



SUE PENNICUIK MLC

Member of the Legislative Council
Southern Metropolitan Region

206 Bay Street, Brighton VIC 3186
PO Box 2371, Brighton VIC 3186
Telephone: (03) 9530 8399
Fax: (03) 9530 8499
Email: sue.pennicui@parliament.vic.gov.au
www.suepennicui.org

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Mr Peter Holland
Treasurer, unChain Inc

Dear Peter,

Thank you for writing to the Greens' candidates regarding our position on various local and state issues. As the Greens MP for the Southern Metropolitan Region, I am pleased to respond on behalf of the Greens candidates who are fully or partly located within the City of Port Phillip.

The Greens have comprehensive state policies, which can be found at: <http://greens.org.au/vic/policies>

1. Schools and pre-schooling: How can we ensure that our growing population in the seats of Albert Park, Caulfield and Prahran have adequate schools and pre-schooling?

Greens policy is that schools and pre-schools should be provided when and where they are needed based on open and transparent population projections and not subject to political considerations and electoral cycles.

The heart of the problem of school funding now is a failure of forward planning over many years to provide sufficient government schools where they are needed. The current process is shrouded in secrecy and often distorted by electoral politics. A key problem of this politicised approach to school funding is a lack of transparency. The demographic data regarding schooling needs that is held by the Department of Education and Early Childhood Development (DEECD) is not public. It should be. Local communities should not be forced to continually lobby governments for what should be provided as a basic right.

The Greens will invest in schools with funding provided on the basis of need and equity, act now to address the backlog in school maintenance and upgrades, and provide new facilities and new schools when and where they are needed based on population data not political announcements.

2. Public Transport. Do you have a realistic plan for Melbourne's public transport and, in particular, what are the respective merits of Melbourne Metro versus Melbourne Rail Link?

The Victorian Greens have a comprehensive [transport policy](http://greens.org.au/initiatives/vic/transport-policy) and have released a range of initiatives to encourage and make it easier for people to use public transport, bicycles and to walk, including:

- Tearing up the contracts for the East West Toll Road. The Greens are the only party to have consistently opposed the East-West Toll Road. <http://greens.org.au/initiatives/vic/stop-east-west-tollway>
- seventeen low cost tram extensions to link existing transport routes: <http://greens.org.au/initiatives/vic/missing-tram-links>
- a plan to reduce overcrowding on our trains, focusing on what can be achieved now: <http://greens.org.au/initiatives/vic/train-overcrowding>
- an additional 50 trams to be built in Dandenong to reduce overcrowding: <http://greens.org.au/initiatives/50-new-trams-fix-overcrowding>
- secure bike parking at train stations: <http://greens.org.au/initiatives/vic/secure-bike-parking-train-stations>
- "a metre matters" laws to share the road safely with bike riders: <http://greens.org.au/initiatives/vic/metre-matters-bike-safety>

3. St Kilda Rd Bicycle Proposal: Do you support the proposal to build Copenhagen-style bike lanes along St Kilda Rd from Carlisle St to Southbank?

St Kilda Road is one of the busiest cycling routes into the CBD. The Greens support the proposal for separated Copenhagen-style lanes along the entire length of St Kilda Road.

Greens policy is for laws that ensure a safe passing distance between cars and cyclists:

<http://greens.org.au/initiatives/vic/metre-matters-bike-safety>

4. The Grand Prix: What is your position on the Grand Prix at Albert Park? In particular, should the Grand Prix Corporation be required to accurately record attendance numbers?

The Greens have consistently opposed the Grand Prix in Albert Park.

The Grand Prix disrupts the local community around Albert Park for months every year. By the time the new contract expires, the grand prix losses to 2015 will have cost Victorians around a billion dollars at a time when hundreds of millions have been slashed from schools, TAFE, justice and health budgets. It has been revealed that last year's race cost taxpayers \$60 million. If that level of loss occurs for five years of the new, secret contract just signed by the Napthine government, it could cost taxpayers another \$300 million.

The Australian Grand Prix Corporation has continually been allowed to get away with 'estimating' attendances, instead of installing turnstiles or using barcodes to provide an accurate count of attendees – as other major sporting events do. In 2013 the Greens moved a motion in state parliament to require the AGPC, which receives so much taxpayer money, to accurately record the attendees at the event. The government voted against the motion. It is a scandal that the AGPC has been allowed to get away with this for so long.

5. Neighbourhood Zones and Affordable Housing: Do you support the new neighbourhood zoning system as it has been applied in Prahran?

- The Victorian Greens support increased transparency and community consultation in planning processes.
- Local government is the level of government closest to the people so they are the appropriate body to adopt the new planning scheme. The Greens [planning policy](#) is based on the principle that local governments must be represented at all levels of planning, and their communities should have opportunities for ongoing, substantive, and meaningful participation in planning decisions.

6. Apartment Design Standards: Do you support mandatory design standards for new apartments in Melbourne generally and for Prahran in particular?

- The Victorian Greens support mandatory design standards for new apartments.
- We also support [basic standards for rental accommodation](#) of all types

7. The St Kilda Triangle: What is your vision for the St Kilda Triangle? Do you support substantial state government funding for emergency repairs to the Palais?

The Triangle site is Crown land - it belongs to the people of Victoria. Around half of it is open space, and with a shortage of public open space in our urban areas, the focus should be on retaining and enhancing it at the Triangle site. Any 'development' of the site should be minimal, community focussed, in keeping with the informal atmosphere of the St Kilda foreshore, and flexible – for example accommodating a range of different activities at different times of the year.

The Palais Theatre is one of Australia's premier live entertainment venues, is heritage listed and is owned by the people of Victoria. The state government is responsible for ensuring that this important historic building and entertainment venue is properly maintained and restored, but both Liberal and Labor governments have neglected it for many years.

The City of Port Phillip has resolved to provide up to \$7.5 million in funding for the Palais, contingent upon receiving the \$25 million funding commitment from the elected government that is needed for the legacy maintenance and compliance works that are absolutely critical to securing the future of the Palais.

In August this year, Greens MP, Sue Pennicuik raised the issue of the urgent need for repairs to the Palais and the responsibility of the state government for its upkeep, in state parliament.<http://vicmps.greens.org.au/content/adjournment-palais-theatre>

As the owner of the site, the state government should be funding these works on behalf of the people of Victoria to ensure that the Palais lives on as a treasured part of the cultural heritage of the people of Victoria.

The previous Labor government made the mistake of tying the refurbishment of the Palais Theatre to whatever was done at the adjoining St Kilda Triangle site. This was an unwise decision which rightly caused huge community opposition and resulted in neither happening. These two issues should be separated but the state government should be taking responsibility for both as they both are significant state-owned assets.

8. St Kilda Festival: The St Kilda Festival has a regional significance. Do you support increasing the state government's contribution from \$100,000 to \$500,000?

The St Kilda Festival is much more than a local event with people coming from all over Melbourne, Victoria and other parts of Australia to attend it. The Greens support calls for the state government to increase its financial support of the event to ensure that it remains a great alcohol-free, family-friendly event. We are particularly supportive of the live and local aspect of the St Kilda Festival.

9. Fishermans Bend: How should we ensure the appropriate development of Fishermans Bend? Do you support the early building of the Yarra Crossing bridge and the inclusion of sustainability standards in the Structure Plan?

The Greens opposed Amendment C102 which incorporated Fisherman's Bend into the Capital City Zone making the Minister for Planning the Responsible Authority for the majority of planning applications in the area. This occurred before there was any consensus vision, master plan or design guidelines for the site and before any land needed for community services or public open space had been acquired by the government. The result was a predictable flurry of land sales and planning applications and land values skyrocketing.

While the FBURA remains within the capital city zone, with little or no input from the local community, ensuring appropriate development in Fishermans Bend will be difficult. Appropriate development at Fishermans Bend and other urban renewal projects would be best ensured if planning strategy for greater Melbourne was facilitated by a metropolitan planning authority with a robust governance framework and a strong focus on community representation, that prioritises public transport, affordable housing and public open space; protects heritage and urban bio-diversity; and provides a clear framework for local government to fulfil its role as responsible authority for all planning applications, and planning authority for all local structure plans and master planning, within their boundaries.

The Greens were supportive of the work that had already been done by the City of Port Phillip in developing the Montague Precinct Structure Plan as part of a staged urban renewal plan for Fishermans Bend. The Greens support the inclusion of sustainability standards in the Structure Plan for Fishermans Bend.

For more information, please see our planning and land use policy: <http://greens.org.au/policies/vic/land-use-planning>

A new tram bridge across the Yarra is essential if Fishermans Bend is going to succeed as an urban renewal precinct enabling future residents to take the tram, walk or ride into the CBD. The bridge must be designed to meet the transport demands of residents of Fishermans Bend and also the needs and amenity of existing residents in Docklands and the CBD. The bridge must be designed through a process which genuinely involves broad consultation with the community on both sides of the River, before a final design and location is decided.

10. Melbourne Metropolitan Strategy: Do you support the new metropolitan planning strategy and the new Metropolitan Planning Authority?

The Metropolitan Planning Authority does not have enough community input or democratic processes. While the Greens [support the creation of a planning strategy for greater Melbourne](#), it should be one which:

- is facilitated by a metropolitan planning authority with a robust governance framework and a strong focus on deliberative and democratic community representation;
- prioritises public transport, rail freight systems and integrated transport hubs;
- meets the shortfall in affordable, public and social housing;
- delivers sustainable medium-density development along transit corridors;
- protects heritage and urban bio-diversity;
- protects, expands and provides funding models to expand public open space;
- enhances the food production capability of Melbourne; and
- provides a clear framework for local government to fulfil its role as responsible authority for all planning applications, and planning authority for all local structure plans and master planning, within its boundaries.

The Greens' [planning policy](#) includes that public confidence and planning in the public interest rely on proper process, including: fairness, certainty, transparency, accountability, independent assessment; enforcement and the rule of law; rights to notice and to object for the community and affected parties; and respect for local priorities.

11. CCTV and Public Safety: What is your position on Closed Circuit TV and public safety in Prahran?

CCTV alone cannot ensure public safety, but is one of a range of measures that can be implemented where appropriate, to improve public safety, including street lighting, liquor licensing and other crime prevention measures.

Additional questions: Albert Park

7. Webb Dock: How can we ensure the appropriate development of Webb Dock to take into account the impact on neighbours including the new suburbs in Fishermans Bend?

In 2012, the Greens called for a thorough environmental impact assessment, involving the community of the expansion of Webb Dock to assess the impacts of the expansion on air quality, water run-off, light and noise. While the plans include buffers and noise and light barriers, it will require ongoing consultation between the Port, the state government and the council to ensure that these measures are effective, and to put others in place if they are not.

Increased truck movements are of major concern to residents on affected roads and local streets. The Greens propose a Victorian logistics policy for ports and long distance freight movements that prioritises rail, using regulation and incentives to shift freight from road to rail, and preventing further increases in truck axle loads and the physical size of road freight.

See transport and freight policy: <http://greens.org.au/policies/vic/transport-and-freight>

9. St Kilda Pier: Would you commit to early state funding for a replacement pier at the St Kilda harbour?

The Greens support a replacement pier at the St Kilda harbour which would include retaining the breakwater, as long as ecological values are protected, in particular the little penguin colony.

12. Port Phillip Bay: What can be done about pollution of the bay and the threat of rising sea levels in the seat of Albert Park?

Pollution is an issue for the whole of Port Phillip Bay. Past engineering practice was to divert stormwater into drains and send it downstream into the Bay. We are still seeing the effects of that legacy across Melbourne. More needs to be done to capture and recycle stormwater and to reduce general runoff entering the Bay.

Greens climate policy includes adaptive actions to protect the environment and key public assets around Port Phillip Bay and coastal Victoria, to implement, through public and private action, the Victorian Climate

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