



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

Print Post Approved - No: 234093/00010

No 3 of 1994

MARCH

Management Committee works hard on Submissions

The past month has been a busy one for the Management Committee whose members have produced submissions, on behalf of the Society, on a range of issues affecting local residents. These were:

- Health services needed in Glebe, for the Central Sydney Area Health Service;
- comments on the Integrated Transport Policy for Greater Sydney, a paper prepared by the State Government;
- a submission to the Federal Government's Inquiry into Transport and Communications for the Olympic Games.

A summary of each of these submissions follows.

Survey of Health Needs - Glebe and surrounding Suburbs

In January the Central Sydney Area Health Service sought input from many local groups, including the Society, about health services needed in Glebe.

In its response to the survey, the Society suggested that the services required in Glebe are generally those which promote general health, concentrating on prevention rather than cure, to reduce drug-related therapies and reduce hospital bed-days. A number of specific services were also detailed.

The most important health needs that the Society saw for children were adequate replacement of the basic services that will be lost when the Children's Hospital is moved, and better accommodation for the Forest Lodge Child Health Centre in Bridge Road. For teenagers, health education was considered a priority. For adults the needs seemed to be for physiotherapy, psychiatric day care, and health education for ethnic minorities. For the elderly we listed respite

care, podiatry, hydrotherapy and other exercise programs.

In a separate letter, the Society again deplored the loss of the Homeopathic Hospital's services, noted a general decline in the availability of public health facilities in the area, and suggested further consideration of the possibility of using the Homeopathic Hospital building and adjacent site for community purposes, including both health and other services. I seemed that discussions between Council and the Area Health Service could profitably be undertaken with a view to rationalising property holdings and improving services.

Jeanette Knox

Integrated Transport Policy for Greater Sydney

The Society took the opportunity to comment on this discussion paper prepared by the State Government. Many of the broad philosophies outlined are congruent with our own aims: reduced pollution from motor vehicles, improved public transport, better town planning, linking in with transport services, reduced dependence on the private car. To this degree, we welcomed the document. However, this said, we found a number of problems inherent in the paper, and in our submission we asked that they be addressed.

The problems that were identified, and the comments made were:

1. Implementation: while a certain number of specific proposals are made, overall the document is a very general one and it does not define clearly how the philosophies expressed in it are to be translated into action - e.g. through legislation, construction, pricing mechanisms, etc.

2. Balance of interests: there are many large and powerful State Government Departments involved in the planning

decisions that affect Sydney's development. We are not convinced from the document that the balance between interested parties is adequate to ensure that planning will not be distorted in some areas by pressure from the vested interests of individual Departments. The EPA, for instance, is generally reputed to be less powerful than the Road and Transport Departments.

3. Preparation of two separate papers the separate issue of papers on "Sydney's Future" and the "Integrated Transport Strategy" raises a primary question. If the Government is seeking to integrate overall urban planning with transport planning, why have the two elements been separated in this way when seeking public input?

4. Role of Local Government:

the document expresses the view that the involvement of Local Government in transport planning and implementation is important, but it makes no concrete proposal about how this is to be effected.

5. Focal role of Parramatta: the document emphasises the importance of Parramatta as the focus for the western areas of Sydney. One vital matter of concern to Councils in the western suburbs is the development of Sydney's new airport at Badgerys Creek. Yet this is treated very peripherally all through the document. We believe that the State Government should be putting its weight firmly behind the western suburbs Councils and exerting a great deal more pressure on the Federal Government to go ahead with this development - in which, it is interesting to note, private business has indicated great willingness to invest. To try and plan a transport strategy for the Sydney region without seriously considering the implications of a major airport development in this area does not make sense. Links to Badgerys Creek need to be planned now as part of Sydney's overall transport network.

6. Freight: it is alarming to see in the document the number of references to the development of freight corridors that are clearly envisaged as road corridors, and to the use of enormous freight vehicles on metropolitan roads. The possibility of using rail for heavy freight movement seems to have been completely ignored. It should be considered very seriously.

7. Commitment: how committed is the State Government to integrated planning? Recent developments at State Government level give cause for some scepticism. One

instance is the "five sites" development issue in Balmain, where the Government Minister concerned has not only been extremely unwilling to have any discussions with the local Council about the densities involved, but there has also been a refusal to consider the traffic and transport implications of a massive population increase in a small area - which already has major traffic problems. Other instances are the proposals for city and inner western planning by a State Government body that seems to have little intention of consulting with the local Councils involved, and the proposals for a Bays Precinct Strategy that removes planning consent powers from local Councils, i.e. is a reversal of any integrated planning policy, since it separates waterfront planning from that of the suburbs as wholes.

The document overall, therefore, presents a "planning from on high" view rather than demonstrating a serious intention to involve consumers - the residents of Sydney - in the consultation process. In 1993, for instance, there was a conference of numerous transport action groups, "Linkup", which compiled a transport linkup plan for Sydney. Whether or not the proposals made by these groups are accepted in the long term it is surprising that they have not been considered at all: there is no indication in the bibliography attached to the discussion paper of any awareness of the existence of the Linkup plan.

The Society's submission made further comments on specific statements in the discussion paper in relation to public transport, local transport management, membership of the Transport Action Forum and the need for community representation on it, urban containment, the roles of Kingsford Smith and Badgerys Creek airports, transport corridors, discouragement of all-day parking in the CBD, planning for freight transport, bus services, encouragement of walking and cycling, integrated ticketing, MSB Sydney Harbour strategy and the needs of the Glebe Rowing Club, and the need for public benefit to take priority over purely economic considerations in the planning process.

The submission concluded with a summary of the elements of improved transport planning most likely to affect Glebe:

1 Aircraft: because of its closeness to the present airport, Glebe is one of the suburbs which is affected by developments at Kingsford Smith. It is also going to be seriously affected if plans go ahead for the establishment of a Heliport at Ultimo. The Society believes that densely-populated inner-

city suburbs are not the place for constant air traffic, either conventional or helicopter.

2 Public Transport As a densely-populated suburb, and one which is being affected by increasing tourist activity, Glebe needs improved public transport services. The present bus services are heavily used, and should be reviewed both in point of frequency and in regard to the possible development of additional routes.

3 Light Rail: the existence of a heavy rail line which passes through Glebe would facilitate the development of a Light Rail route through the suburb. As suggested above, however, the viability of a Light Rail line would be improved if plans currently under consideration included an extension within the Sydney City area. The Society would emphasise once again the absolute necessity for any light rail systems that are developed to be compatible with each other and to have rolling stock that enable easy access from street level for the elderly, the disabled, children in prams or strollers, etc.

4 Rowing the Society would very much regret, as would the local community as a whole, any developments which might lead to the abandonment of rowing as a sport on Rozelle and Blackwattle Bays. The Society could envisage a ferry service in Glebe as part of an integrated transport plan, but would emphasise that it should be of a nature that would not interfere with the Glebe Rowing Club's training or regatta courses.

Jeanette Knox

Aircraft and Glebe.

Airports

The Glebe Society made a submission to the Federal Government's Inquiry into Transport and Communications for the Olympic Games.

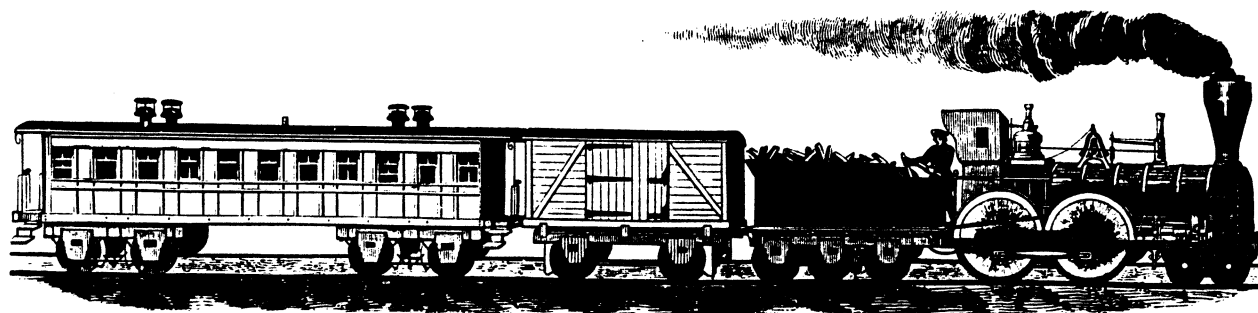
The Society's submission addressed these points:

- issues concurrent with the Games, e.g. air pollution, steadily increasing numbers of tourists and Australia's aviation industry growth;
- the inadequacy of Sydney Kingsford Smith Airport;
- the inadequacy of the current plans for Badgerys Creek Airport and the need for a 2.9 km runway;
- closure of Kingsford Smith Airport, concentrating on one major airport for Sydney;
- heavy and light-rail development opportunities in Sydney;
- bus, ferry, ticketing, fuel supply and helicopters.

Should any member wish to read the submission, please ring 660 3917 to arrange for your copy.

Here follows a quote from Second Sydney Airport Coalition's submission:

"In contrast to the FAC's (Federal Airport Corporation's) August 1993 passenger forecast of 4.4% average annual increase over 20 years, passenger and aircraft movements at S(K-S)A increased by 7% from 1992 to 1993 . . . if (a more conservative) passenger growth of around 6.3% . . . is achieved, then: S(K-S)A will be at passenger capacity in the year 2003, not 2010 as forecast by the FAC; . . . Badgerys Creek Airport will need to handle 15.4 million passengers by the year 2010 . . . not 2 million as predicted by the FAC . . . Sydney will need an airport system with the capacity of London - Heathrow by the year 2017 (four times the capacity of S(K-S)A now); and twice the capacity currently planned for the Sydney Basin by the FAC in 2010 . . . It is imperative that a start is made on the construction of a jet airport at Badgerys Creek without further delay."



The Sydney Business Review, 15/3/94, announced that B+B Australia is interested in sponsoring a private consortium to investigate fast tracking Badgerys Creek Airport to international standard. B+B is a subsidiary of the German-based multinational engineering and construction company Bil Finger + Berger. The Review reports the Federal Transport Minister Brereton welcomes 'any considered proposals from the private sector'. He has opened up the department's resources to examine proposals. The Review says the Minister is expected to make an announcement soon on the future development of the airport.

Heliport

NSW Member for Port Jackson, Sandra Nori, was successful the NSW Lower House with her Private Members Bill regarding Pymont Heliport. However the Bill failed to pass through the Upper House when Fred and Elaine Nile voted with the Government; legislation will be deferred for six months.

Ms Nori has now advised us of the incorporation of "Inner City and Foreshores Community Action Group Incorporated". The first meeting will be held at

Clontarf Cottage
Wallace Street
Balmain
7pm, Monday 21.3.94

Membership of the Association will cost \$10; it is aiming for safe, clean, noise-free skies, foreshores and waterways within the inner city and harbourside municipalities. The Association is pursuing the Heliport issue and Ms Nori advises us that "it has the support of Leichhardt Council should legal action against the Government be feasible." Glebe Society members may wish to show support and become personally involved in this issue by attending the meeting. Please pass the information on.

Alison McKeown



Sally and Bill Nelson

Sally and Bill Nelson will be moving from Glebe at the end of March to live permanently at Wentworth Falls in the Blue Mountains. Sally has been coordinator of the Monday Group for the past ten years, and Bill has been the convenor of the Diggers' Memorial Committee which has brought to a successful conclusion the first stage of restoration of the Glebe War Memorial. They have both been constant supporters of the Society in other ways too.

We wish them well for the future, and extend our thanks for the work they have done for Glebe.



Report from Council

Weed Control

The hot water system adopted by Council requires the entire weed to be sprayed, as there are no toxic chemicals. Existing growth had to be cut back to make this possible, and this whippersnipping held up other general repair work. I will report later on the effectiveness of the new system.

Tranby

For many years students and staff at Tranby have had to work in very poor conditions. A grant has enabled the College to draw up a plan to replace the existing accommodation at the rear of the Mansfield Street site. The capacity of the College will be the same as before: seven classrooms. The plans have been sent to the Heritage Council for comment. I have requested a mediation to be held once the plans are finalised so resident concerns about streetscape and parking can be fully addressed.

Bridge and Marina

There are persistent but unconfirmed rumours that a major marina is being planned for the area adjacent to the new Glebe Island Bridge, and that the Hardy's Timber Mill site at the end of Glebe Point Road will be developed in conjunction with it. I have requested DAs for all current uses of the Hardy's site, a fire safety report and a health report. These will all be made public.

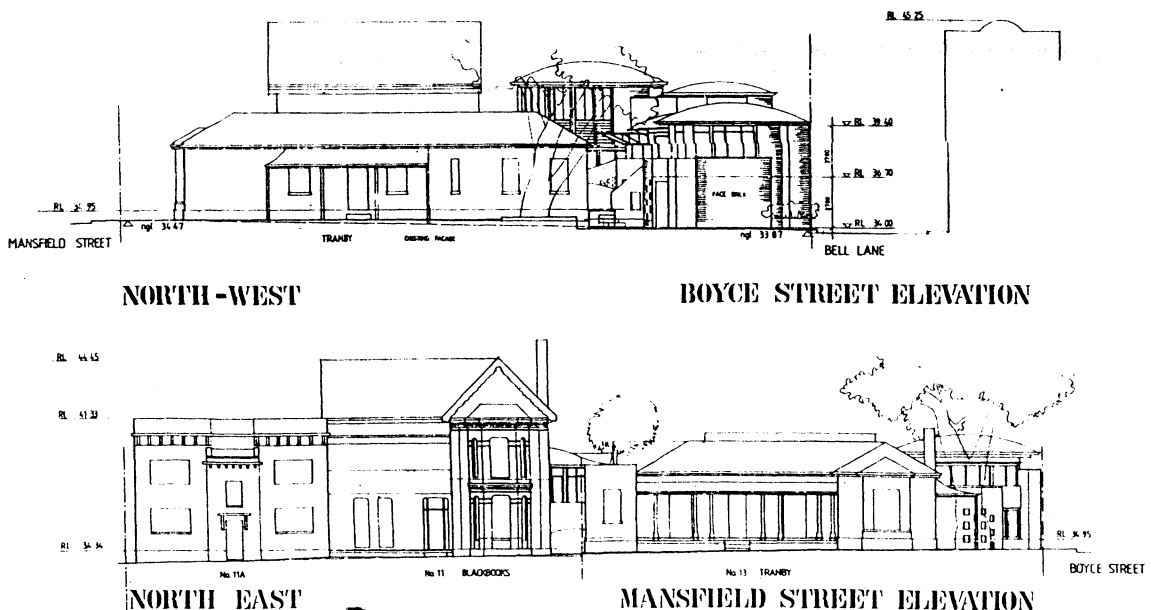
Traffic

Members will be aware of my keen interest in redirecting through traffic onto major arteries, an interest sustained by living on Wigram Road. The construction of the new Glebe Island Bridge is a rare opportunity to redirect traffic destined for other parts of the City. The Precinct co-ordinator will arrange a joint Meeting of all three Glebe precincts shortly to discuss traffic problems affecting Glebe.

I will replace Nick Masterman as Chair of the Traffic and Transport Policy Committee. In this role I will pursue an Integrated Transport Strategy for the Municipality which will include the promotion of public transport, especially Light Rail.

Cr Neil Macindoe.

Tranby



Dining Out

The next Dining Out night will be on Tuesday 26th of April at 6:30pm at La Tavolacia, 355 Glebe Point Rd. BYO, and no charge for corkage.

Please ring Ian Edwards on 817 4329.

For Your Diary

Wednesday 20 April - 7:30 pm - monthly meeting of the Glebe Society Management Committee, held at Lyndhurst, Darghan Street, Glebe.

Tuesday 26 April - 6:30 pm - Dining Out - La Tavolacia, 355 Glebe Point Road.

For bookings, please ring Ian Edwards on 817 4329

THE GLEBE SOCIETY inc. Management Committee

President

Vacant

Senior Vice President

Marianne von Knobelsdorff 692 0916 (H)

Junior Vice President

Cynthia Jones 660 2451 (H)
692 3898 (W)

Immediate Past President

Ted McKeown 660 3917 (H)
391 3000 (W)

Secretary

Jeanette Knox 660 7781 (H)

Treasurer

Mavis McCarthy 660 5119 (H)

Committee

Otto Cserhalmi 552 3800 (W)
Edwina Doe 660 7066 (H)
Peter Strickland 660 7624 (H)
Barbara Sutton 660 0782 (H)
Christine Whittemore 660 7969 (H)

Contacts

Bulletin Editor
Jan Macindoe 660 0208
Membership List
Edwina Doe 660 7066
Publications
Patricia Jackson 660 8849
Monday Group

Sally Nelson 660 6138

Archivist

Lyn Milton 660 7930

Convenors of Sub-committees

All convenors are ex-officio members of the Management Committee

Aircraft

Alison McKeown 660 3917

Bays & Foreshores

John Buckingham 660 7780

Children & Glebe

Louise Schweikert 660 7205

Diggers Memorial

Bill Nelson 660 6138

Environment

Fiona Campbell 891 8284 (W)

Harold Park

Gideon Rutherford 692 0239

Light Rail

Andrew Wood 660 2194

Planning

Linda Nash 818 3095

Traffic

Jeanette Knox 660 7781

Wentworth Park

Christine Stewart 660 8324

Membership of The Glebe Society

Costs: Ordinary \$25; additional household members \$5 each;
Student/Pensioner \$10; Institution \$30

Write to P.O. Box 100, Glebe 2037, or ring Jeanette Knox on 660 7781.