VICTORIA UNIVERSITY
MELBOURNE AUSTRALIA

Ecoso exchange newsletter : ecological, sociological and political discourse 2/47; March 1998

This is the Published version of the following publication

The publisher's official version can be found at

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Ecoso Exchange Newsletter

Crow Collection Association (Incorp)

Ecological, Social and Political Discourse.

ABOUT THIS ISSUE OF ECOSO.

This Ecoso features an article by Maurie Crow which he wrote a few months before he died in April 1988.

The article is republished for two reasons. Firstly, it provides an overview on urban issues which is still relevant and may be helpful to participants at the "The Public and the City Plan" seminar which is being held on March 28th in the North Melbourne Library. Secondly, it is published as a tribute to Maurie on the tenth anniversary of his death.

Later in 1998 the Crow Collection Association will be holding a "Viewing Day" at the Victoria University of Technology's Footscray Campus Library. This will provide an opportunity to browse amongst the documents in the Crow Collection (many of which are on inner-urban issues) and at the same time it will be another way of commemorating Maurie's life.

News from the Crow Collection
PROMOTING PARTICPATORY PLANNING

Book Now for Urban Planning Seminar

As was reported in the last Ecoso the current Crow Collection project is aimed at the promotion of particpatory planning.

For the first few months of this year we are making an all-out effort to organise a semianr which will be held on Saturday, March 28th. A leaflet advertising this important gathering is enclosed.

Ecoso 2/48 (due to be distributed in early June) will publish some of the seminer papers. Deadline for copy is April 16th.

Congratulations

Congratulations to the "North Melbourne News" on the publication of its 100th issue. And welcome to the revival of the Flemington/ Kensigton News.

Also congratulations to Yoland Wadworth on the up-dating and republication of her two very valuable handbooks "Do It Yourself Social Research" and "Everyday Evaluation on the Run" (both are available at VUT bookshops for the modest price of $14/95 each)

Our 1998 Gloaming in the Gardens was held on a balmy summer day If you left a hat at the Gloaing, claim it by phoning 9329.8685

City Plan'97 – beyond the gloss

"City Plan '97" is the name chosen by the Melbourne City Council for the updating of the MCC Strategy Plan. The Lord Mayor, Cr Ivan Deveoon claims that it is a visonary plan. However, Ewan Ogilvy, an ex. Melbourne City Councillor, long time member of the North Melbourne Association and the mainstay of the North Melbourne News for the past ten years, has different view. Here are some warnings from Ewan's article in the December North Melbourne News.

* Almost all the existing planning controls that included a limit, (eg a height limit) may now be exceeded.

* Notable building may now be demolished,

* The almost total reliance on performance-based measures has never been explained or justified, Under the new regime, almost everything is negotiable.

* The rights of Melburnians to participate (the objection and appeal rights) have been severely constrained with excemtion provisions of the Capital City Zone.

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Central Melbourne Planning

Colin Long, a Phd student in the Department of History of Melbourne University,.is a members of the People's Committee for Melbourne and other such organisations. At the 1996 Planning History Conference he presented a paper on "Corporate Planning for the Corporate City : central Melbourne planning after the 1974 Strategy Plan" in which he argued that corporatisation is a response to the challenges to the conservative hegemony in the Melbourne City Council by residents and community groups which questioned accepted notions of value-free growth and demanded a greater emphasis on redistributive policies. In the beginning of his paper Colin states what he sought to achieve in his paper :-

1. To trace the origins of corporatisation in urban planning in Melbourne, idenifying two particular pressures :-
:   a. the perceived need to recreate regulatory structures in an environment of faltering economic growth and profound restructuring;
b. the growing challenge from urban and social activism demanding greater emphasis on redistributive policies and questioning old assumptions about the value and appropriateness of development. And finally,
c. to reveal the spatial ramifications of corporatisation

Colin warns that the central city area could become an elite core, simply controlling the direction of resources to the periphery, and that this would mean that the city becomes less democratic and more unjust. He advocates campaigning for :-
> *the right to the city, the right to the use the centre, a privileged state in space.*

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Both Ewan and Colin will be at the The Public and the City Plan Seminar which will be held on March 28th.(Info 03/9329 8685)

WHAT SORT OF A CITY?
Needed : an alternative for urban living

by Maurie Crow
Reprinted for Metro 2000, October 20th 1990.

Maurie Crow presented the following paper at the "What Sort of City ?" seminar which was held in Melbourne in November 1987 to discuss ideas for an "alternative society". It was the last document prepared by Maurie before his death in April 1988.

Maurie was one of the authors of the book "Seeds for Change — Creatively Confronting the Energy Crisis" which was published by the Conservation Council of Victoria in 1978. This paper presents the ideas of "clustering and connecting" which are proposed in the "Seeds for Change" model.

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Cities for Citizens

by Maurie Crow, November 1987

Problem

Australia is one of the most urbanised countries, its cities amongst the most motorised, and more of its citizens live in big cities than smaller ones. Over the last forty years the resulting "suburban sprawl" has suited the world's largest corporations — oil, car and steel — because it has increased the demand for these products manyfold.

The gradual decline in public transport and the earlier style of near-to-home mixed-facility local shopping centres clustered around public transport stops has gradually been replaced by car-based work places, shopping marts, educational institutions and drive-in hotels.

This urban pattern also suits the large corporations investing in suburban housing estates and industrial parks, since their development can proceed with economy of scale and unhindered by the need for local public transport or proximity of local shops, child care or other facilities for social life.

Governments, banks and financial institutions with money for roads and express-ways, subsidies for home purchasers and ready finance for cars have facilitated this process aided by urban planners, transport planners, social planners and local government councillors intent on expanding "their" rate base.

The result has been a steady process of scattering the different components that have previously been clusters of mixed urban functions. This has created a tremendous advantage for cars, because of the randomness of destinations replacing the earlier cluster-to-cluster trips by public transport. The consequent need for car parking, which is so inherently incompatible with the older style busy urban life, tends to keep each of the now scattered functions separate.

Such redevelopments in the established areas as do now occur tend to be "megaprojects" — sky scraper offices, or enormous hotels, motels, marinas, and convention centres for top business executives or five-star visitors.

Apologists for the lifestyles that all this tends to enforce say that people prefer bigger houses on bigger blocks of land, despite the extra time taken for longer journeys. They point to statistics showing that most households have one two or three cars. They assume that the home entertainment of TV has largely displaced the need for personally-involving local activities, or even personally-involving home activities. They take it for granted that tourism based on "big wigs" is sound economic growth.

Danger

The danger is that all these trends are continued instead of being creatively changed by "alternative society" movement/parties, the disadvantages of the life style trends in the suburbs will come to far outweigh the advantages, making life more miserable instead of in any way satisfying and joyous.

The apologists overlook other statistics which show that about half the population cannot drive or have no car, so have no independent mobility. They overlook the decline in local personally-involving activities especially for women, children youth and elderly people. This often reduces the self-esteem of those concerned, a condition which rebounds on car drivers as well as those with no car because everyone in the household is cut off from easily accessible social and recreational life close at hand.

It overlooks the lack of companionship, the drug addiction, deviant behaviours and ill-health to which excess privatism and lack of self-esteem tends to give rise. And, seldom mentioned, is the misery caused families by the high toll of road accidents. Women especially take the main burden of all this, whether as victims or as carers of the victims.

Also overlooked is Australia's early depletion of its own oil reserves, and Australia's increasing integration with the "world car" plans of the multi-nationals, leading to an increasing dependence on these large corporations and on governments of other countries beyond Australia's control.

Moreover, of all the wasteful "Western" ways, city-design compelling over dependence on the car is, relative to the third world countries, the most extravagant, because this urban car-dependent mode of life uses cars not only for purposes for which they are ideally suited, say for random recreation trips, but also for regular every day trips to work, shopping and even education. Yet cars are the least energy efficient form of transport, are high consumers of resources needing frequent renewal, are heavy polluters and have absorbed, unnecessarily, a portion of the high post-war productivity of the Western countries which could have been used in so much better ways.

Weakness

The weakness of the alternative society movement is that it may advance fragments of a solution, such as more enlightened social policies, more varied and cheaper housing, better and cheaper public transport, opposition to inappropriately located mega-projects or to the pressures of high traffic volumes and parking, without realising that each part is not to be significantly changeable if tackled in isolation, but requires a comprehensive alternative city system of land-uses, transport, housing and social planning.

The Cluster and Connect City

Note on the terms :

We have adopted two terms "cluster" and "hub" to distinguish the cluster and connect concept from terms, which, in common usage, very often have ambiguous meaning, e.g. the word "centre" sometimes means an institution such as a "health centre" or a "youth centre", sometimes is given a much wider scope such as "a local shopping centre", and sometimes the central and busiest part of a shopping centre.

By "cluster" we shall mean a mixed-purpose people intensive place of whatever size which constitutes the urban (as distinct from the dormitory suburban) portion of a city. By "hub" we shall mean the busiest parts, closest to public transport stops at the heart of the cluster.

Alternative Society Goals (Long Term)

Central City Cluster - Excellence and Variety

- Further enriching the magnificent potential for inspiring and high-skilled culture - artistic, technological, sporting, educational, scientific, entertaining and recreacitonal - and the widest possible variety in all spheres made possible by the sheer number of people which the city has settled in the one place.

- Nurturing, assembling and popularising the most enlightened and humanising of these cultural efforts, and encouraging an increase in housing in and around the central cluster to overcome the "dead" period after working hours.

- Presenting to the public in the most accessible location - central area - the best and widest range of such achievements so that they are easily accessible no matter where people live, and are in the same general location as other all-city functions such as retail department stores, head offices, central government agencies, and small innovative enterprises of all types, commercial or not.

Neighbourhood Cluster - Congenial Involvement

- Encouraging a level of acquaintanceship among neighbours enough to establish an affable relationship between individuals and families of different outlooks and interests so they can appreciate each others values and contributions.

- Developing types of low key personally-involving mutual activities of a supportive or co-operative kind, such as child care, house and garden hints, social occasions and small co-operative or political efforts around neighbourd or block concerns.

- Establishing small, walking-distance, homely clusters consisting of a "neighbourhood house" or "community house" which can act as a focus, on neutral ground, to help the above process; and couple it with a small convenience-store and any other facilities favoured by neighbours (eg small laundrette, photocopier, word processor, post office agency etc) with both types of functions accommodated in the residential areas, in existing houses.

Local Cluster - Services and Activities

- Bringing together, in an intermediate size cluster, a range of performances and services similar to the central city cluster, but not all of top performances or unique quality, nor of such a comprehenisve variety, but nevertheless providing an attractive mixed-purpose centre where nearby residents and employees can purchase, or participate in, most of their standardised weekly needs.

- Offering to the local residents served by this type of cluster, and to employees of commerce, industry and social services working in or near it, a range of more specialised activities than can possibly be expected from the much smaller human catchment at neighbourhood levels, and with special attention to youth activities, daytime activities for those not in the work-force and weekend and evening activities.

- Providing, as with the central city cluster, higher density dwelling units in, and immediately around, the local cluster for those who enjoy such living, to help enliven these urban parts by overcoming the "dead" periods of evenings and weekends.

- Planning, in the case of bigger cities, for a selected number of local clusters to grow to the size of a "district cluster" - a cluster of services and activities mid-way in size and function between the central cluster and local clusters to give citizens in the area served a much wider choice of goods and services and of activities than in their local cluster, but with a much shorter trip than going to the central cluster.

Connecting Clusters - Worthwhile Interchanges

- Giving all citizens the choice between affordable and get-at-able extremes : appreciation of central city excellence (with personal anonymity where so desired) at one extreme, or at the other, local relaxing personal involvement with friends and acquintances - and all degrees of mixtures between these extremes - by a system of ready access to all levels of the hierarchy of clusters.

- Designing the metropolis or city according to cluster and connect principles of every neighbourhood clustering being a bus stop short walking distance from home; the bus or mini-bus providing an efficient shuttle service for passengers, prams and jeeps, and parcel deliveries to the nearest local cluster, and the local cluster connected by longer-haul buses (or by train, light rail or trams) to the other local or district clusters and the city cluster.

- Concentrating appropriate facilities within each of these levels of the hierarchy of clusters so that every interchange between one mode of travel and the next is a place that is not only comfortable, informative and convenient to pass through but a valuable space worth stopping at - with the emphasis on catering for supportive needs at the neighbourhood level, a wide choice of everyday staple needs and personally-involving activities at the local/ district level and outstanding variety and excellence at the central city level.

<u>"Alternative Society" Strategies</u> (Medium Term)

Understanding :-

(1) That every city has had an historically developed basic <u>physical</u> structure which has been very gradually re-shaped to accommodate the car-way -of-life, but only over several decades, and that only relatively minor re-adjustments are really needed to put cluster-and-connect principles into place, although this too must be by gradual stages, and...

2) That every city also has an entrenched <u>social</u> structure (apart from employers, employees and self-employed) also deriving from the car-way-of-life, which for the self-employed and employed needs as much re-arrangement as the physical, and...

3) That the cluster and connect restructuring would not affect people's continued use and <u>enjoyment</u> of their cars, or their homes, nor affect their jobs or special interests (except possibly to make more jobs or social interest available closer to home), then ...

The <u>strategic direction</u> of the "alternative society" movement should include :-

- Arresting further outward sprawl of any of Australia's bigger cities and diverting urban growth in the form of redevelopment at somehwat higher densities into selected mixed-purpose local (or district) clusters or the central city cluster, using public funds monies which would otherwise be needed for new roads, expressway systems, water, sewerage, gas, electricity, public buildings, libraries, bus services etc.

- Withdrawing permission in the established built-up areas for any manufacturing, retail, commercial or other labour-intensive non-residential land purposes in locations remote from any fixed rail systems, and directing them, where compatibble, into selected local district or central clusters or, if incompatible, with such clusters, into industrial parks located on the long-haul public transport systems.

- Re-organising all bus routes to ensure that there are shuttle services of utility buses or mini-buses plying between neighbourhood clusters close to where people live, and the local or district clusters from all parts of the local or district catchments to be served by those clusters.

- Selecting from local shopping centres, those suitably distributed to grow into local or district clusters, and designing a master-plan for a hub for each cluster centred around the public tranport interchange, and consisting of one core building or a complex of central buildings to accommodate, at medium density, a group of the most-frequently used facilities such as food stores, post office, banks, doctors, health clinics, chemist, library, cafeteria and premises for the most popular indoor pursuits; and make a start with the chosen master-plan.

- Relocating and/or establishing in local or district clusters offices for standardised government services (eg health, some educational, postal, library, galleries etc) and people involving non-commercial activities (e.g health, self-help groups, indoor fitness, sports, games,

recreation etc) helped with adequate numbers of funded "catalysts" (e.g people skilled not to "manage" activities on a permanent basis, but capable of getting others to get together around their special interests until they can manage their own activities.)

— Providing adequate numbers of funded catalysts to speedily establish enough neighbourhood houses until there is no part of a local cluster's catchment not covered by a neighbourhood cluster in "toddler's distance" of home, and no neighbourhood house that does not achieve a reasonable level of involvement from its neighbourhood catchment.

— Assisting all non—commercial centrally—organised and people—involving activities (e.g. films, drama, dancing, music, arts, crafts, hobbies, indoor sports, games etc) to promote their most promising practitioners from local or district level to the high—level central training and/or public performances.

Alternative Society Tactics (Short Term)

Without expecting too much too soon (because by its very nature, the task of changing relationships of the components part of a big city cannot be done suddenly, remembering that the entrenched habits of citizens are important factors as well as reluctance or indifference of authorities, and the hostility of some large corporations), encourage citizens in various ways and at various levels to support any moves that are in the direction of the above goals and strategies; and to oppose the continuation of trends that run counter to such goals and strategies.

There are so many obvious and not so obvious ways of doing this, that it would be misleading to pretend that any listing of tactical particulars could be more than illustrative of the sort of action that has been or could become popular.. a few ideas only, therefore, are presented below.

Naturally the most familiar examples are those in which protests have been stirred by provocative developments that have been perceived as threatening health, convenience, amenity, or control, but to strengthen the hand of protesters as well as disclosing threats less easily perceived, the alternative society movement, in conjunction with those affected, can help by evolving constructive alternative measures. So the tactical illustrations have been divided into :—

A) Re—active Protests" — (to stop the rot) " and...

B) "Constructive Directions — (towards cluster and connect) "

A) Re—active Protests — (to stop the rot) — Against :—

1)   Plans for expressways, freeways, widening of arterial roads.

2)   Rundown of public transport, e.g. less frequent, less safe, higher fares, close—down at night, weekends and holidays.

3)   Demolition of previously useful buildings for off—street car—parking.

4)   Plans for district-size car-based marts and supermarkets, very large hotels, with large parking areas, large drive-in cinemas, instead of smaller marts, cinemas and hotels at existing local or district level.

5)   Profit-making, fee-paying child care centres, especially those depend on car access.

6)   Primary schools beyond walking distance from scholars' homes and secondary schools and tertiary colleges not conveniently accessible by public transport.

7)   New large housing estates or industrial parks isolated from the regular metropolitan-wide long-haul public transport system.

8)   The existing location of local government offices, or the offices of decentralised State or Federal government departments or instrumentalities not sited in the proposed local or district clusters (e.g. employment offices, social security offices, gas office, post offices, welfare centres, municipal office, elderly citizens clubs and youth centres etc).

9)   Mega projects inappropriately sited, such as high-rise luxury apartments, motels, offices or marinas, which are out-of-scale with residential or small business areas.

B) <u>Constructive Directions</u> — (towards cluster and connect) — <u>for</u> :—

1)   Introducing mini-buses to the nearest local cluster that is connected by long-haul public transport to the central city cluster, or, if such services already exist, improving them by extending times of operation, frequencies and/or lower fares.

2)   Getting together neighbours you know — initially, probably, mainly women not in the work force, with young children — meeting, as a start, in one or another's homes to campaign for some existing house to be acquired and to function initially, for mutual child care and any other mutually-supportive arrangements (see above); and demand funds that can make this possible, also the neighbourhood house to be at a bus-stop as in item 1 above.

3)   Getting together any group keen enough on establishing or extending non-commercial, people-involving activities on a local area basis around particular sport, crafts, science, technology, education, indoor sport and games recreation etc and campaign to have suitable premises in the nearest local cluuster; and, where necessary enough public funds for establishing premises and paying a catalyst.

4)   Fostering forms of decentralisation of government and institutional services and facilities to local levels to give people more opportunities for management of affairs that affect them.

5)   Demanding that the local municipal council (and at election time every candidate for election) draw up optional plans for consultation with local people covering all aspects of future local development, including adjusted and/or extended bus routes, expansion of public transport based clusters, with higher residential densities in and immediately around them, practical encouragement for varied activities in the local clusters, and for the

extension of the number of neighbourhood houses; and plans as to how to have these implemented.

Prospects and Sources

There may be experiences from other cities, but these "prospects" and "sources" are all from Melbourne.

Some cluster and connect <u>principles were part-formulated by</u> :-

- John Cain before he became premier of Victoria in 1983 (a 1979 paper "The Future of the Melbourne Metropolitan Area");

- The ALP election policies (1982);

- Melbourne and Metropolitan Board of Works — the then planning authority (in 1981 "Metropolitan Strategy Implemention" on Amendment 150 to the planning Scheme);

- The Ministry of Planning and Environment (in the August 1987 "Shaping Melbourne's Future")

- The Municipality of Melbourne (in City of Melbourne Strategy Plan 1973, and 1985 and proposed Implementation Amendment 453, 1987 which, however, failed to carry out the strategic objective of increased housing stock around the central hub).

- The Conservation of Urban Energy Group (the CUE Group) of the Conservation Council of Victoria (CCV) pioneered a more fully formulated alternative ..."cluster and connect" to these official versions all of which exhibit a "2 bob-each-way" weakness... allowing as much support for more car dependent growth as for more public transport-based city, instead of "affirmative action" capable of reversing the trends.

- The pioneering alternatives published by the 1978 CUE book "Seeds for Change" pp 143.. 249, followed up 1978 – 1987 by studies and reports by CUE and other plans for the metropolis and several suburbs, for example "The Nunawading Energy Study" and the North Melbourne report "More Enjoyment with Less Energy".

Summarising :

The battle for an alternative metropolis has been joined, prospects for planning an attractive "alternative society" has emerged, but adoption and implementation will involve a many sided effort against heavy odds weighed by investments of some of the world's largest corporations.

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All the documents mentioned in this paper are available in the Crow Collection. The Collection also has papers from a number of community seminars such as the 1987 "What Sort of City ?" seminar, and working papers from the prepartion of "Seeds for Change", "The Nunawading Report" and "Less Energy with More Enjoyment".

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Do YOU agree with this plan?

RUTH WRITES

Do you agree with these values? This was the question posed at the annual meeting of the North Melbourne Association.

The poster was part of a display presented by the Town Planning Work Group.

On the end of the poster a request was made for the ideas of other people.

"If you disagree, or can think of better values, let us know. If you agree, and have some ideas as to how to carry out such-like values, let us know." And then the punch line in large letter-ing:—

"Plans can never be better than the values they are based on!"

To allow as many people as possible to think about the challenges posed in this poster, here is main test of it:

● Protect present community from being forced to shift (for example by acquisition or "big development" pressures).

● Retain a mixed community (different nationalities, age groups, income groups and so on).

● Retain mixed use of land (except obnoxious and obsolete use).

● Control demolition and major alteration of building in "preservation areas."

● Retain and rehabilitate "row house" and any sound houses anywhere.

● Encourage labor intensive industries (that is to provide local employment, but not enterprises that are mainly storage)

● "Redevelopment" to take place on non-residential "obsolete use" land (offensive trades and stores)

● Prohibit avoidable freeways to avoid "severance" and loss of amenity

● All-day city commuter-parkers to be discouraged, and better public transport provided.

● Minimise through traffic across residential areas (by environmental-traffic-areas)"

● Community facilities for convenience of all types of residents in "mixed" communities.

● Location of community facilities within pedestrian distance in environmental areas, wherever possible.

● Higher standards of protection from smells, noise, and smog and landscaping of creeks, streets and other public lands.

For City and Inner Suburbs as a whole:

● Not a central business district consisting exclusively of head office towers fenced off by a ring freeway. But, a vital business, administrative retail, recreational, cultural and residential centre supported by lively inner suburbs with their own complement of diverse and vital life in which the smaller business, voluntary activities, and lower income residents can survive.

● More intensive enjoyment of "passive recreation" parks with more adventure playgrounds, music bowls, public kiosks, barbeques and other facilities.

● A core preservation policy by prevention of "parking blight" by city all-day commuters.

Other posters at the annual meeting showed how the North Melbourne Association was already taking action on some of these points.

One exhibit showed the successful report by the Committee for Urban Action on the parking crisis in the inner suburbs.

Work group members helped to prepare this submission.

A map showed how the road patterns near Errol Street Primary School could be altered so that it would be safer for pedestrians.

Also on display was an architect's plan for an alternative lower building on the Chapman Street hill, instead of the tower block proposed by the Royal Children's Hospital.

Part of this exhibit included a photograph of Flemington Road with a three-storey block of flats super-imposed on it to show how this more human-sized building had little detrimental effect on the landscape compared to a high rise building in this area.

The results of the work groups' investigation of obsolete land use and obnoxious industries was displayed on a map.

Three members of the work group Maurie Crow, Bob White and Peter Jones — reported on the year's activities.

It was evident from these reports and from the wallboard exhibits, that the North Melbourne Association had developed into an organisation that was capable of making a detailed study of the problems of the area.

A very wide cross section of the community is involved in helping to make this study, and in working out policies to improve the living standards of this suburb's residents.

And, most importantly, these studies are not just theoretical exercises, but part and parcel of many different campaigns, some of which have been very successfully concluded, and others which have had disappointing results.

But, whether there is immediate success or a temporary set-back, one certain gain has been made through the existence of the association.

There now exists a community - based organisation that is helping many people to participate in planning for the future.

The group is inviting you to take part in this work.

To once again quote the poster:

"Plans can never be better than the value judgments they are based on."

So its over to you. Do you agree with the values listed?

EXPLAINING THE ARTICLE

9 months after this article was published the North Melbourne Association launched the C.A.N. Report. (Citizens Action Plan for North an WestMelbourne).
For more information on CAN see Ecoso 2.46, Dec 1997.

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In this article the NMA stated the need for planning to be based on values :—

Plans can never be better than the values they are based on".

In September 1972, at a public meeting of over 100 the CAN value judgement was adopted :—

What really matters, CAN believes, are human values, not material wealth, nor status, nor freedom at the expense of others, but a life that sees human values as distinct from economic ones as the prime objective.

* * * * * * *

Ruth Crow had regular columns in the "Northern Advertiser" (an Age suburban newspaper) using Pen-names "Ruth Writes" and "Una Voce". Until the paper ceased to exist in 1974. these articles helped to keep the public informed about CAN and the Strategy Plan.

INFORMATION ABOUT ECOSO EXCHANGE NEWSLETTER.
Eco - Ecological, Soc - sociological, Exchange - non-authoritarian

Since 1990 Ecoso Exchange Newsletter has been the newsletter for the Crow Collection Association (Incorporated). The forerunner of Ecoso was called Irregular. It was first published in 1967 when Maurie and Ruth Crow helped to initiate regular discussion groups on urban issues as a follow up to the trade union based Living Standards Convention which was held that year.

In 1973 the name was changed to Ecoso and four guidelines were adopted.:-

1. *The promotion of community participation.*
2. *Popularising changing life styles which combat consumerism.*
3. *Advocating restricting use of non renewable resources .*
4. *Achieving these objectives through participation.*

ABOUT THE CROW COLLECTION ASSOCIATION

The Crow Collection consist of books and unpublished documents on political and sociological issues which were donated by Ruth Crow to the VUT in 1990. Supporters of the Collection have formed the Crow Collection Association which has the aim of enhancing the comprehensiveness of and accessibility to the Collection. These aims are implemented by the publication of Ecoso, projects around specific issues and occasional social gatherings..

The 1995 Senate Inquiry on Citizenship asked the challenging question *What Sort of Society Do You Want Australia To Be ?* Ecoso continues this discourse. If you would like to contribute please send in material for Ecoso articled.

SUPPORT THE CROW COLLECTION BY SUBSCRIBING TO ECOSO

The main funds for the Crow Collection come from Ecoso subs. The subscriptions to Ecoso is $10 for five issues. Please send subscription to Crow Collection C/o Ms Sheila Byard, Department of Urban and Social Policy, Footscray Campus (F061), Victoria University of Technology, PO 14428, Melbourne City, MC Victoria 8001. (Phones, Sheila Byard 03-9688.4754; Ruth Crow 03-9329.8685)

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