in the mixed use areas. At the same time the report states that it is not sensible for residents to go to the extreme of demanding that all non-residential uses should be phased out from the mixed-use areas and underlines the following statement :-

Retention of a mixed use character, where-ever a sizable area of mixed use now exists, should be supported and (subject to conservation considerations where they apply and subject to height controls) an increased density for businesses or light industrial premises should be supported at a somewhat greater density than this for incorporation of residential uses.

(6B) Outside the Melbourne Municipality There are no district centres in Fitzroy, Collingwood, Richmond, South Melbourne or Port Melbourne which all lie closer to the CAD than any proposed (1986) district centre. Thus the CAD acts as a district centre for them.

It is suggested that where any sizable patches of mixed use areas exist in any of these municipalities that community groups, where they have not already formulated a policy, might consider attitudes to those expressed above. Namely :-

a) An acceptance of the continuation of mixed use areas where they exist, and (where necessary) demarking the areas concerned and applying similar principles to them as in the Melbourne City Council 1985 Strategy Plan.

b) Rejection of any high-rise office tower or major shopping complexes in such areas.

c) Encouragement for more housing than non-residential uses in any redevelopment.

7. Housing Floorspace -

How and Where to Retain, Adapt and Increase Housing

Central to "The Charter" is the human value of aiming for a mixed population. This requires a variety of housing. The 1985 Strategy Plan proposes 8,000 new dwelling units in the Melbourne Municipality over the next 15 years. This and similar new dwelling units in other central area municipalities should allow plenty of scope for variety.

The Charter makes the four following recommendations.

- a) A careful assessment of different types of housing needs,, including a study of the need for subsidies to enable low income people to be able to live in the inner areas.
- b) Stop the encroachment of non-residential uses into the fringe neighbourhoods
- c) Establish a monitoring system which registers all land or buildings becoming vacant or derelict or under-utilised and canvass for investment in these.
- d) Protect, adapt and increase housing floorspace by any means suggested in the 1985 Strategy Plan.

The Charter then gives some detailed proposals from the 1985 Melbourne City Council Strategy Plan which are deserving of community support.

8. Hubs and Happenings

Local hubs are needed in the Central Region to give practical access to a mixture of 3 different types of functions.

- a) Commercial functions (buying and selling goods and services).
- b) Human Services (receiving help and mutual neighbourhood networks)
- c) Community and Cultural Activities (leisure time pursuits and local happenings).

The problem is not to create new local hubs nor to select a few from many rivals for special attention. The problem is, by and large, the opposite one of re-vitalising all existing local shopping centres.

The revitalisation of local shopping centres is urgent.; and this involves varied measures such as increased nearby residents and workers, more floorspace for a bigger range of enterprises that can attract local customers, and clustering human services and community arts, cultural and social events in the hub.

The Melbourne City Council Strategy Plan recognised the close inter-relationship between the siting of services and facilities and the social development of the communities within the municipality.

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The need to cluster human services ushers in a change from the trend planning of the past. To reverse the prevalent trend of dispersal that undermines efforts to re-create stability of local community what is needed is :-

- that human services are integrated and responsive to local needs
- that community arts and activities are co-ordinated and responsive to local skills.
- that these services and activities are in local hubs together with commercial functions
- that the services and activities are culturally relevant
- that management of services is decentralised
- that services and activities are resourced with people who can assist to make community involvement possible.
- that services and activities are available universally.

"The Charter" revives the well known definition of the meaning of universal provision of services :- The principle of universality conveys the recognition that all citizens may need some community services at some time, and that the allocation of services should not perpetuate a dual system : one for the poor and the other for the more advantaged. This does not assume that everyone will use services equally, or that the principle of selectivity may not be applied - it is possible and desirable to recognise priority of need in aiming at universal availability.

"The Charter" also gives a summary of the Victorian Government Human Services Report which was launched by Premier Cain in 1984.

9. Access Systems

The basic problem is to reduce the number of peak hour cars entering the Central Region. Therefore :-

- a) Upgrade public transport and traffic management
- b) A ceiling on road capacity and parking.
- c) Opposition to all forms of ring roads - either inner ring roads or outer ring roads.
- d) Freight by rail with the development of outer suburban freight depots.

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The forty page "Charter for a Central Region" includes maps and diagrams and a fairly comprehensive appendices which give information about documents quoted in "The Charter". There are a few copies of it available through the Crow Collection. It costs \$5.00 plus \$2.00 for postage.

Have you checked your address slip? If the letters "OD" or "ND" are on it please send your \$10.00 subscription to Crow Collection, C/o Ms Snella Byard, Arts Faculty, Victoria University of Technology, Box 14428, Melbourne 3001 (OD = overdue, ND = now due).

Privatisation and Justice in the City

"Privatisation and the Cost to Victorian - Private Investment in Community Services" is a very useful report which has recently been published. The report was co-ordinated and funded by the Justice in the city Project and the research and writing was carried out by Rob Watts (RMIT).

The Social Justice in the City Project was initiated in 1988 when there was popular concern to ensure that the proposed Olympic Games did not result in lowering the living standards of the community. The People's Committee for Melbourne was later formed to continue these types of campaigns.

Late last year the People's Committee for Melbourne published Rob Watts' report in the hope of stimulating some vigorous and rational debate on such important issues as economic rationalism. The report has a very useful description of economic rationalism :-

Economic rationalism is best understood as the political deployment or mobilisation of quite old-fashioned, traditional even mainstream "neo-classical" and "marginal utility" schools of economics designed essentially to (a) supplant any value system used in determining what is good or useful with the criteria of economic efficiency and profitability, and (b) to justify two central political objectives :

1. To reduce wage incomes going to earners and to redistribute the share of national income to capital owners and investors whether as corporate or private individuals.
2. To reduce the scale and impact of the public sector in terms of its revenue raising, expenditure activities and capital borrowing and to see a greater share of the economy handed over to the private sector.

The report asks some questions about the current drive to privatise the provision of community services and amenities (or "infrastructure").

1. Why are the State governments now looking to the private sector for investment in public works projects, projects which would once have been developed, funded and operated by the public sector ?
2. What are the likely capital and recurrent cost of the projects which are to be developed on a Build-Operate-Transfer basis ?
3. Will it be cheaper for the community if projects like the Domain Tunnel, the Rapid Transit Link and the Western freeway were financed, built and operated by the Government ?
4. What are the benefits to corporate or private investors of investing in these three projects.

(To find Bob Watts' answer to these three question you will need to buy the report from the People's Committee for Melbourne, 2 Elm Street, North Melbourne, 3051, phone (03) 326.8245.)

**A Tale of Two Cuttings
And an Historic Quote from Margaret Mead.**

Winsome McCaughey is a leggy brunette from Baddaginnie.



JOHN SORELL

She is good-looking, eager and intent — and crammed with crusading zeal.

Winsome is the sort of girl who always operates with flair and purpose. Life with her could never be dull, she's unconventional but cute and clever.

She is one of the leaders of Women's Lib in Victoria and a devout apostle of Germaine Greer.

But Winsome yesterday embarked on a project of her own, to get more day-care centres for pre-school children in Victoria.

Call it children's lib if you like. "I like to think of it as a project which gives both mothers and children more freedom," says Winsome.

← What Winsome Did.
1972

What Winsome Does
1993 ↓

ing the challenge of Age 17/5/93 farm forestry in Australia

"Never doubt that small groups of thoughtful people can change the world. Indeed it is the only thing that does."

(Margaret Mead)

from Winsome McCaughey, chief executive, Greening Australia

The polarised debate sparked this week by the Industry Commission's latest report on Australia's forest products continues to obscure the huge opportunities Australia has to achieve sustainable resource security for the timber industry.

True resource security does not lie exclusively with either native forests or industry-owned plantations. The potential for bountiful and secure supplies of forest products lies in the hands of Australia's farmers, who are faced with the urgent need to revegetate millions of hectares of degraded land.

The CSIRO has conservatively estimated that more than half the land used for grazing and growing crops in Australia — more than 2.6 million square kilometres — needs treatment for land degradation. Revegetation is an important

component of the remedy.

One of the most cost-effective ways in which the dollars can be found to meet this massive challenge is through commercial investment in farm forestry plantations.

Greening Australia's vision is of a healthy farm forestry industry in which the timber industry and corporate investors cooperate with landholders in establishing timber-belts and shelter-belts capable of providing commercial quantities of wood products. Growing these products will simultaneously help to lower saline water-tables, arrest soil erosion, increase soil fertility and provide shade and shelter for stock and crops.

Wood resources from farms must be produced on a scale that is useful to the timber industry and this is where the burgeoning land-care movement can provide an industry framework. For example,

about 1500 ha of land planted and managed as a sustainable hardwood farm forest can yield 10,000 cubic metres of wood each year. This is sufficient to sustain a medium-sized timber mill.

There are 1400 landcare groups in Australia, many of which encompass between 50 and 100 farms. One landcare group of 100 farms averaging 1000 ha each could provide a sustainable timber yield by planting less than two per cent of its land to timber.

The challenge facing the fledgling farm forestry movement lies in landholders securing commitment from the timber industry and funds from investors. If this can be achieved, Australia will be on the road to having secure timber resources and land which is capable of sustaining agriculture in the future.

Winsome McCaughey,
Yarralumla, ACT.



The Crow Collection Association (Incorp.)

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