



# Fairy Bower Precinct

APRIL 2017 NEWSLETTER

[www.fairybowerprecinct.info](http://www.fairybowerprecinct.info)

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**5TH APRIL :>\_**

**NEXT FAIRY BOWER COMMUNITY FORUM MEETING:**

Wednesday 5th April 2017, 7pm, St. Patricks College.



**Will our 1958 Spit Bridge actually be bypassed by a new tunnelled freeway, or is this an old pipe dream being wheeled out for the by-election?** While such a link is currently seen as a project for the State Government, the irony is it was a forward looking Manly Council that had the first Spit Bridge built in 1924. Here we see the bridge in the Sunday afternoon sun in the late-1960s. (NationalView)

**Welcome to All Fairy Bower Residents**

**NEWS**

## **Oceanides Fundraising Triumph STOP PRESS - FAIRY BOWER NEWS SCOOP!**

On the evening of Friday the 31st March, the Save Our Sea Nymphs Committee held our fund-raising launch function at the Australian Bronze Foundry at North Head. Despite some inclement weather, it was a fantastic night with around 130 supporters in attendance, including many local residents.

The evening had *Michael Hedger*, Manly Art Gallery director as the MC, guest speaker *Jenny Green* and featured a bronze pour for the assembled guests, which was keenly attended. The night raised around \$36,000 from donations and sale of the 23cm and mainly 50cm bronze miniatures. The twelve 50cm miniature limited editions are now sold out.

As chair of the committee I would like to thank Helen Leete

**The April Meeting will include:-**

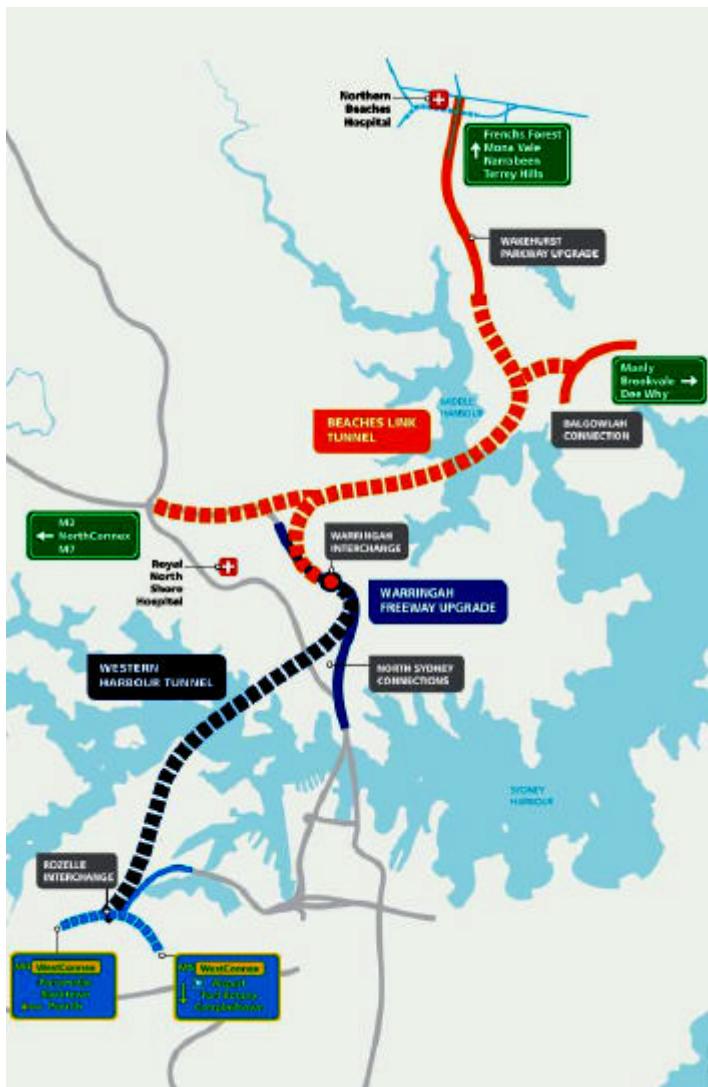
- ◆ Northern Beaches Freeway Tunnel; Other Options and Development Issues
- ◆ Oceanides - Next Steps and Timeframes
- ◆ Council Issues
- ◆ General Business

(sculptor) and Clive Calder (foundry director), as well as all our hard working committee members:- Candy Bingham, Julie Bakalor, Sharon Curby, Sherree Hooper, Heather Potts, Wendy McCready and Janne Seletto. I also thank Michael Hedger, Katherine Roberts, Ross Heathcote and Emma Elstub of the *Manly Art Gallery and Museum*, whose active support helped our cause enormously.

Some may have thought our campaign was rather ambitious, but due to the incredible level of public financial support we have received, we can now replace Helen's



**Helen Leete and Clive Calder at the miniatures launch.**



**The current plan of the new Warringah freeway tunnel route.** Currently 71 houses will be affected. The orange "arc" is the *Burnt Bridge Creek Deviation* and solid orange road at the top is the *Wakehurst Parkway*. One feature of the proposal is that the *Warringah Freeway* on the North side of the Harbour Bridge will get to to "Warringah" if this is actually built. (Image from RMS)

loved work in a more durable material. My thanks to all of you who contributed, and supported us. We will keep you informed of further progress.

## Its By-election Time !

On Saturday the 8th of April the Manly Electorate votes for a new local member to replace Mike Baird who resigned on the 23rd January 2017. There is a wide field of candidates standing but the main battle will be between Kathryn Ridge (Independent) and James Griffin (Liberal Party).

There was some critical press coverage of the decision by the Labor Party not to stand a candidate, but this was a sound decision based on minimising preference flow losses when they determined they could not actually win. One has to remember while we have the great system of preferential voting (1, 2, 3 etc.), this system relies on everyone being politically engaged, informed about each party platform and motivated to correctly complete the ballot paper.

Regardless of our individual politics, the point has been well observed that the whole electorate would probably be better off if the seat was held with small marginal majority. Safe seats get taken for granted, whereas marginal seats demand more attention and work from the local members to gain re-election.

## The Spit Tunnel

The tunnelled expressway replacement for the Spit Bridge, Mosman and Neutral Bay Junction route has once again been proposed in the lead up to the Manly and North Shore by-elections. However as an engineer I find the public announcement procedure rather unusual.

Bypassing public opinion for the moment, normally major infrastructure capital works proposals start out with a pre-feasibility assessment. In the case of this tunnel project it would be something like:-

- roughly how many kilometres of tunnelling is required to what size? (giving a very approximate cost of construction),
- how many cars currently travel on the existing Spit route? (you will gain some and lose some on an alternative route),
- what rate of interest is going to be applicable for the loan and what is the term of the loan? Thus what toll will be applicable over the term of the loan to repay the interest and capital?

The announcement of \$77 million to be spent doing a geological survey by drilling 235 boreholes could be seen to be slightly premature, being done before any public release of the proposed funding model and hence a projected vehicle toll price range.

So lets plug in some indicative numbers:-

- The estimated construction cost is reported as \$3,000,000,000 (assume this is from RMS preliminary estimates)
- From 2012 RMS published data, the typical maximum weekday traffic flow over Spit Bridge was 69500 vehicles in both directions (limited by congestion).
- Assume private funding and thus a long term bond interest rate of 5% (for comparison 10yr Gov bond rate is around 3-6% between 2008 and 2017 and the current Commonwealth Bank secured loan rate is currently 5.23% and corporate overdraft is 8.71%).
- Assume a 30 year loan of the full \$3B amount with interest and capital repayment.

Thus based on all these assumptions the projected toll would be around \$7.64 each way flat. (Interest only repayment would be a toll around \$5.91 each way flat.)

**So does \$15 a day per car seem a reasonable cost to pay for the projected "up to 40 minutes" time saving each way (based on current peak hour congested travel times)?**

If one then considers State Government infrastructure politics from the 19th Century through to the late 1980s, it was usual to hold enquiries into such major infrastructure

works (whether parliamentary or public). There were two good articles in the *Sydney Morning Herald* last Monday the 27th March covering Judge David Kirby's *Warringah Transport Corridor Enquiry* held in the early 1980s (under the Wran Government).

His report noted that improving access to Warringah would result in more land being released for the construction of around a further 80,000 homes, and that as a result the long term congestion outcome, even with a new road, would be much the same as it is today. David Kirby's opinion piece in the *Sydney Morning Herald* "New roads will not fix congestion" is worth reading.

The issues he raises are:-

- 1) Is the freeway solution the best option against such other options as a full railway, or tramway on dedicated right of way?
- 2) Is the freeway tunnel simply going to result in further development and intensification of the whole Northern Beaches area? This issue is notable because this last point has often been used to argue against building a Warringah Railway.

I think most people would be of the view that if the Northern Beaches are going to get increased development density, then we should ensure we get the best possible transport option. A *Manly Daily* article of the 16th March quoted John Cunningham, President of the *Real Estate Institute of NSW* saying "the State Government was looking to introduce medium density within the middle-ring suburbs and allow higher building on ridges" within the Northern Beaches.

Some might take the view that building the motorway tunnel and improving transport access to the peninsula will just assist the property development industry making money in the Northern Beaches. For residents, the tunnel will also result in increased Northern Beaches property prices and no doubt some loss of community amenity from the increased development intensification.

Another issue is should the community be deciding what level of development is appropriate; e.g. through our Local Councils, or should the State Government be deciding this for us via the *Greater Sydney Commission* and *Department of Planning*? For example most Pittwater residents would be very opposed to intensification of their mostly low-rise former Council area. Also there is always a risk of corruption at whatever government level is making this sort of decision.

In conclusion we have also come full circle in terms of freeways being seen as a 1950/60s solution, that fell out of favour in the late 1970s and 80s, and have now been returned to being city transport solutions, in the form of public-private partnership toll roads. Only time will tell if the public or the private proponents prove to be the major beneficiaries of these tollways.

## Amalgamation Issues

As previously noted as a former Councillor I get questions and reports from many residents (and even staff) within and outside our Precinct.

## The First 1924 Spit Bridge



**Above and Below:** The punt shown with first Spit Bridge under construction in 1924. This was built for **Manly Municipal Council**, who funded it by means of tolls. Tolls lasted until 1930 when the bridge was taken over by the DMR.



**Above:** The bridge cost £60,000 and is shown being tested prior to the official opening on 23rd December 1924.

**Below:** The bridge on 25th November 1932. The bridge was paid off in 1929 due to high usage. (all NSW State Archives)



Current regular issues include:-

- Difficulties with building development enforcement and residents being unable to get appropriate staff follow-up action;
- Perceived reduction of cleanliness of Manly's public spaces (e.g. like the Corso and beach front areas);
- Apparent slow delivery of some public works (e.g. Ethel St refuge finally re-installed, and still no word on our Fairy Bower pool works);
- Apparent limits on casual staff hours (e.g. Warringah Creative Space) due to budget over-run issues;
- Continuing complaints for more road repairs;
- Much slower decision making processes and long delays in receiving replies to correspondence directed to management (and sometimes no replies);
- High number of Manly staff resignations resulting in disruption to communications and operations;
- Continuing attempts to remove links to the name and history of the former Manly Council, which is seen as rather juvenile (e.g. loss of many signs, the removal of the Warren Langley Manly Council glass artwork from the Chambers entry foyer and now plans to remove the photo display of former Mayors from the upstairs foyer.)

Some of these matters will be due to the Council reorganization process. However others raise questions about what level service Manly residents can expect after this process is completed.

When I asked for Dick Persson and Mark Ferguson to simply give monthly reports on many of these matters at the most recent Council Meeting held at Manly, I received no commitment other than an acknowledgement from Dick that correspondence times did need to be improved. So we will all need to monitor Council actions.

**So want to meet new people and get involved in community matters? Come and join us 5th April 7:00pm at the ICMS (St Patricks College).**

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Rowe Partners is a boutique real estate agency created to better serve anyone selling in Manly and surrounding suburbs on the Lower Northern Beaches of Sydney.

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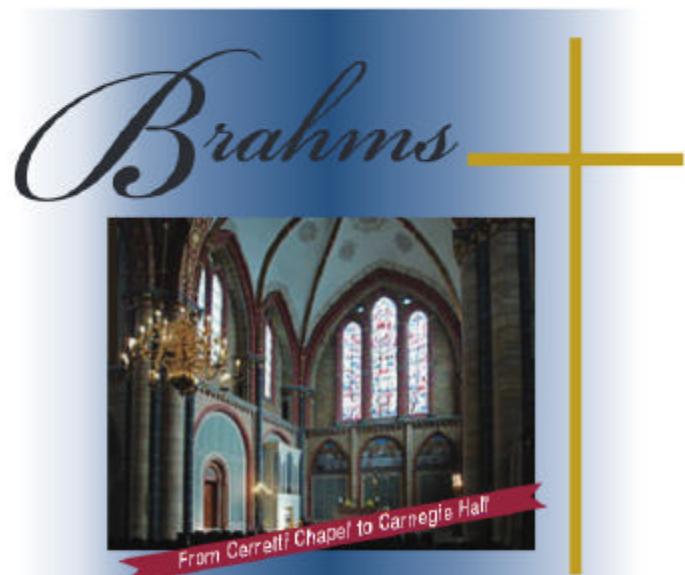


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**MANLY-WARRINGAH CHOIR**



**A GERMAN REQUIEM**

Choir, Orchestra and Soloists conducted by  
**CARLOS ALVARADO**

**7.30pm SATURDAY, 6 MAY 2017**

**CARDINAL CERRETTI CHAPEL, DARLEY RD MANLY**

Parking opposite St Paul's College

BOOK ONLINE [www.manlywarringahchoir.org.au](http://www.manlywarringahchoir.org.au) OR ring 9953 2443 or 0432 656 798

NORTHERN BEACHES COUNCIL



Adults \$45, Concession \$40, Students \$20, Children under 12 free with booking.  
Premium seats additional \$5

Manly Warringah City Council 0970 9522

**Need Help?**

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Manly Police: 9976 8099