

who helped deal with the orders. Jack was well-known as a horseman. He was instrumental in founding the Hornsby Pony Club which held camps at Castle Hill and Glenhaven for keen young girl riders like his daughter Margaret and kept his own horses on land next to the Methodist, now Uniting Church.

Companies sent out window dressers to create impressive window displays. Bushell's, for instance, would organise a display of their teas, sent out from their warehouse in the city. Within the store, a long counter stretched on each side with shelves behind. The right hand counter was for the sale of groceries but the shop was not thronged with customers as the core business was taking orders by phone or by Jack, riding a horse, or another staff member calling personally at customers' homes in the mornings. The orders were then made up and the groceries were delivered in the afternoons in Jack's van to customers in Beecroft and Cheltenham, or next day to homes in West Pennant Hills.

As well as Bushell's, another city warehouse sent out sugar, flour and similar staples, which the staff and family bagged into brown paper bags by weight. Sugar, for example, was delivered in hessian bags weighing 72lb (a little over 32 kg) and had to be weighed out on scales and packed into 2lb or 4lb bags. Grocers' assistants were skilled in twirling a paper bag by either side of the top and then folding it so that the bag was tightly sealed. All prices had to be memorised and Birdie Powell, an expert in swift additions, kept the account books and was the final arbiter on prices. Some accounts were settled monthly but most customers paid on delivery. There were very few bad debts.

Arnotts delivered biscuits in large tins with hinged lids, from which they were weighed and packaged for sale, also in brown paper bags. Children would ask for a bag of broken biscuits, which were sold at a big discount. Cheese arrived in a large round block with a thick calico mesh around it, from which pieces were cut as needed. Eggs, supplied by a poultry farmer at West Pennant Hills, were sold wrapped in newspaper. Sometimes, children found that a bag of boiled lollies had been inserted into the box of home-delivered groceries. During World War II, butter and tea were rationed and to buy these restricted items, customers had to produce coupons. If you ran out of coupons, you went without, so people were careful with their consumption – which is exactly what the government wanted, as so many resources were devoted to the war effort. Cigarettes, also rationed during the war years, were an important part of the business.

Produce, hardware and kitchenware, including buckets and mops, were sold from the counter on the left. Produce did not include fertiliser, as most people used poultry manure. Many people had chooks in their back yards in the war years. While Beecroft had butcheries and pharmacies it had only one greengrocer, as many

people grew their own vegetables, fertilised with poultry manure and Mr Small travelled the streets and sold fruit and vegetables from his horse-drawn cart with a canopy. Milk carters and bread carters delivered daily.

However, the Powells had to contend with three rival groceries in Beecroft: one on the Mary Street corner near the school and two along Wongala Crescent between the Fire Station and Sparks Shoe Store. Jack Powell kept an eye out for new residents moving into the area and went around to solicit business. Among his best customers was Beecroft Grammar School in Copeland Road East, run by the Rev. Albert Booth. Mrs Booth did the housekeeping for the 40 to 50 boys, so she was an important client. Jack and Birdie's son, Frank, still a Beecroft resident, recalls some Methodists asking his parents to send one of their children to Sunday School so that they and others from that church could in conscience switch their business from the local Methodist grocer, whose prices were higher. The Powells did not comply.

After more than thirty years of grocery retailing in Beecroft, the Powells retired. Self-service grocery stores with fewer staff and lower overheads replaced businesses like theirs and groceries were no longer delivered without charge. In the mid 1950s the Colonial Sugar Refining Co provided sugar pre-packed in sealed paper bags and Arnotts soon followed with biscuits in packets. There were no more broken biscuits at the bottom of the tin to provide bargains for children.

In the 1950s and 1960s new homes replaced the last of Beecroft's nurseries, orchards and dairies. A service station was built on the site of Powell's grocery but it too closed about four years ago, too small for modern high-volume retailing requirements. In its place an apartment building with shops facing Beecroft Road is currently being constructed on the site.

Six Month Trial of Revised Bus Route 623

We have recently publicised the survey being conducted by Sydney Buses and the proposed cancellation of this route. It is pleasing Sydney Buses have decided on **a six month trial of a revised route, commencing 4th November**. This route will run from Beecroft Station to Oakes Road via Beecroft Road, Murray Farm Road and North Rocks Road. It extends to Westfield Shopping Centre at North Rocks on weekday off-peak where passengers will have to change to another service to go to Parramatta. It is stressed that **school services are not changed**.

If during the six month trial passenger numbers do not improve, the service will be lost. The nearest bus for people in Murray Farm Road will then be in Ray Road and Pennant Parade. These services go to Epping not Beecroft. To keep this important local bus service, **residents are urged to use the bus**.

29 January, 2008

PRESS RELEASE

North West Sydney Transport Forum

10000 Friends of Greater Sydney go to Sydney's Regions to hear from the Grass Roots

FROGS Directors are organising a series of meetings across Sydney to understand regional transport concerns from the community and to get a response to the ideas for improved transport contained in the Sydney Integrated Transport Strategy (SITS 2) released in November 2007 (see website www.10000friends.org.au)

The **sixth** in the series is planned for the 10th March, 2008 with registration at 9.45am at the Castle Hill RSL Club, 77 Castle Street, Castle Hill, to discuss the impact of transport issues that are increasing the costs of doing business, limiting growth potential, adding to the stress on families and hitting hard at the hip pocket at a time of increasing fuel prices and interest rates.

Previous forums have been held at Penrith, Gosford, Sutherland, Leichhardt and Kogarah.

It is hoped that key local and community leaders will provide comment on current transport facilities, access to the Sydney CBD, traffic congestion, the need for improved public transport and environmental issues.

A panel discussion will take place on local issues.

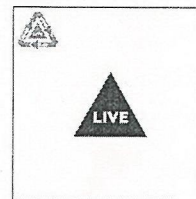
It is hoped the forum will generate local interest in transport. Selected spokespersons (Ambassadors) will represent the local community at FROGS Board meetings.

For free registration by 27 February, 2008 contact:

Alecia Dunn on 9351 7199 – email: aleciad@eng.usyd.edu.au
or

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**10,000 Friends of
Greater Sydney^R**

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Promoting a Sustainable
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Parsons Brinckerhoff
Planning NSW
Roads & Traffic Authority
Rotary Club of Sydney
Sinclair Knight Merz
Sydney Harbour Foreshore Authority
The Warren Centre for Advanced Engineering
TAFE NSW
Tourism & Transport Forum
Transfield Holdings
Transurban
Unions NSW
University of Sydney
Veolia Transport NSW
Willoughby City Council

MEDIA RELEASE

The Hon Anthony Albanese MP

Minister for Infrastructure, Transport,
Regional Development and Local Government



21 January 2008
AA004/2008 Joint

Joint Media Statement

The Hon Anthony Albanese MP
Minister for Infrastructure,
Transport,
Regional Development and Local
Government

The Hon Kevin Rudd MP
Prime Minister

RUDD GOVERNMENT TO DRAMATICALLY OVERHAUL NATIONAL INFRASTRUCTURE POLICY

Federal Cabinet today formally approved the establishment of *Infrastructure Australia*, a key driver in the Rudd Government's plan to fight inflation.

Infrastructure Australia will help fight inflation by boosting the economy's productive capacity, unlocking infrastructure bottlenecks like clogged ports and congested roads.

Infrastructure Australia represents a dramatic shift in national economic policy, bringing national leadership to infrastructure development for the first time since Federation.

Legislation establishing *Infrastructure Australia* will be introduced during the first session of the new Parliament.

The Rudd Government will develop a strategic blueprint for Australia's infrastructure needs and ensure future projects are determined by economic, social, and environmental needs - not short-term political interests.

Infrastructure Australia will be a statutory advisory council with twelve members drawn from industry, government and local government. This will include five from the private sector, one of whom will be the chair. *Infrastructure Australia* will:

- Conduct audits to determine the adequacy, capacity and condition of nationally significant infrastructure, including transport, water, communications and energy.
- Develop an Infrastructure Priority List to guide billions of dollars of public and private investment.
- Provide advice to governments, investors and owners of infrastructure on regulatory reforms that can improve the utilisation of our infrastructure networks.

Infrastructure Australia's immediate task will be to audit the nation's infrastructure shortfalls and produce an Infrastructure Priority List to guide billions of dollars of public and private investment.

The first Infrastructure Priority List will be completed within 12 months. In developing the List, *Infrastructure Australia* will assess projects in terms of specific goals, such as:

- Meeting water and energy needs;
- Saving time for commuters battling traffic congestion in our major cities
- Efficiently moving freight from regional areas to our ports.
- Meeting the challenge of climate change

Infrastructure Australia will also review the extent to which governments can better facilitate infrastructure investment, including through public-private partnerships as well as better planning and approval processes.

The task ahead for *Infrastructure Australia* is considerable.

The OECD ranks Australia 20th out of 25 countries when it comes to investment in public infrastructure as a proportion of national income.

For 11 years the Howard-Costello Government failed to act on Australia's infrastructure needs.

The Rudd Government is committed to investing in Australia's future and addressing our nation's long-term infrastructure bottlenecks.

Media Contacts

(Mr Albanese's Office)

02 6277 7744

Your Reference:
Our Reference: F2004/08592
Related Record:
Contact Person: Mr M Woodward
Hours: 8.30 a.m. - 5.00 p.m.
Telephone: 9847 6665
Fax: 9847 6980

6 February 2008

The Hon Anthony Albanese MP
Minister for Infrastructure, Transport, Regional Development
and Local Government
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600

Dear Minister

F3 to Sydney Orbital Corridor

Please accept my congratulations on your government's election to office and my personal congratulations on your appointment as Minister.

The purpose of my writing is draw to your attention, at the suggestion of your colleague Maxine McKew, Member for Benelong, the urgent need for resolution of the F3 to Sydney Orbital Corridor. I note that, in January 2008, the government announced the formation of Infrastructure Australia, an independent statutory authority reporting to yourself, and charged with responsibility for developing a strategic blue print for our nation's infrastructure needs over the coming years, and facilitating its implementation. I note that the immediate task of Infrastructure Australia is to undertake a national infrastructure audit, with a view to completing an infrastructure priority list within 12 months.

The communities of Hornsby and the Central Coast are acutely aware of the need to resolve the "missing link" from the Wahroonga end of the F3 Freeway, to the M2/M7 Sydney Orbital. Planning for such a link has proceeded since the early 1990's with the former government recognising the need for the link with the inclusion of this project in the AusLink program.

In her review of this corridor, The Hon Mahla Pearlman AO concluded that the route identified for this link road is appropriate and that planning should proceed without delay.

Council wishes to inform you that congestion on Pennant Hills Road is such that it now acts as a significant constraint to the effective movement of road transport between Sydney and the Central Coast and urges you to commence planning for this significant link to proceed at the earliest possible time.

Yours faithfully

NICK BERMAN
Mayor

ATTACHMENT D

Item No: Subject:

2 PROPOSED LINK ROAD BETWEEN F3 AND M2

EXECUTIVE SUMMARY

On 19 February, 2007 the Minister for Local Government, Territories and Roads, the Hon Jim Lloyd MP, announced the establishment of an independent Review of the F3 to M7 Corridor Selection. The Hon Mahla Pearlman AO was commissioned to undertake this review and the report was released in August 2007, essentially recommending that the Type A corridor Purple Option (Tunnel under Pennant Hills Road) be progressed to the next stage of investigation and that planning also commence now for the Option C (western) corridor directly linking the F3 and M7.

On 21 January, 2008 the Federal Government released a statement advising that the National Infrastructure Policy Review will be undertaken to provide a strategic blue print for Australian's infrastructure needs and ensure future projects are determined by economic, social and environmental needs. It is understood the proposed link between the F3 and M7 will be included in this review.

PURPOSE/OBJECTIVE

The purpose of this report is to advise Council of the status of planning for the proposed F3 to M7 link road.

DISCUSSION

At its meeting of 10 October, 2007, Council considered report WK59/07 and resolved that -

Council defer consideration of Executive Manager's Report No. WK59/07 until the next available workshop meeting for a full presentation on the findings of the Independent Review of the F3 to M7 Corridor Selection by the Honourable Mahla Pearlman AO to allow Councillors and appropriate Staff to fully and openly discuss further this most important issue.

Attachment A includes a full copy of report WK59/07 and Attachment B includes the Executive Summary of the Review of the F3 to M7 Corridor Selection undertaken by The Hon Marla Pearlman AO.

Council staff contacted the then Department of Transport and Regional Services in October 2007 inviting a representative to address Council regarding the project. The invitation was declined citing Departmental policy preventing such activities after a Federal election is called. In February 2008 Council staff again extended an invitation to the now Department of Infrastructure, Transport, Regional Development and Local Government however they again declined due to the announcement of the National Infrastructure Policy Review. A copy of the media release is included as Attachment C.

As an alternative Council staff contacted the NSW Roads and Traffic Authority seeking a representative to address Council however the RTA has not responded and it is unlikely they will comment on a Federally funded project.

It appears that until the National Infrastructure Policy Review is completed further information on the proposed F3 M7 link road project will be limited. The earliest a response can be expected is early 2009. Council has written to The Minister for Infrastructure, Transport, Regional Development and Local

Government, urging that planning for a link between the F3 and M2 proceed at the earliest possible time. This letter is included as Attachment D.

BUDGET

There are no budgetary impacts.

POLICY

There are no policy implications associated with this report.

CONSULTATION

No consultation was required in the preparation of this report.

TRIPLE BOTTOM LINE SUMMARY

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

As this report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom Line considerations apply.

RESPONSIBLE OFFICER

The responsible officer is Council's Manager Traffic and Road Safety, Mr Lawrence Nagy, telephone 9847 6524.

RECOMMENDATION

THAT Council receive and note the contents of the Executive Manager's report WK10/08.

MAXWELL WOODWARD
Executive Manager
Works Division

Attachments:

1. Attachment A - 2 Pages – Report WK59/07



Report WK59-07.pdf

2. Attachment B - 4 Pages – Executive Summary, Review of the F3 to M7 Corridor Selection



Executive Summary, Review of the F3 to M7 Corridor Selection.pdf

3. Attachment C - 1 Page – Federal Government Media Release – National Infrastructure Policy Review.



F3M7MEDIA RELEASE INFRASTRUCTURE.pdf

4. Attachment D – 1 Page – Council’s Letter to The Minister Infrastructure, Transport, Regional Development and Local Government



F3 to Sydney Orbital Corridor.pdf

LOCAL GOVERNMENT

Getting it right on development project

Giving the Department of Planning a role in assessing larger, more complex development applications ensures that all concerned parties have their voices heard, writes **Sam Haddad**.

THE PART 3A development assessment system was introduced in 2005 to provide a tailor-made process to assess projects of regional or state significance.

Before its introduction, the NSW government had always had a role in determining major projects. About 85 planning instruments introduced between 1979 and 2005 made the Minister for Planning the consent authority for certain development types.

The minister always had the power to "call in" any proposal from a council to consider it. This is consistent with the principle of "decision making at the appropriate level".

Because it deals with larger and more complex projects, the part 3A system has more stringent assessment tests which do not exist in the council assessment system.

Under the first test, the Department of Planning must decide whether a developer's

project and its assessment address all relevant key issues before it is allowed to proceed to public exhibition. This ensures that the community has full and detailed information about the proposed development when commenting on the proposal.

Under the second test, developers are required to respond to public submissions. This response may include changes to the development to minimise its impact. This test elevates the importance of community submissions by requiring their issues to be specifically addressed. The department also now posts all submissions on its website.

The department continues to strengthen its checks and balances to ensure probity and transparency in process and outcomes.

John Mant would have benefited from an update of these practices before embarking on an ill-informed

discussion on these pages last week. We stand ready to update him to assist a more healthy and accurate discussion.

I would like to respond to the "myths" about part 3A, some of which Mr Mant raised.

It is claimed responses to submission documents are not

The part 3A system has more stringent assessment tests which do not exist in the council assessment system.

made available on the website until a decision is made. This is not true; these documents are routinely made available before determination.

About 97 per cent of council decisions are made by council staff under delegated power and their assessment reports are generally not available before the decision is made. Only about

40 per cent of councils have development application tracking systems on their websites where these reports may be public. All reports and associated assessment documentation for part 3A assessments are available on the department's website.

In regard to third party appeals, objectors have the same appeal rights against the

surveyor reports to support capital investment claims.

The department does not always meet with applicants to discuss our assessment report before a determination. We welcome Mr Mant's acknowledgment that we meet other parties – such as residents – before a determination. Our officers routinely consult the local council during their assessment process after the exhibition period and, depending on the project, may meet with residents and other objectors.

Mr Mant discussed the part 3A system's relationship with other legislation. One of the key benefits of the part 3A system is that it allows a single decision-maker to undertake an integrated assessment of all issues. This avoids the potential of contradictory and conflicting conditions and concurrences being placed on the project from agencies with different focuses.

Sam Haddad is the director-general of the Department of Planning



doc/s

20 July 2010

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