



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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LinkUp Conference

I attended the second day of this conference, held on 21 and 22 August. It had been organised by a number of different groups with interests in better public transport. The conference included the launch of a LinkUp Transport Plan which is essentially a map of Sydney's current public transport routes plus proposals for future development of an improved transport network.

The LinkUp group believes that Sydney's transport system should be based on the principles of:

- Usefulness
- Equity
- Ecological sustainability
- Community
- Integration

The conference included both plenary and workshop sessions. The first plenary on Sunday was presented by David Engwicht of Brisbane (author of *Towards an eco-city*). He offered a vision of the future and suggested that people needed to 'transport' themselves to a desirable future and then work back to what would be needed to achieve it. This would involve value and attitudinal changes.

The morning workshop on *Transport and Landuse Fundamentals* was led by Professor Blunden. He was very insistent about the need for integrated land use and transport planning and harked back repeatedly to the type of planning Bradfield was able to do. He saw the need for a planning 'supremo' who would be strong enough to counterbalance the power of the RTA.

A combined ring road and radial system had been planned but there had been an overemphasis on the radials, built as roads whereas they should have been public transport routes. The ring element had been neglected. Urban consolidation was being sought, but without regard to transport provision. Not enough work was being done on calculations of traffic generation from particular residential densities. The workshop generated quite a lot of discussion, and speakers representing the disabled spoke forcefully about the way

society tried to institutionalise particular groups, such as the disabled and the elderly.

In the afternoon I went to Len Regan's workshop on *Realistic alternatives to the car*. He has had experience in running bus services in Newcastle and he made a number of interesting points. Most bus services cater particularly for school and work transport and put most effort into serving these needs. However, the percentages of the community not at school and not going to work are both higher than those who do. Transport operators should be being encouraged to go out and actively market services to the majority groups. Much of the State Government's transport policy is aimed at cutting costs, and they have refused to consider increases in services that would generate greater revenues than costs.

Shopping centres might consider spending less money on the provision of parking for customers and spending more on free delivery services.

It is essential that transport services are frequent. In a local transport area 15 minutes should be the minimum. Penrith has separated its school bus service from its public service. Public service buses are smaller (26 seaters) but run twice as frequently as the larger buses used to. Usage at weekends has doubled. In Exeter (UK) buses only are allowed in the centre of the town, with a 10 minute frequency, and they run to within 400 yards of every home. The proprietor is doing very well!

Bus stops should have multiple functions, which might include shelter, seating, postbox, community noticeboard.

The afternoon concluded with a panel discussion on the topic *Integrating Sydney with its transport - how to get where we want to go*. Speakers were from Greenpeace, the Environmental Protection Authority, the Royal Australian Institute of Architects Urban Design Committee, and the NRMA. Basically they presented the views of their respective bodies. Most questions (and criticisms) were addressed to the NRMA and EPA representatives.

Elisabeth Kirby, MLA. gave the final summing up. She had found the discussions helpful and asked for further input before the State budget session. She was concerned about the difference in access accorded to various lobby groups, e.g. the road lobby as against public transport proponents.

Jeanette Knox

Aircraft and Glebe

The Glebe Society was represented at the Badgerys Creek International Conference on 10 & 11 November. The Society is very grateful to the organisers for waiving the conference fees. The latest information was presented to Western Sydney business people and community representatives.

A general rule of thumb is that aviation forecasts are being exceeded, and a 1.8km runway at Badgerys Creek is uneconomic. Birmingham airport had a business plan incorporating its regional role. Cairns airport is independent. Both are profitable. Independent speakers produced a growth rate figure of 7% for aviation, which is at variance with the FAC's figure of 3%.

A financier, involved with the English Channel tunnel, spoke of the need for solid government commitment to the project to attract private investment confidence and involvement, and the need to have the right long-term plan from the beginning. Mayor Mark Latham linked Western Sydney's potential for aviation and its very high unemployment. A 2.9km jet-strength runway would generate 35 000 jobs. 33% of travellers outward bound from NSW come from Western Sydney.

Bob Carr, NSW Opposition leader, spoke of breaking the FAC's monopoly and having private sector management at Badgerys Creek. John Hewson, Federal Opposition leader, said Minister Collins thinks things are OK until 2005. He quotes \$8.8 billion income and 35 000 jobs potentially available, and it should not be just general aviation as the initial development of that airport. No government representative attended the conference, nor was any message sent.

The conference resolution was to request the federal government to build a 2.9 km runway as recommended by the Public Works Committee finding (1992). and for it to assist

in funding a business plan for the airport. The FAC plans to sign contracts in January 1994 for construction of a 1.8 km taxi/runway.

Kingsford Smith Airport

The CAA dropped noise abatement procedures applying between 7am and 7pm in August. Instead of take-offs over Botany Bay for as long as possible, there have been increased take-offs to the north and north-east. Dropping the procedure for reasons of 'control of workload' could be subject to an injunction. The Glebe Society contacted Peter Baldwin MP, and Leichhardt Council.

Curfew

A recent request to use Boeing 737-300 during KSA's curfew, trading on some of the quieter BAe 146-300 quotas, was rapidly approved by the Minister, Senator Collins two weeks ago. This was despite requests from Councils, including Leichhardt, for further information and consideration. The existence of generous quota allowances could easily encourage substitutions deals and also means more noise because unused quota becomes used quota. Consider the effects on residents of Kurnell and La Perouse, and then residents anywhere when weather requires a go-round. What about residents who would be subjected to ground noise near the airport?

KSA's curfew is fragile. Inner city residents must make a noise whenever the curfew is threatened. Write to the Minister for Transport & Communication. Write to our MPs. Ring them.

Alison McKeown

Report from Council

On 1 July, the new Local Government Act became law. It is a plain English Act, designed to make local government more accountable. Among other changes, Councils will be required to appoint a General Manager and devise a Corporate Plan. At present the Mayor exercises these powers at Leichhardt, although he does not hold the office, so it will be interesting to see if the Councillors (no longer aldermen) allow this situation to continue. Greater public accountability should work to the benefit of residents.

University Hall

Members will recall that a Development Application was approved by Council at the beginning of 1993 for 78 units and 17 shops. The Society had fought to keep the 1850s terraces on Broadway and the billiard and dining rooms at the rear, since these were also included in the Permanent Conservation Order, but the Heritage Council approved their demolition. The elaborate wooden roof of the billiard room is to be incorporated in the new building as the roof of an arcade. An archaeological report that recommended the retention of the terraces does not appear to have reached the Heritage Council before consent was given for their demolition.

By the end of July, demolition was complete, and the excavation of a three level underground carpark was well advanced. At the same time, a separate contractor removed the central portion of the main building to allow construction of lifts. By Tuesday, 27 July, the Glebe Point Road end of the building had moved outward about 255 mm (about a foot, for us pre-metrics), and there was a crack in the facade 150 mm wide.

The engineer in charge of the project believed this movement was brought about because that corner of the building was built on fill, and a heavy shower of rain had caused this fill to subside. In my opinion, the movement would not have occurred if the building had been left intact and properly shored while excavation took place.

Glebe Point Road had to be closed because of the danger to passers by. The Heritage Council had an engineer inspect the building on August 4, and the builders installed metal props on Friday, 6 August. At that stage there was some hope the whole building could be saved.

By Wednesday, 11 August the Heritage Council reached the view that this was not possible, and gave consent to the demolition of that half of the building on Glebe Point Road. The Heritage Council has also ordered the developer, Eventang P/L, to rebuild all the demolished part. The previous requirement, for the original features and three level verandah to be reinstated, remains.

When it was originally mooted, the current development proposal looked better than any previous one, largely because of the retention

of the entire main building. A number of members, including myself, expressed concern about the degree of demolition that took place while excavation was in progress, and this concern would now appear to have been justified.

The developer must now meet the additional cost of rebuilding, as well as restoration. It would be better if they were now able to complete the project, rather than for it to fail and leave the building as it is. The Heritage Council will no doubt take a close interest in what happens now, and so will Leichhardt Council.

Cr Neil Macindoe

Children in Glebe

Update on Jubilee Park Play Equipment

The new equipment has been well received and has attracted new children to the park. However, the brokjen light still remains. Complaints to Council have resulted in rearrangement of the safety barriers but no repairs.

A recent letter from Larry Hand has reaffirmed the Council's intentions to consider a second stage in the 1994 budget.

Jubilee Park Stage 2

Glebe Police Youth Club has suggested a bike track and boat ramp, for launching small sail boats, be included in stage 2 of Jubilee Park.

Child Care Places

Toxteth Road Kindergarten has recently informed parents of the impending sale of the church building which houses the kindergarten. This could mean closure of the centre and a loss of child care places in the area.

Glebe Youth Centre

The State Government has re-funded the Glebe Youth Centre for 1994. \$100 000 has been allocated to keep the centre running.

Louise Schweikert

Dining Out

Our next Dining Out will be Tuesday 23 rd of November, 6:30 pm at the Sayang, 95 - 97 Glebe Point Road. It is an Asian restaurant specialising in Thai, Vietnamese and Mayaysian food. It is both licensed and B.Y.O. and accepts credit cards. We would like to see as many of you as possible as this may be the last Dining Out night this year.

Please ring Ian Edwards on 817 4329.

For Your Diary

Tuesday 23 November - 6:30 pm - Dining Out - Sayang, 95 - 97 Glebe Point Road

Sunday 28 November - 12:30 pm for 1 pm - The Glebe Society Christmas Party - Glebe Rowing Club, Ferry Road

Inquiries, Jeanette Knox 660 7781

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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
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