

AL STRÖMSTAD Box 1



46 THE GLEBE SOCIETY  
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BULLETIN *reborn*

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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No 6 of 1997

July

### Annual General Meeting

**NOTICE** is hereby given that the **ANNUAL GENERAL MEETING** of **THE GLEBE SOCIETY INCORPORATED** will be held at 11am on Sunday 31 August, at 4 Boyce Street.

The business to be dealt with at the meeting is as follows:

- 1 To confirm the minutes of the last annual general meeting of the Society held on 25 August, 1996
- 2 To receive from the management committee a report upon the activities of the Society during the period from 25 August, 1996
- 3 To elect the new management committee. A form of nomination is enclosed for this purpose.
- 4 To receive and consider the statement which is required to be submitted to members pursuant to subsection 26(6) of the Associations Incorporation Act.
- 5 To resolve that two members of the committee be authorised to sign the certificate in clause 10 of the said statement.

Jeanette Knox - Hon Secretary

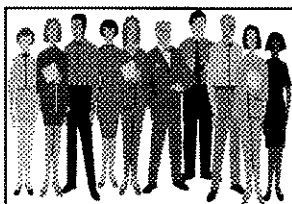
### Sunday lunch

The next Sunday lunch will be held at BJ's Eatery on Sunday 10 August at 12:30pm. Please contact John Hoddinott, 9692 0071, to make a booking.

### Social Activities

After further discussion, we agreed that we had given ourselves too short a time to organise a Yulefest in July for our annual birthday party and decided instead to have a belated birthday in September, on Saturday, 20th. This will be close to the Solstice and we can celebrate the return of Spring too! Details and booking form are enclosed with this Bulletin.

We also discovered that the Friends of Bendi were arranging a Yulefest on 15th July, which would have meant rather an oversupply of turkey if we had also gone ahead!



*Join other members of the Glebe Society for the AGM, at the home of Mavis and Bill McCarthy, 5 Boyce Street, Glebe*

### Inside This Issue

Planning Report	page 2
Aircraft & Glebe	3
Sydney Harbort & Foreshores Committee	4
Draft Integrated Transport Strategy	5

## Planning Report

### The former Children's Hospital Site, Bridge Road

I made a four page submission to South Sydney City Council (SSCC) noting the Society's views about the future development of the site, with a copy to Leichhardt Council.

The concerns mentioned in the submission were listed in the previous Bulletin, namely floor-space ratio, building heights, on-site parking and traffic issues. While the projected car spaces per unit are reasonable and within SSCC's regulations, there is very little off-site parking and I expressed my concern that the car population could perhaps increase over the next couple of decades, putting pressure on on-site space.

Another traffic issue is turning from Bridge Road across oncoming traffic. When ambulances and cars carrying sick children had to undertake this manoeuvre, there was a matter of urgency involved and traffic lights controlled the entrance. I suggested that Booth Street, rather than Bridge Road, be the major ingress/egress.

As the development is not under the control of Leichhardt Council, we have reduced influence on its final outcome, as I said last Bulletin. I did, however, make the point that the decision will influence the local community for many years to come.

Sandra Nori, our local State member, has asked me to be her representative on SSCC's Traffic Committee when issues concerning the site arise. I was happy to accept the position. Sandra's electorate includes this small local area under SSCC's control, and I will only attend committee meetings when the former Hospital site's traffic management is under discussion. I would estimate this to be some months away, after the LEP (rezoning matters) and the draft DCP (floor-space ratio, heights, etc) have been approved by SSCC.

### The John Fletcher site, Ferry Rd/ Taylor St/ Forsyth St

I attended a meeting at Glebe Town Hall, chaired by Cr Macindoe, where the owner's representative and the Leichhardt Council's consultant had a hard time from some of the Blackwattle residents.

My impression is that the planning matters for this roughly 2 hectare site still require an LEP and draft DEP to be approved. Hence again many of the decisions about the density and aesthetics of the site are months away. It was suggested at the meeting that a smaller number of large units be proposed for the site, because this concept would reduce the number of traffic movements in the final development - whatever it may be.

My argument against the "rich" approach is that such people would be less likely to use public transport and would tend to own more cars than in a "medium-rich" development. A rough calculation for a two hectare site would be about one hundred units, so let's say about 150 to 200 cars, spread over a couple of hours morning and evening.

While I agree that the area is very difficult for traffic management, if on-site parking can be properly provided for, I believe that the streets can cope. The streets mentioned above are low-key compared to the major thoroughfares in Glebe.

### Local issues

I have spoken to Jeanette Knox about the bus frequency in Glebe, mainly the 431 & 433 routes. Jeanette and I will try to plan a strategy for this issue. My theory is that buses travel in tandem because this decreases the chances of bushrangers holding them up.

Another local issue is cleanliness in Glebe streets. This is a very much discussed matter, and is also almost intractable. Back lanes are used as garbage dumps, the small number of litter bins are often used not for litter, but by some residents as garbage bins.

Both these matters, buses and garbage, could perhaps be discussed at a public meeting. I would like Society members to think about this, and to talk to us.

**John Hoddinott**



## Aircraft and Glebe

**KSA - Sydney (Kingsford Smith) Airport**  
*Aircraft Noise and Other Complaints: new  
 phone number 1800 818017*

**T**he Transport Minister has fast-tracked moving the third runway threshold, where aircraft can touch down from a point further south on the runway to a point one quarter of a kilometre northwards, closer to us. Aircraft will now be at a height of only 115 metres on their landing approach in the vicinity of the airport's domestic terminals and a nearby hotel. We are advised that no procedures are implemented at the airport until they have safety clearance from the Civil Aviation Safety Authority. We are advised also that the third runway environment impact statement no longer applies to KSA with regard to aircraft noise. It follows that the EIS has ceased to apply at all.

Aircraft noise is to be shared but there will be more noise to be shared. The Federal government is likely to legislate a cap of 80 movements per hour on KSA. So if the airport became very busy with 80 movements per hour and if only the north-south flight paths were in use there would be an aircraft every one and a half minutes over the suburbs north of the airport. If landings from the north were the operating mode it would mean an aircraft landing on the third runway every three minutes, a condition that would particularly affect Glebe and Forest Lodge. The Society has written to ask the Minister if 80 movements per hour would be shared with the east-west runway. We really want to know whether the airport's operations would result in solid use of north-south flight paths, returning suburbs north of the airport to the 'Benelong Funnel' conditions of 1994/95. The Society has called in the past for legislation with a sunset clause on the number of aircraft movements - that aircraft movements per hour would be reduced when the second Sydney airport commences operations. We need to ask again that this condition be included.

### The Next Airport

In a recent ABC radio interview the Federal Transport Minister avowed the government's first choice is Badgerys

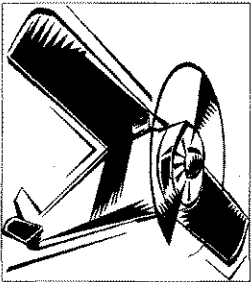
Creek. However he became noticeably more fluent and enthused when talking about the Holdsworthy site. It is my understanding that the Badgerys Creek airport site is more elevated than its surrounding areas which would mean aircraft would achieve greater height before passing over heavily populated areas. What height will they be? I was interested to know the height of a particular aircraft movement north west of Glebe because its noise was almost imperceptible. If the track provided by Airservices Australia correctly identified the movement it was at an altitude of 7 900 feet with a possible error margin of 300 feet.

The location and impact of Sydney's second airport have become much tougher issues. The Federal government's failure to proceed with Badgerys Creek airport development in 1989 (aided by the Opposition, the NSW government and airlines) is reflected in KSA's over development and has resulted in greater western Sydney being less prepared to shape its future. The compromises that will need to be made are becoming larger.

Where does the argument that the airport should be outside the Sydney region place us? If a single, replacement airport were to be built outside Sydney, John Hoddinott calculated it would need four fast-rail tracks (300 passengers per train according to Speedrail's information) to service airport passengers, most of whom would require Sydney as their origin or destination (workers' access, cargo and luggage requirements were not included in the guess). How would such a major corridor as this be achieved in the Sydney area? We do not know of any studies being undertaken to address the issues (these points have been raised in earlier articles). Municipal Councils who are calling for an airport outside Sydney do not appear to have created a joint initiative to gather facts in support of their call. The issue of air pollution resulting from operating a western Sydney airport was earlier addressed by the community opposing the third runway. Air pollution is a Sydney-wide problem. Thoughts were that a very efficient airport is probably better than an inefficient one. Furthermore, the Sydney basin was already overdue for increased provision of public transport to reduce car emissions. The process may have begun. According to

recent press the NSW government is making noises about light rail routes elsewhere in Sydney.

Snapshot from the Briefing Notes on Sydney Airport, May 22 to June 4 1997. Fifty seven out of the airport's total of 10 443 aircraft movements for the fortnight were simultaneous, opposite direction, parallel runway operations over Botany Bay. The airport registered 892 aircraft movements in the 11pm to 6am curfew. Complaints and enquiries numbered 1 658 by phone and fax, including 36 regarding health issues, 550 on aircraft height and 469 regarding incident. There were 295 complaints (presumably all were complaints or perhaps there were inquiries too) regarding take-offs to the north. Glebe made two calls to the complaints line, Hunters Hill 70, Summer Hill 129, Maroubra 43 and Rockdale 22. The highest number of movements per hour for the fortnight were 70 between the hours of 8 am and 9 am on 29th May.



Correction: The May Bulletin article noted John Hoddinott as one of the contributors to the Society's 1991 submission on the third runway's environmental impact statement (EIS) but I owe John an apology here. The article should have acknowledged his major role in the task. John did the hardest job: he wrote the submission. He incorporated his own and several of the Society's members' analyses on different topics into the submission and addressed the overriding, smooth, approving tone of the EIS. I realised my error after the Bulletin was published and wish to change the public record.

*For your Diary*

**Second Sydney Airport proposal**

The fourth information session will be held at Penrith Civic Centre, High Street, Penrith, on Saturday 26th July from 10am to 2:30pm. Rust Ppk is conducting the environmental impact statement for the Federal Government. The EIS team will be available to talk about the proposals and how the impacts are being investigated. (Flight plans, master plans, road and rail, noise, air traffic forecasts). Information line ph: 1800 818017

**Alison McKeown**

## Sydney Harbour and Foreshores Committee

**T**his committee, on which I have the honour to represent the Glebe Society, was founded in 1979 to work for the protection and enhancement of Sydney Harbour.

Its chairman and main driving force is Michael Rolfe, a solicitor who lives at Camp Cove. Its membership in the last financial year consisted of Leichhardt Council, six community organisations and ten individual members.

Anyone who has ever travelled overseas will know that Sydney is one of the great cities of the world and that it owes that status largely to our beautiful harbour. Unfortunately there are people, including politicians, who see our foreshores mainly as an opportunity to make money and are prepared to sell foreshore land to the highest bidder.

Consequently the committee's chief current concern is to ensure that any sale of publicly owned land, such as Defence Department establishments, doesn't deny the public access to the foreshores. A recent special meeting of the committee consisted of representatives of organisations such as Friends of Cockatoo Island, North Sydney Council (concerned about the sale of H.M.A.S. Platypus) and the Headland Preservation Group which wants to save Middle Head from the developers.

At a subsequent meeting the following resolution was passed unanimously:

That the SHFC calls on the Commonwealth Government to stop preparation for the sale of Commonwealth Sydney Harbour foreshore land being vacated by the Department of Defence to allow a proper heritage and environmental assessment of the Sydney Harbour foreshore sites with a view to their incorporation in an extended Sydney Harbour Park System.

I'm sure you will all agree that this committee is worth supporting.

**Ian Edwards**

## Draft Integrated Transport Strategy

**R**esponse from The Glebe Society Inc to Leichhardt Municipal Council Draft Integrated Transport Strategy

**1. General:** The Glebe Society welcomes Council's initiatives with regard to an overall transport strategy for the Municipality, and looks forward, in due course, to the development of a Local Area Traffic Management Plan for Annandale/Glebe [p.84] which will achieve its aims: "to reduce the intrusion of vehicles into residential areas, and upgraded policing of illegal and overstay car parking in both residential and commercial areas" [p.x]

The Society notes the fact [Table 4, p.17] that Glebe Point Road saw the highest percentage increase in average vehicle use per day of any of the arterial and sub-arterial roads in the Municipality over the ten years 1983 to 1993. The opening of the new Glebe Island Bridge fortunately appears to have alleviated this problem somewhat.

The Society welcomes the statement that "Improvements to public transport infrastructure must clearly be coupled with disincentives to car use.." [p.31]

The Society would point out in regard to bus and ferry frequencies [p.33] that it is not only in the peak that buses to (and from) the CBD are operating close to, or at, capacity. Mid-morning buses along Glebe Point Road are frequently full by the time they reach St Johns Road and, on occasions, have to leave intending passengers at stops. Several members of the Society can vouch for this from personal experience.

### Specific elements of the strategy:

**i) Light Rail:** The Glebe Society has been a proponent of Light Rail for very many years and in fact the original initiative was a Society one in the early 1970's. The Society has also been pushing for the extension of the now approved route both to Circular Quay and out to Leichhardt.

It has also strongly supported the inclusion of a stop at Glebe Point Road and has been

involved with discussions between the Haven Inn and the Light Rail Consortium about the feasibility of this stop. The suggestion noted in the Strategy [p.57] for a cross funding scheme by the Track and Harness Association and the Consortium which might involve a luxury residential/business development on the artificial hill near the proposed Victoria Road stop has not been raised with the Society. The Society would have considerable reservations about a development on this particular site. The area is zoned open space, and there are plans mooted for a revegetation exercise there. The Society would be concerned if this open space were lost. The impact of such a development on the immediate vicinity and on traffic in Glebe would also require major public debate and discussion.

**ii) Ferry Services:** The Society, being aware of the deleterious effects of motor vehicle exhaust emissions seeks to discourage car dependency and favours improvements in public transport. Consequently, the Society would support the reintroduction of a ferry service from Glebe to the CBD, but believes that it would be essential to meet the following conditions at least:

- i) consideration of potential problems with traffic and parking;
- ii) consultation with residents likely to be affected when potential wharf sites are considered;
- iii) respect for the needs and wishes of the people who use Blackwattle and Rozelle Bays for training and competitive rowing.

**iv) Parking:** The Society believes that the resolution of parking problems is a vital factor in the management of traffic in Glebe. It is recognised that some of Glebe's traffic problems stem from the fact that although, like Balmain, it is a peninsula, it is used as a through route to the CBD and other areas. (Although through traffic seems to have been somewhat diminished since the opening of the new Glebe Island Bridge.) However, its major problems are caused by parking.

**Long-stay parking:** this occurs where there is no timed parking (e.g. the north end of Glebe Point Road, around Bicentennial Park, side streets off Glebe Point



Road and near Wentworth Park), and there also appears to be much overstaying of legal parking times. Anecdotal evidence suggests that people are aware of the day(s) on which parking is policed and take advantage of this.

**Street-corner parking:** vehicles frequently park close to the corners of streets running into Glebe Point Road (despite no standing signs). As a result cars turning from side streets into Glebe Point Road have difficulty in seeing what traffic is already on Glebe Point Road. There is a need, from the safety point of view, for policing the no standing requirement more stringently. (Interestingly, the painted lines at the corner of Palmerston Street and Glebe Point Road do seem to act as a discouragement).

**University of Sydney:** during the academic year overflow parking from the University fills the streets nearby and makes it extremely difficult for residents or short stay visitors to park anywhere in streets between Parramatta Road and St Johns Road.

**Public transport:** people already park cars in long stay areas in order to take buses into town for work or shopping. If the Light Rail is extended or if the ferry service for which the Chamber of Commerce is lobbying should go ahead there are fears that these developments may encourage more people from outside the suburb to seek to park in the area, adding both parking problems and additional traffic.

**Council's Proposed Car Parking Management:** in general the Society supports the thrust of Council's proposals, but wishes to emphasise the following points:

**i) Enforcement:** whatever strategy Council finally decides to pursue, it is absolutely vital that its policies are enforced. That is a major problem with the current situation. Council and the Police Department **must** reach an understanding on their respective roles and responsibilities.

**ii) Parking meters:** the initial reaction to the proposal that Glebe Point Road be one of the streets into which parking meters should be introduced was negative. Members believed that the visual impact of parking meters would detract from Glebe

Point Road's significant streetscape. However, members now seem to be accepting of the possibility of installing meters of the style now operating in, for instance, Missenden Road, which are less obtrusive and visually more attractive. It was suggested that in fact they could lead to a reduction in the number of street signs along the road and the visual clutter these create. This could be significant if, for instance, it became possible to indicate parking restrictions by markings at the edge of the road. Installing the meters would require marking car spaces on the roadway. Possibly time limits could be stencilled on the road or edge of the kerb concurrently.

**Impact on adjacent streets:** the Society would be very concerned if parking meters were installed in Glebe Point Road without the parking regulations in adjacent streets being reviewed concurrently. If this is not done, even more parking could be pushed into them.

**iii) Parking periods:** parking periods need to be determined so that they give people sufficient time to shop, go to restaurants, etc., but not so long as to make it possible for people to use them to cover a day's work in the CBD or extended visits there. This kind of demand should be met instead by paid parking, e.g. in the new Grace Bros. development and possibly at Harold Park (this has been floated by the Harold Park management).

**iv) Preference for local residents:** if this is feasible, the Society supports any practical ways of achieving this. The suggested issue of more resident parking permits is one way (which would also raise some revenue for Council). The suggestion to make permits for second or third cars in one household more expensive could help to discourage excessive car ownership in the inner city. With regard to residents using metered spaces, would it be possible, in this electronic age, to programme the machines to recognise either car registration numbers or perhaps a magnetic card? If this could be done it might help to reduce the costs of enforcement.

**v) University overflow parking:** should Council be considering the possibility of parking meters in streets close to the University such as Arundel Street? The

University is unlikely to ever be able to cope with accommodating all its parking within its own grounds. It would seem equitable for the Municipality to receive some recompense in the form of revenue from the effective provision of parking space for those University staff, students and visitors who cannot park within the University grounds.

**vi) Parking revenue:** The Society appreciates that the receipt of revenue from parking meters could be an attractive one for Council, given its financial difficulties. However, the Society would endorse this form of revenue raising only on the basis that the first charge on it should be enforcement. Otherwise nothing will have changed, unless for the worse

Jeanette Knox

## Department of Defence: Open Day

*The Society has received the following invitation concerning the Department of Defence property in Hereford Street.*

I am writing to invite you to a *Site Open Day* on Saturday, 26 July 1997 from 10:00 am to 12:00 noon at the Army Reserve Depot in Hereford Street, Forest Lodge.

You may not be aware that the Depot will be vacated during 1997 and then sold by the Department of Defence. Recently the Department engaged a Planning Team headed by Michail Dowling, Property Consulting Group, to look at various development options, with a view to preparing an application to Leichhardt Municipal Council to have the site redeveloped for residential purposes. The site has previously been zoned by Council to permit residential development.

The 0.43 hectare rectangular site is bounded by Hereford Street to the south east and Alfred Street to the north west.

The *Open Day* will provide you with an opportunity to walk around the site and examine an information display (within the drill hall) showing development options prepared by the Planning Team. The urban design architect, Michael Bennett from Jackson Tecce Chestermann Willis, will also be present to answer any questions

**WHERE:** 71 - 73 Hereford Street,  
Forest Lodge

**WHEN:** Saturday, 26 July 1997  
10:00am - 12:00 noon

I encourage you to take the opportunity to visit the site, look at the display and raise any issues or concerns you may have with the Planning Team.

## For Your Diary

**Saturday 26 July, 10:00 - 12:00** - Open Day at Dept of Defence property, 71 - 73 Hereford Street

**Saturday 26 July, 10:00 - 2:30pm** - discussion of Second Sydney Airport proposal, Penrith Civic Centre, High Street, Penrith

**Sunday 31 August, 11am** - The Glebe Society AGM, 4 Boyce Street

**Sunday 10 August, 12:30** - Lunch at BJs Eatery. Bookings to John Hoddinott

**Saturday 20 Sept** - Glebe Society Birthday party

<b>THE GLEBE SOCIETY inc. Management Committee</b>	<b>Convenors of Sub-Committees</b>
<b>President</b>	All convenors are ex-officio members of the Management Committee
Mavis McCarthy 9660 5119	<b>Aircraft</b>
<b>Senior Vice President</b>	Alison McKeown 9660 3917
Vacant	<b>Bays &amp; Foreshores</b>
<b>Junior Vice President</b>	Ian Edwards 9660 3240 (BH)
Cynthia Jones 9660 2451	<b>Children &amp; Glebe</b>
<b>Immediate Past President</b>	Penny Haskins 9566 4450
David Browne 9660 0865	<b>Diggers' Memorial</b>
<b>Secretary</b>	Max Solling 9660 1160
Jeanette Knox 9660 7781	<b>Environment</b>
<b>Treasurer</b>	Jan Wilson 9660 2698
John Sleeman 9692 9507	<b>FRROGS</b>
<b>Committee</b>	Roberta Johnston 9552 3248
Marianne von Knobelsdorff 9692 0916	<b>Light Rail</b>
Christine Whitemore 9660 7969	Bruce Davis 9660 7873
Helen Griffiths 9660 5548	<b>Planning &amp; Harold Park</b>
Christine Newton 9660 8349	John Hoddinott 9692 0071
<b>Contacts</b>	9518 9218 (fax)
<b>Bulletin Editor:</b>	<b>Traffic</b>
Jan Macindoe 9660 0208	Jeanette Knox 9660 7781
<b>Membership List:</b>	<b>Wentworth Park</b>
John Hoddinott 9692 0071	Judy Vergison 9692 9200
<b>New Members:</b>	
Helen Griffiths 9660 5548	
<b>Archivist</b>	
Lyn Milton 9660 7930	

## Membership of The Glebe Society Inc

<b>Costs:</b>	Ordinary	\$30	additional household members \$5 each
	Student/Pensioner	\$15	
	Institution	\$30	

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