



In this edition

Wonderful News

- REB dome work to start
- **AGM Address**
- Renate Howe

Working Groups

Traffic, Transport, Parking

- Government transport policies in action
- Kay Street traffic issues

VCAT decisions questioned

Planning

- Local heritage policy review
- City Governance and Election Campaign Donations.
- Planning report
- Planning Alert

Associated Groups

Melbourne North (CCC)

Carlton Gardens - (REB)

- World Heritage Community Day

Topical Issues

- Graffiti management

Community News

- Harmony Day Celebrations 2015
- Carlton Senior Citizens to KSLCC

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Wonderful News

Friends of the Royal Exhibition Building & Carlton Gardens (FREBCG) and Museum Victoria announce:

The \$20 million Royal Exhibition Building Protection and Promotion Project is a step closer to delivery with Museum Victoria requesting tenders from selected architectural firms with heritage and specialist consultants to further develop and finalise the project's design



Within two years, Melbourne will have a new visitor attraction. A restoration program is under way to reopen the dome of the much-loved Royal Exhibition Building, allowing the public access to the top. It's a view not seen since the 1880's.

Museum Victoria CEO Dr Patrick Greene said the federally funded project will deliver a new visitor experience that reintroduces access to areas off limits for over a century, including the 360 degree Dome Promenade view across Carlton Gardens, Melbourne and surrounding suburbs, and an underground entry point through the building's basement.

"This significant project is about protecting and promoting the World and National Heritage listed Royal Exhibition Building and will require a specialist team to further develop the design ..." Dr Greene said.

"Expanded access and storytelling will enhance visitors' exploration of the building's rich history and significance locally, nationally and internationally, along with the rare opportunity to enjoy Melbourne's first and oldest city outlook from the top of the dome."

FREBCG lobbied Federal Member Adam Bandt, who in turn secured \$20 million in federal funding for the "Roam the Dome" reinstatement. <https://au.news.yahoo.com/vic/video/watch/26868336/royal-exhibition-building-to-be-restored/>

Further information about the Royal Exhibition Building Protection and Promotion Project is available at <http://museumvictoria.com.au/reb/about-us/reb-protection-and-promotion-project/> or by contacting Museum Victoria on 13 11 02 for local calls

AGM Address- Renate Howe

From Carlton Association to Carlton

Residents Association

Trendyville, the Battle for Australia's Inner Cities

documents the history of Melbourne's inner city residents groups in the 1960s and 1970s, a period of great social and economic change. The Carlton Association was the largest of the residents associations established in response to plans by state government instrumentalities to demolish large sections of inner suburban 'slums' for high rise public housing and for freeways. The Carlton Association also opposed some of the redevelopment plans for the Central Business district and surrounding suburbs that were developed by the representatives of big business on the Melbourne City Council.

By the late 1960s, Carlton was especially vulnerable as the University of Melbourne planned to extend into the surrounding area and the Housing Commission released plans to demolish and redevelop large areas of the suburb for public housing estates. The Carlton Association argued that such large-scale redevelopment was unnecessary as Carlton's housing was already rejuvenating. Renovations were being undertaken by migrant families and by new residents attracted to the community spirit and architecture of the inner suburbs.

In opposing plans for demolition, the Carlton Association was able to draw on the considerable planning expertise of its members and develop a comprehensive alternative plan for Carlton that emphasised inclusive community living. However, achieving these ideals did not come without conflict. The book documents the struggles over proposed industrial development on railway land in North Carlton and the extension of the Eastern Freeway through the inner suburbs.

The book is especially relevant as Carlton again confronts a period of rapid urban change. Large-scale multi-storey redevelopment projects, the expansion plans of the University of Melbourne and traffic proposals such as the now-cancelled East-West link are challenges for today's Carlton Residents Association in the on-going struggle to ensure Carlton remains a liveable inner city community.

Traffic, Transport, Parking

Government transport policies in action

East West Link final chapter

On 15 April 2015, the Andrews ALP Government at last announced it had cancelled the EW Link contracts, agreeing to pay East West Connect Consortium \$339 million as compensation for claimed costs incurred and publically releasing the Contracts (www.ycat.org.au). The overall cost to the State is likely to top \$500 million for this cancelled \$18 billion project. Much of this expense was in the up-front

Public Private Partnership (PPP) fees incurred by the Napthine Government when it pre-emptively signed Link contracts in the run-up to the State Election. Its scandalous \$1.2 billion 'side letter', which aimed to lock in the contracts, complicated their cancellation.

The business case and associated contracts reconfirmed the 'dodgy' nature of the Link and the unethical opportunism of the Consortium in the process. The Consortium profited handsomely from contracts cancellation. The other two unsuccessful bidders, Leighton Holdings and Cintra walked away with \$12 million and \$14 million respectively in 2014. Had the Napthine Government not rushed to sign Contracts pre-election, compensation would likely to have been 10% of the current outcome. This is the legacy of the flawed Link approval processes.

The Government now owns around \$200 million legacy assets of prime real estate near the tunnel portals and access to \$3 billion of commercial funding.

As a record of the EW Link saga, Anthony Main, one of the prominent spokespersons for the Community Campaign against the Link, published a book, launched on 22 May, *Beating the big end of town: How a community defeated the East West toll road*.

Yet another roads project

With the dust hardly settled on EW Link cancellation, the Andrews Government announced an unsolicited proposal from City Link operator, *Transurban*, to build a \$5.5 billion 'Western Distributor' (Premier's Media Release, 30 April). Like EW Link, the new Distributor has no transparent business case, no community consultation, and features extravagant claims of its 'outstanding' merit. It has taken just 5 months for the Andrews Government to become captive to the all-powerful roads lobby.



Western Distributor map

While this project may take some trucks off the road in Yarraville, it will funnel yet more traffic into the congested CBD. Impacts on housing and parkland (Moonee Ponds Creek) for access ramps are ill-defined. The use of rail to service the Port of Melbourne and enhanced public transport for commuters, would more effectively deal with traffic congestion. (*East West Link should be replaced with better*

projects, Kenneth Davidson, *The Age*, 27 April, 2015). Road building has never solved long-term traffic congestion.

Pre-election, the Andrews Government promised to prioritise long-neglected public transport and to establish a new body, *Infrastructure Victoria*, to independently assess major transport infrastructure projects outside the political process. However, this positive Government policy was readily sidelined to prioritise a roads project driven by *Transurban's* private commercial imperatives. Prime Minister Abbott has flagged financial support for the Western Distributor 'if it stacks up'.

While none of this has much immediate impact on Carlton, it detracts from local projects likely to reduce traffic congestion on Hoddle Street and Alexandra Parade. Doncaster Rail, an essential travel alternative for the existing 95% driver-only Eastern Freeway commuter traffic, is now deferred indefinitely. If the Western Distributor eventuates, the East West Link will doubtlessly re-emerge as a 'missing link' in the roads network.

Melbourne Metro go-ahead

Premier Andrews announced that construction of the \$11 billion Melbourne Metro Rail (*Newsflash*, Summer 2015) would commence in 2018; planning will begin immediately. This project was initiated by the Brumby Government in 2008 with preliminary planning expenditure of \$300 million at that time. Melbourne Metro business case was endorsed by Infrastructure Australia in 2008 and is being updated by consultants KPMG. It was subsequently cancelled by the Napthine Government in 2011 in favour of the EW Link.

Premier Andrews announced \$1.5 billion Metro Rail funding in the current State Budget to cover planning, design, services relocation and property acquisitions. How remaining funds will be sourced was not revealed. Prime Minister Abbott reconfirmed his refusal to rebadge the \$1.5 billion previously allocated by the Commonwealth to the EW Link to public transport projects, such as Metro Rail (*The Age*, 29 April).

A proposal for a special 'value capture' levy, to help fund Metro Rail from commercial property owners who will benefit, was not well received. Lord Mayor Doyle described it as a 'bad idea'. However, such levies are common internationally, and recently in Sydney and the Gold Coast. A levy helped fund construction of the existing City Loop in the 1960s.

With a backlog of \$60 billion in public transport infrastructure projects, the potential of Government-guaranteed low interest (2%) 'Infrastructure Bonds' merits consideration according to Professor Ross Garnaut (GAMUT, 2011). Additionally, superannuation funds hold \$1.6 trillion, with an investment capacity for low interest long-term secure loans (Metropolitan Transport Forum & Inner Melbourne Planning Alliance, 2015).

State Budget announcements

The State Budget brought down on 5 May allocated \$22 billion to transport infrastructure projects during the life of the current parliament. It was described as a 'back to basics' conservative budget – 'get things right rather than build them quickly' – and a 3% per annum spending growth is predicted. Major transport aspects are outlined below.

Public transport upgrades include: \$2.4 billion to remove 20 level crossings (9 on the Cranbourne-Pakenham line), \$1.5 billion Metro Rail planning and initial works, \$2 billion for new trains, trams and maintenance (much of it locally manufactured), \$600 million for Mernda rail extension, \$100 million bus upgrades, \$100 million renovation to Flinders St Station, \$56 million rail signal upgrade trial on the Sandringham line, \$50 million for 24 hour weekend public transport.

Roads upgrades include: \$273 million City Link-Tullamarine Freeway widening, \$150 million Western Ring Road widening, \$110 million for a new Chandler Highway bridge, \$90 million road congestion alleviation, \$1.8 million to investigate Hoddle Street improvements, unknown contributions towards the Western Distributor.

Much of the funding in the current budget covers planning and design aspects, with construction phased through to 2019 and beyond. For example, Mernda rail was allocated just \$9 million and Chandler Highway bridge \$2 million. The good news is that many critical transport projects are now on the agenda for near-term progress.

Kay Street traffic issues

Escalating population growth in Melbourne leads to ever increasing through traffic levels in our streets, often to the detriment of local residents. Following an approach from local residents regarding the high volume and excessive speed of traffic in Kay Street, Carlton, CRA alerted the Council Engineering Department to the problem. Concerns over Kay Street being used as a two-way 'rat-run' between Rathdowne and Nicholson Streets, despite 'No Entry' restrictions into Nicholson Street, were highlighted.

The Department undertook an automated traffic survey of the street (7 days/ 24 hour) in February 2015; results were astonishing! Weekday traffic averaged near 1400 vehicles per day, more than ten times that generated locally. While most traffic speed was below 50km/hr, some vehicles were recorded at speeds as high as 83km/hr. Accident research indicates pedestrian fatality rates significantly increase at vehicle speeds above 40km/hr.

As a response, the Department re-enforced 'No Entry' restrictions to Nicholson Street and will further consult the community on the introduction of speed-humps at two locations along Kay Street. We are grateful for this attention by the Council to local traffic management issues.

Working Groups

VCAT decisions questioned

Widespread community and Council disaffection over controversial Victorian Civil and Administrative Tribunal (VCAT) planning decisions continues unabated, despite previous reviews. Almost 90% of Council planning refusals end up at VCAT, making Councils virtually redundant in the planning process.

VCAT operates as a defacto planning authority outside the political process, and a lucrative industry has grown whereby prominent planning barristers and their bevy of expert witnesses dominate VCAT planning proceedings. Community groups, such as CRA, are effectively silenced by this costly and overwhelming process.

VCAT was established as a 'low cost accessible' jurisdiction. Instead it has become a haven for wealthy property developers. According to RMIT planning researchers, Drs Hurley and McRae, 'VCAT has become an entrenched part of the planning application process and offered developers another spin of the wheel at attractive odds'. Planning Minister, Richard Wynne, stated the Government was preparing legal changes so that VCAT must, where appropriate, take into account the extent of community opposition to applications (*The Age*, 21 March).

CRA's experience at VCAT has been largely negative in protecting Carlton's height and heritage overlays. For example, the discretionary 8 storey overlay in Queensberry Street is regularly over-ruled by VCAT with approvals twice this height in recent years. The Downtowner on Lygon (Corner Queensberry and Lygon Streets), where a 17-storey tower proposal was recently rejected by the Council, will now end up at VCAT. Despite 55 objections from the community, history suggests this massive over-development could well be approved.

Planning

Local heritage policy review

CRA Planning Group members and others have participated in recent consultations regarding the Council's Local Heritage Planning Policy Review. The aim is to improve heritage planning decisions. Architects and Heritage Consultants, Lovell Chen, have been retained by the Council to lead the Review.

The Review has been driven by introduction of the Government 'Practice Note' on heritage overlays. It identifies 'how levels of significance should be applied to local heritage places and what information should be included in statements of significance'. Heritage policies, such as those which apply to Carlton (Melbourne Planning Scheme Clauses 22.04 and 22.05, Heritage Places), must be updated to meet current 'best practice' and to clarify previously unclear guidelines.

Existing A, B, C and D heritage gradings will likely be

replaced by 'significant' or 'contributory' gradings. The new gradings will provide greater protection against 'facadism' where only the front structure is retained. In Carlton, Barry Square is a prime example of facadism, inflicted by the University of Melbourne for its failed University Private enterprise in 1999.



*Facadism around Barry Square, Carlton
(Melb. University, Alan Gilbert Building)*

'Heritage is vital to our city's appeal and liveability, and needs to be more than stuck-on facades' (Tristan Davies, Melbourne Heritage Action, *The Age* 27 April). Cr Ken Ong, Chair of Planning, City of Melbourne, said the new guidelines would provide certainty in planning and heritage.

Consultation on Heritage Policy will continue over the next 12 months in preparation for a Planning Scheme Amendment, which will enhance heritage protection within the City of Melbourne. Further information is available at www.melbourne.vic.gov.au/planning

IT'S TIME TO JOIN CRA : DO IT TODAY!

Now Joining/rejoining CRA is even easier!
Do it online via the following link -

<http://www.trybooking.com/GJWM>

OR, if you prefer to make an EFT payment -
CRA Direct Credit Details: Bendigo Bank, BSB: 633 000
Account No.: 146960570.

**Please ensure all details are included for EFT
membership
payments.**

If you love Carlton but do not reside or own property in
postcode 3053,
Please join as a 'Friend of Carlton'.

Planning continued

City Governance and Election Campaign Donations.

Campaign donations from the development industry must be a no-no.

Late in 2012, *The Age* newspaper ran with a headline 'Cash may gag council vote'. This report contended that the 'Melbourne City Council could be denied a say on key building projects, with a majority of councillors unable to vote because of developer donations that bankrolled their election campaigns.'

Could this really happen in the Melbourne Municipality?

Back in May 2014, the City of Melbourne's Future Melbourne Committee couldn't consider the Development Contributions Plan [MPS Am C208] through the lack of a quorum. **According to the minutes, this situation arose because five members of the Committee had indirect conflicts of interest through being recipients of campaign donations from a developer.**

So what happened? Following the meeting this matter was dealt with by a Council Officer under delegation! Here we have an important report, prepared by the Council administration, that **could not be considered** by our elected officials. What an appalling situation.

Could this happen again ... should it?

Most Planning Scheme Amendments can, and do, raise serious issues for developers and other stakeholders. In the case of the City North Planning Scheme Amendment [C196].

This major Amendment proposed to:

- rezone all that area south of Grattan Street, between Peel Street (North Melbourne) and Swanston Street (Carlton) to the Capital City Zone. One of the key clauses of this zone proposed to exempt the buildings and works applications for the as-of-right uses from ALL the notice, decision and review rights of the Planning Act.

and

- increase the (preferred) intensity of development in almost all the proposed Capital City Zone areas through amendments to the Design and Development Overlays. The proposed changes in the North Melbourne area were particularly dramatic ... from a **mandatory** height limit of 14 m to a **preferred** maximum of 24 m.

This amendment was of significant interest to both property owners and the development industry. But, did any of our City Councillors declare an **indirect conflict of interest** when the matter went before the full council? Not according to the Council record. How can this appalling situation be countenanced in a "sophisticated" democracy?

In March this year, Ms Ellen Sandell, Member for Melbourne, put a question to the Minister for Planning, Mr Richard Wynne, to clarify the attitude of the Labor Party to donations from the property industry. In response, Mr Wynne indicated that this was a matter for the Special Minister for State. It is understood that the Labor Party does not intend changing the law in relation to this matter, and at the time of going to press, the Labor Party had not clarified its position

According to Ms Sandell 'Labor must legislate to ban donations from property developers. If they do not, they are saying they do not care about integrity in the planning process.'

If the state of NSW can ban developer contributions to candidates for electoral office, it **must** be possible and **required** in Victoria.



*Above and below
encroaching highrise
Pelham and Leicester Streets, South Carlton*



Under the City North Amendment, most of South Carlton is slated for 10 storey developments or higher. Citizens will have very limited opportunities to object or appeal against insensitive proposals. With this 'regime' in place, we can expect lower levels of pedestrian amenity related to sunlight and sky views and a pedestrian friendly scale.

If you are aware of developments needing attention, please contact the Planning Committee:
planningcra@gmail.com

(Planning Applications page 6)

Working Groups

APP No./ADDRESS	DETAILS OF WORK/CRA INTEREST
<p>Carried Forward - From February 2015 TP-2013-1059 932-944 Swanston St - CRA Objection</p> <p>TP-2014-59 205-223 Pelham St - CRA Objection</p> <p>TP-2014-39 53 Queensberry St - CRA Objection</p> <p>TP-2014-734 66-88 Lygon St - CRA Objection</p> <p>Other Applications for which further information was awaited. TP-2015-15, TP-2015-127</p>	<p>Alter existing building and construct a new 3 storey building for use as student accommodation. This is the historic “Fleming House” site. The impact of the new building on Fleming House concerned CRA. Negotiations between CoM and the Applicant over the heritage issues, resulted in improvements. Subsequent approval was been challenged by an objector and Newman College sought reduction in bicycle parking requirements. CRA supported CoM but did not appear at VCAT where a permit was granted and bicycle parking reduced.</p> <p>Reece Plumbing Site. A 15 Storey apartment building proposed. CRA objected on the grounds of excessive height, inadequate setback heritage issues and wind effects. CoM refused a permit. The applicant appealed and lodged a revised design to address the CoM grounds for refusal. CRA believed that the new design did not go far enough and objected. CoM and CRA opposed the application at VCAT, but the Tribunal ruled in favour of the applicant and granted a permit.</p> <p>Alterations to existing church and footpath and construction of new crossover, loading and unloading bay and other minor building works. CRA objected on Heritage, streetscape & safety issues. CoM refused the application. The applicant has appealed and will be heard in September.</p> <p>Subject of recent E-Flash - Demolition of existing building and construction of a 17 storey residential building (greater than the 8-storey preferred 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 following grounds. 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 55 objections to this application. The CoM refused the application (the grounds for which are on our website) the applicant has appealed and the hearing will start on 24 August. CRA will be represented.</p> <p>No grounds for objection were identified.</p>
<p>March - 12 Applications</p>	<p>No grounds for objection were identified</p>
<p>April - 14 Applications 2 Objections TP-2015-273 100-102 Bouverie St Objection</p> <p>TP-1998-476/A 193-197 Nicholson St Objection</p>	<p>12 storey mixed use development on a small site, CRAs concerns relate to bulk, height, scale, internal amenity and urban design. A copy of CRAs objection can be found on our website.</p> <p>‘Fernwood’ Gymnasium - Seeking amendment to original permit to facilitate 24/7 trading. CRA objected on resident amenity issues.</p> <p>No grounds for objection yet identified with other applications, but awaiting further information on 3. TP-2015-265, 279 & 295</p>
<p>May - 18 Applications 1 Objection TP-2014-1013 41 Macarthur Place Objection</p>	<p>Partial demolition and construct additions to rear of existing dwelling. CRA objected on the following grounds. Visual bulk, loss of amenity for adjoining properties and requested a heritage report.</p> <p>No grounds for objection yet identified with other applications, but awaiting further information on 3. TP-2015-384, 418 & 440</p>

Planning Alert

A cause for concern is the number of applications being lodged for multi-storey developments which exceed the height limit for their respective locations. In addition to the Downtowner and 100 Bouverie Street above, there are two more to contend with, they are TP-2015-265 for 171-175 Grattan Street and TP-2015-440 for 23-31 Lincoln Square South. More detail is being sought for these two applications and objections are anticipated.

Associated Groups

Melbourne North Community Consultative Committee (CCC)

The reorganisation of PCCC continues, with an investigation of potential models for its operation, membership and voting rights. Only core members will have voting rights, but other parties are invited to attend meetings and contribute to discussions.

It has been agreed that the Melbourne North PCCC should continue as a consultative Committee with the same focus on safety and community issues.

- There are on average 15 speeding fines and 1 burglary in the large area covered by North Carlton Police every 7 days.
- Bicycle issues continue, with plans to work with parents and primary schools on safety.
- In conjunction with Emergency Management Victoria, the Carlton area is being studied to determine and specify disaster management.
- The kids camp was held in March, and support for other camps has been received with contributions from Carlton Rotary and City of Melbourne.

Carlton Gardens - Royal Exhibition Building (REB)

World Heritage Community Day and Young People's Democracy Celebrations

For 3 successive years, the Friends of the Royal Exhibition Building and Carlton Gardens (FREBCG)* have presented this event in collaboration with Museum Victoria, to honour the opening of Australia's first Federal Parliament at this world heritage site on 9 May 1901.

The program commenced with the symbolic planting of an African plum tree in the South Garden to replace one lost in the shrouds of history. Students from University High School and Carlton Gardens Primary School, as members of the Young People's Council, were involved in discussion with individual members of parliament and councillors, the underlying theme: *Conflict and Compassion*. The Museum

Theatre then hosted a recital by musicians from University High School playing a movement composed by Beethoven.

The Public Forum emphasized pride in our multicultural inheritance and the increased population pressure upon our open space and our ability to come together without conflict.

Guest speaker Professor Michael Buxton, School of Urban Studies and Social Studies, spoke about the sustainable recycling of Melbourne's heritage shopping strips whilst John Maidment OAM, Organ Historical Trust of Australia, reminded the audience of the wilful demolition of the REB organ.

Walking tours of the Carlton Gardens using Museum Victoria's *Walking Through History* app, the chapel and gardens of The Academy of Mary Immaculate and Fitzroy's *Happy Birthday Houses* rounded out the event.

Special guests included Richard Wynne, State Minister for Planning; Adam Bandt, Federal Member for Melbourne; Richard Foster and Ken Ong, Melbourne City Councillors; Phillip Viahogiannis, Yarra City Mayor; Roberto Colanzi and Jacky Fristacky, Yarra City Councillors; Mary Drost, Planning Backlash and Julianne Bell, Protectors of Public Lands Victoria.

*FREBCG is a coalition of resident action associations representing the CBD, Carlton and Fitzroy.

Topical Issues

Graffiti management

The Council recently introduced a new plan for dealing with ever-present graffiti 'tags'. The plan defines graffiti as 'writing or drawings scribbled, scratched or sprayed illegally on a wall or other surface in a public place'; street art is excluded. It aims to reduce graffiti 'through a mix of education, engagement, artistic opportunities, enforcement and quick removal'.

Research suggests 'graffiti can have a negative impact on community perceptions of safety and public amenity'. It is a criminal offence to graffiti a property, visible from a public place. Crime statistics indicate most offenders are males aged 19 years and younger.

The Council introduced dedicated graffiti removal services in 2010 at an annual cost now upwards of \$1 million. The policy is to remove graffiti only at the specific request and permission of the owner/occupier.

Please report graffiti to the Council, telephone 9658 9658. Graffiti vandals should be reported directly to police, telephone 000.

Check out the website:

www.carltonresidents.org.au

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

Harmony Day Celebrations 2015 *a well organised triumph*



On Saturday March 28 Trish O'Loughlin had a thoroughly enjoyable duty to perform

She writes:

Carlton Gardens Primary School invited me as a representative from the CRA to be a guest at the HARMONY DAY FETE.

What a fabulous atmosphere greeted me.

Aromas of food from all over the world - lots of hand made crafts, enticing food stalls, games and rides,

books and toys - well organised around the grounds and inside the school.

The guests, families and friends were treated to a number of wonderful multicultural performances as part of the day.

The children, stunningly dressed in different National costumes paraded, including one small Scotsman, followed by the Chinese dragon, complete with the band. The young Bollywood dancers were a treat as was the speech by the school captain, Millie.

Carlton Senior Citizens move from CAN to KSLCC

A commemorative lunch celebrated more than 50 years of Carlton Senior Citizens at the Church of All Nations (CAN), prior to their imminent move to the Kathleen Syme Library and Community Centre (KSLCC).

Carlton's Senior Citizens Centre at CAN has a long history.

During the 1930s Depression, unemployment and an inadequate aged pension resulted in widespread poverty in Carlton, particularly among the aged population. In response, the Methodist church in Palmerston St (now CAN) set up a soup kitchen in its adjoining building, led by the *Sisters of the People* who were on call 24 hours a day to help people in need.

Then, in the early 1960s, the Housing Commission of Victoria compulsorily acquired a large area of Carlton (118 ha) and demolished several thousand 19th Century Terrace houses to build public housing estates. One of the towers, 530 Lygon Street, was designated for elderly people.

In 1963, a Senior Citizen's Program was established at CAN. Teams of volunteers from churches around Melbourne cooked 3-course lunches each weekday, and diners paid for meals at a rate subsidized by the City of Melbourne. A wide range of activities, which had been established in the 1920s and 30s, were incorporated as part of the CAN Senior Citizens program. In 1984, CAN buildings were refurbished by the City of Melbourne to accommodate people with reduced mobility and disabilities, on the basis that Senior Citizens would have use of these facilities at peppercorn rent.

Mavis Barboura, a Carlton resident for 85 years, is one of the long-time members of Carlton's Senior Citizens group, moving to their new home in KSLCC. During the Second World War years, Mavis attended school in this very building. Constructed in 1872, it was Carlton's first primary school, *Faraday Street State School SS112*.

Of the war years, Mavis recalls air raid practice when students were required to run home, and return to school after the sirens fell silent. Many years later, Mavis' daughter Anne Louise also attended the school. Of her school years, Mavis recalled good times and excellent, very kind teachers.

Mavis must surely be unique in that she has lived her entire life in the house that previously belonged to her parents. She attended the Faraday Street School for 8 years, graduated in 1943 with a Merit certificate, and continued her education at Stotts Business School in Bourke Street. A long career as a secretary was interrupted when Mavis became a tram conductress for two years, a position where women received pay equal to men.



Mavis Barboura