



THE GLEBE SOCIETY BULLETIN

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Road and Rail Transport Submission

The Glebe Society Inc recently presented the following submission regarding the State Road Network Strategy and the State Rail Strategic Plan 1994 - 2016. The submission was prepared by Jeanette Knox, as convenor of the Transport sub-committee.

Freight

The main themes of the Road Network Strategy (p.6) include statements on the moderation of traffic growth and on the need for ecologically sustainable developments. Elsewhere concern is expressed about greenhouse gas emissions (p.14). It is acknowledged also that actual freight transport costs are subsidised by the community (p.13). (This despite the fact that there are no interest charges on capital road works comparable with those required of rail for example.) The RTA also acknowledges the pressure it is under to provide roads that will cope with the demands of the industry for higher payloads (p.13), and estimates that over the next 25 years the number of trucks on NSW roads is expected to at least double (p.12).

In response to these demands of the industry the strategic plan, while accepting the need to reduce the demand for road access by private cars because the road network the community has come to expect will become unaffordable (p.15), focuses almost exclusively on the design of a network of roads to facilitate the transport of freight in very large vehicles. No justification or reasons why freight should continue to be subsidised are presented, nor do any alternative strategies appear to have been considered.

As pointed out in our earlier submission, the definition of dedicated freight routes in many ways bears a remarkable resem-

STOP PRESS!

Special Social Event at the Rowing Club, Ferry Road on Thursday 8 June, 6:30 - 8:30pm. Plans for the redevelopment of the old Grace Bros site, as submitted to Council, will be on display. New members are especially invited.

Details on page 5

blance to a definition of railways. Recently the National Rail Corporation was established, with the State Governments as shareholders, with a brief to provide a profitable freight rail operation. We believe that more efforts should be made to maximise the transport of heavy freight by rail rather than road, utilising both existing and new rail routes. All port facilities, therefore, should be serviced by rail (in accordance with world best practice, and using the most modern technology).

Clearly, the road freight industry sees itself in competition with rail (and vice versa). However, has any consideration been given at all to the possibility of offering road freight operators an opportunity to become shareholders in National Rail (possibly with a change of name of the corporation!) in order to provide an integrated freight service?



"we would like to see more emphasis on the provision of more environmentally friendly transport."

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We would like to see the number of large vehicles on the State's roads reduced rather than increased: because of pollution, road maintenance costs, environmental impacts, etc. We suggest, therefore, that the objectives of a road network strategy should incorporate the goal of transporting bulk freight, including containers, by rail. Exceptions to this goal should be minimal. The role of road freight should be local regional distribution from "cargo villages" in smaller rather than larger vehicles. Making road freight operators stakeholders in the provision of an overall integrated rail and road freight transport system should both enable maintenance of the profitability of their operations and be a stimulus to the provision of efficient services.

Air transport infrastructure

In our earlier submission we underlined the need for provision of a rapid transport system to serve the new Sydney airport at Badgerys Creek, and expressed our concern at the failure of the State and Federal Governments to come together to ensure that this was developed. The public furore over the effects of the opening of the new north-south runway at Kingsford Smith airport only serves to emphasise the urgency not only of speeding the construction of the airport itself but also of constructing the necessary transport infrastructure.

We believe that recent suggestions that a rail link be constructed when it is "needed" should not be entertained in this instance. Demand must be anticipated and even created before a car-based access to the new airport becomes the accepted pattern. It is a major concern, therefore, that the State Rail Strategic Plan includes the Badgerys Creek rail link in its list of projects for 'Beyond 2000'. In view of the new State Government's expressed commitment to the new airport and support for transport access to it and also in view of the Federal Budget commitment to the construction of the airport in time for the Olympics, it is essential that planning for this rail link be accelerated and its construction given a much higher priority. In fact we would urge that the concept of a link be extended to the investigation of a loop line, with the advantages this offers in terms of efficient use of rolling stock and improved turnaround times (see the paper presented to the Badgerys Creek Interna-

tional Airport Conference, November, 1993, by Luke Marsden-Smedley). High speed services not only to the city but also to the north shore will be vital to both international and national travellers. Consequently State Rail should be looking at links from Strathfield to the northern lines and from Chatswood, Epping, Carlingford to the main western line, e.g. near Granville.

Public Transport

The Society welcomes the commitment expressed in both Strategic Plans to improved public transport. However, we would like to see more emphasis on the provision of more environmentally friendly transport. Consequently we would like to see the Rail plan being even more aggressive in seeking a larger share of the transport market for heavy and light rail.

The only mention of light rail in the plan is the "Pyrmont/Ultimo" light rail. There is no mention of possible extensions to this line, despite the fact that feasibility studies are currently being undertaken. There are no indications that light rail is being considered for other areas of Sydney. Yet a number of proposals have been put forward which merit consideration. There is a great blank on the map as far as rail transport to the northern beaches of Sydney is concerned, for instance.

Ideally, operating voltages on any light rail systems that are established should be compatible with heavy rail voltages to maximise flexibility at interfaces between light and heavy rail. This is, we understand, technically quite feasible.

Buses are polluting in the same way cars are, although the pollution ratio per person may be less. They will obviously remain an essential part of the public transport system, but the Society would like to see more imaginative planning for the use of smaller buses, for instance, particularly in the provision of feeder services to light and heavy rail lines, and a greater emphasis on rail (heavy and light) rather than bus for public transport.

We believe the suggestion has been mooted of a union of the RTA and the STA. We would strongly support the concept of a more integrated approach to transport planning.

Wentworth Park

Early this year our Wentworth Park Convenor, Christine Stewart, was contacted by St Andrews Cathedral School with a proposal to develop the northern end of the Park with a number of amenities some for the exclusive use of the School and some to be shared with other sporting bodies. The proposal arose because the school does not have playing fields at present.

The Committee discussed the proposal, and the following letter is a result of those deliberations.

At last I am replying to your recent proposal to build a grandstand and associated change, trophy rooms and toilets. As arranged, we discussed it at our February meeting.

While some members were totally opposed to any building at all upon public open space, I think it is fair to say that the majority of the meeting thought that some building was reasonable, in light of the fact that the arches are to be removed from the viaduct, thus allowing better views and a more attractive appearance.

We felt your proposal to spend such a large sum of money was generous but the meeting were unanimous in feeling that no parkland should be alienated for private purposes (as was done with the Wentworth Park Stadium, with disastrous results).

Our compromise suggestion is as follows:

That toilets, change rooms, teaming room with sink etc, all be built in conjunction with Sydney City Council and working in with the landscape plan already prepared by Manidis Roberts. That if you wished to put money into building this, that you have an agreement with Sydney City Council to be allowed to use these facilities free of charge on booked days and for a specified number of years to be worked out with Sydney City Council in line with their normal charges to others.

We could not see why a trophy room was required, especially such a large one. We also query the usefulness of a grandstand

which is built behind the goal posts, as we understand the football fields run in the direction of Blackwattle Bay.

Our suggestion was, that instead of having a private change room and storage room and toilets specially for the use of one school that you share change rooms and toilets with the community as happens in any tennis club etc. If you needed some way to transport extra equipment would it be possible to buy a small bus for much less than the \$650 000 that you are offering to outlay? This could be fitted out for transportation of specific equipment. What equipment are we talking about? If it is just to be football equipment could not each boy bring his own - or are their things such as hurdles that need to be stored?

I am sorry not to give a more positive response to your generous proposal but we do feel very strongly that parks should not be alienated for private purposes. The kindergarten has been removed for this reason - if only we could do the same with the Stadium!

Yours sincerely
Christine Stewart

If you wish to cut down on advertising material put in your letterbox you may be interested in this sign (see below) available from the GPO, Castlereagh St, Sydney. It costs \$1.00. It can be applied by peel-and-stick or by screws.

ADDRESSED
MAIL ONLY

COMMUNITY NOTICES EXCLUDED



Forest Lodge Child and Family Health Centre

This free community health service has operated from a building within the grounds of Forest Lodge Public School, Bridge Road, for over 25 years. Services offered include psychology, psychometric evaluation, speech/language assessment and treatment and audiology. They are provided by qualified professional staff. The service has to move at the end of the year. The question is, where to?

Its new location has not been disclosed. We heard it could be moved to Redfern. That location is a long way from the area the Centre serves, which is Leichhardt Municipality.

Glebe is an ideal location for the Centre because of available public transport and relatively less severe aircraft noise than is registered elsewhere in the Municipality. Members are reminded that the inner-west will lose Childrens Hospital at Camperdown when it moves to Westmead later this year.

The community has to say something about the Centre's relocation a.s.a.p.

Ring/write:

- Sandra Nori MLA for Port Jackson, 225 Parramatta Rd, Broadway, 2007; Ph: 660 4586
- Dr D Horvath, Chief Executive Officer, Central Sydney Area Health Service, Level 1, Queen Elizabeth II Building, 59 Missenden Rd, Camperdown, 2050; Ph: 550 5366
- NSW Health Minister, Dr Refshaughe, Parliament House, Macquarie Street, Sydney 2000; Ph: 230 2111.

Alison McKeown



Invitations from Other Organisations

We have received information from St Peters Anglican Church, Cooks River on their winter concerts, and from the Total Environment Centre on their One Day Tours.

Winter Concerts

St Peters Anglican Church Cooks River invites Society members to join them for their winter concerts. The programmes of approximately 1 hour duration commence at 4:30pm. Entry by donation to St Peters Pipe Organ Restoration Appeal. (All donations over \$2.00 are tax deductible.) A light fire-side meal is included after the concert and you are warmly invited to stay for the evening service at 7pm.

Sunday 25 June

Andrea Lam - piano works by Bach, Mozart, Rachmaninoff, Mendelssohn, and Miriam Hyde.

Sunday 27 July

Michael Deasey - Organ works, including Mozart Epistle Sonatas with String Quartet lead by Brian Strong, Grahame Powning - songs from The Ark (Poetry/oboe interludes)

Total Environment Centre - One Day Tours

Sunday 4 June - Wondabyne Sandstone Sculpture and Bush Tucker

Catch the 9:47am Gosford/Wyong train from Central Station, making sure to get into the last carriage. Wondabyne is a request stop with a very small platform. There will be a fairly easy walk of about 3 km to examine the large sculptures from Australia's first International Sculpture Symposium in 1987. This will be combined with detailed talks about local bush food and the conservation of nearby wetlands.

Sunday 2 July - Glebe History Walk

Meet at 10:30 am at the corner of Glebe Point Road and St John's Road. Max Solling, local historian and Glebe Society member will be the walk leader. The walk begins with St John the Evangelist Church, includes lunch in the Bicentennial Park and inspection of St Scolasticus Convent and the Chinese Temple in Edward Street.

Social Activities

Following discussion of Betty Wright's letter, published in the last Bulletin, at the May Management Committee meeting a small committee was set up, comprising John Hoddinott, Ted McKeown and Jeanette Knox. This group subsequently got together and talked over the kinds of activities that might suit today's members.

It seemed clear that regular monthly events such as coffee mornings, meet the members evenings, dining out, do not maintain their attractiveness over an extended period, although they have all had their value in enabling members to get to know one another, attracting active participants for the Management Committee or other sub-committees, and disseminating information.

The sub-committee is therefore recommending that there be a mix of events spread over the year and held on different days of the week. Its suggestion is for about nine functions a year, e.g.,

- a mid-morning coffee morning on a Sunday;
- combined AGM and Birthday Party, Sunday lunchtime;
- two picnics in Glebe Parks, spring and autumn, Saturday lunchtime;
- two dining out nights in Glebe restaurants, weekday evening;
- Christmas Party in conjunction with the Glebe Music Festival;
- a function aimed at new members;
- a one-off activity, e.g. wine bottling.

The first meeting, in June, about the proposed Grace Bros site redevelopment, will be a special welcome to new members of the Society. See details in the following article.

Jeanette Knox



New Members Function

I have approached the company which is planning to develop the former Grace Bros site in Broadway, Pacific Property Holdings Pty Limited. The Management Committee has recently discussed the theme for a function to welcome new members, those who have joined since July 1994, and we decided to ask PPH to put their plans on display for comment by society members. The company readily agreed to co-operate.

The well-presented plans will be on display at the Sydney Women's Rowing Club headquarters at the (former) Glebe Rowing Club at the bottom of Ferry Road, from 6:30pm to 8:30pm on Thursday, 8th June. The club is licenced and now devoid of poker machines. Drinks are available at "pub prices" I have been told. The Society will provide light refreshments.

The Development Application (DA) has been lodged and comments on the project will be accepted by Leichhardt Council until the end of June. The Society will be making a submission, as can anyone.

So please come along to see the display and discuss it with a representative from PPH. I need your input, too, to prepare our DA document.

This function is for all members, but especially for new members who will be notified individually. Do come to meet the Committee as well. A poor attendance would diminish our ability to effect changes, if any are proposed.

John Hoddinott, Planning Convenor

Cork Recycling

The publican of the Toxteth Hotel is happy to receive any corks (properly bagged, please) at any time in the hotel's bottle shop. I will collect them on a regular basis. Alternatively, corks in (say) a plastic bag can be left on my verandah at 30 Wigram Road. Three large bags of corks have already been sent away to help raise funds for a charity.

John Hoddinott

For Your Diary

Sunday 4 June: TEC one day tour - Wondabyne Sandstone Sculpture and Bush Tucker. Details on p4.

Thursday 8 June, 6:30 - 8:30pm: function to examine plans for the former Grace Bros site and welcome to new members. Details on p5.

Sunday 25 June, 4:30pm: Concert at St Peters Anglican Church Cooks River. Details on p4.

Sunday 2 July: TEC one day tour - Glebe History Walk. Details on p4.

Sunday 27 July: concert at St Peters Anglican Church, Cooks River. Details on p4

THE GLEBE SOCIETY inc.	Convenors of Sub-Committees
President David Browne 660 0865 (H)	All convenors are <i>ex-officio</i> members of the Management Committee
Senior Vice President Vacant	Aircraft Alison McKeown 660 3917
Junior Vice President Cynthia Jones 660 2451 (H)	Bays & Foreshores John Buckingham 660 7780
Immediate Past President Ted McKeown 660 3917 (H)	Children & Glebe Louise Schweikert 660 7205
Secretary Jeanette Knox 660 7781	Diggers' Memorial Max Solling 660 1160
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New Members: Barbara Sutton 660 0782	Wentworth Park Christine Stewart 660 8324
Publications: Patricia Jackson 660 8849	
Archivist Lyn Milton 660 7930	

Membership of The Glebe Society Inc

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