

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 1 OF 1993

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GLEBE DIGGERS' MEMORIAL RESTORATION APPEAL COMMITTEE

Bill Nelson

The Glebe local committee for the Diggers Memorial restoration appeal is glad to be able to report that the halfway point to the goal of \$14 200 has been attained, but only just. We must reach this figure if we are to receive the dollar for dollar grant of \$13 800 from the State Department of Planning.

On 16 February there is to be a meeting with our intended stonemasonry contractor to discuss the feasibility of proceeding, having in mind our limited achievement of funding. On 18 February we have a meeting with Peter Baldwin MP to discuss the project and the support base. I am endeavouring to arrange a meeting with a senior person in the RSL for the same purpose.

Bright spots to note are the significant donation of \$2000 by Leichhardt Municipal Council (at the appeal launch on 17 October 1992) and also its continued encouragement and moral support. We also hail the donation of \$500 by the Glebe Society and its continued advice and encouragement. Several members of the public, mainly in the Glebe area, have given generous donations. We recognise too the donations of people with very slender resources - their gifts mean much.

Alison McKeown is organising a stall to raise funds to be divided equally between the Diggers Memorial Restoration Fund and the Citizens Airport Environment Association Incorporated (for their Supreme Court appeal).

Articles appeared recently about the project in the National Trust Quarterly and the RSL periodical *Reveille*.

Donations will be greatly appreciated by the Committee. The address is:

Honorary Treasurer
Glebe Diggers Memorial Appeal
1 Allen Street
GLEBE 2037

Donations are tax deductible and a receipt will be forwarded at once.

CLEAN UP AUSTRALIA DAY
SUNDAY 7 MARCH

Watch the newspapers for details of
community cleanups around Glebe

ENVIRONMENT

The Society plans to develop a policy document on environmental issues in the course of the next few months. Fiona Campbell would welcome members' comments and input.

As a starter, Bergit Seidlich, the Environment Officer employed by Leichhardt Municipal Council, will be speaking at a Special General Meeting of the Society on 15 March at 7.30pm about the role of the Environment Officer with Council and what her job entails.

The venue for the meeting is yet to be confirmed. We hope to be able to use a room at the Court House (St John's Road, corner of Talfourd Street) but this has yet to be arranged. Failing the Court House, we will use a room at the Glebe Town Hall (also St John's Road).

Light refreshments will be served following the talk. Guests welcome.

INDUSTRIAL CONFUSION

On November 26 a majority of councillors voted, without prior consultation with staff or residents, to amalgamate the Planning and Health and Building Departments into a mega-department called Environmental Services. The motive appears to be longstanding disagreements between some aldermen and the planners.

Not surprisingly, the result has been confusion, with resulting loss of efficiency, and demoralisation of the planners, who have in effect been subjugated to the less highly trained building inspectors. To add to this injurious situation, the aldermen have for three months been unable to agree on how to accommodate staff. While the engineers languish in a portable building, the upper floor in the administrative centre remains half empty.

A FAIR DEAL FOR GLEBE

I have already alerted members to the consequences of such an unbalanced Council, with seven aldermen from the Balmain area. Glebe has the largest population, and the fastest growing, of any postcode area (wards were abolished under the previous Council). Glebe residents also pay a high proportion of Council rates. However, here is a rough guide to Council's current and proposed expenditure:

Balmain

Dawn Frazer pool.....	\$ 730 000
Hancock St carpark.....	\$ 410 000
<u>Total</u>	\$ 1 140 000

This does not include large sums spent on legal action and consultants, some of which could benefit the whole Municipality.

Annandale

AGL disused factory..	\$ 1 900 000
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Glebe

Minor works on parks	\$100 000
Open space and parking contributions collected from Glebe and used elsewhere.....	minus \$ 400 000 so far
<u>Total</u>	<u>minus \$300 000</u>

If the remaining parking contributions are spent elsewhere, this will rise to \$500 000, and another \$400 000 in open space contributions could also be lost. Other losses include promises made to Glebe and then retracted, such as the community notice board, and open space opportunities not taken up, including the Forsyth St Council Depot, most of Orphan School Creek, 29 Cook St, and of course Bicentennial Park Stage II. The value of these projects is about \$ 1 300 000, but perhaps half of this could be obtained through various government grants.

It could be argued that Glebe has done rather well in the past through gaining the Bicentennial Park Stage I, and it is now the turn of other areas. However, if you look closely at where the money has been spent, it is not in the areas of the Municipality with the least facilities such as south Leichhardt and Forest Lodge.

Now this adverse pattern has become clear, the way is open for the Society to insist that its program for Glebe, now being revised by Fiona Campbell's subcommittee, be taken up as enthusiastically as that of other, less broadly based groups in other areas.

STORMWATER PROBLEMS

The large stormwater drain that runs under the eastern section of Wigram Road has partially collapsed and will have to be rebuilt over the next two years. I first drew attention to stormwater erosion in Wigram Road in April 1987, but nothing was done. The Municipal Engineer has given an undertaking that the stone kerbs will be retained, and there will be a complete street tree planting included in the repair.

The Department of Housing has also agreed to repair lanes in the Glebe Estate damaged by contractors during renovations.

PUDDING SHOP AND GOLDEN PIE

On Monday 25 January, without seeking Council approval, the owners removed the attractive 1920's shopfronts recommended for

preservation in the Glebe Point Road Study. Alerted by Alison McKeown, I reported the work to Council, but no action was taken for three days. Finally Council agreed to seek an injunction, and on Tuesday 2 February Justice Stein of the Land and Environment Court allowed the shops to reopen, but supported Council's view that the work

was illegal and not in keeping with Council's policy for Glebe Point Road. Whether Council succeeds in its efforts remains to be seen. I am investigating the reasons why Council of ficers did not act promptly to stop the illegal work, and whether there are grounds for demanding the dismissal of any Council employee.

Bigger track in \$11m Harold Park facelift

Sydney Morning Herald

9 January 1993

MICHAEL COWLEY

Multi-million dollar plans were unveiled yesterday to radically redesign Harold Park, home of harness racing in Sydney, to bring the venue in line with world-class North American and European complexes.

Leading US track consultant, Daniel Coon, and NSW Harness Racing Club general manager Peter V'Landys revealed the proposal, which includes a new, bigger track, major updating of the grandstand and its facilities, and the building of modern on-course stabling.

The facelift will cost about \$11 million, but according to V'Landys, the benefits will far outweigh the costs.

"With the radical changes in the design of the track, the money spent will be a pittance," he said. "It will not only ensure safety to the horses, the drivers, and the punters, it will make for more competitive racing. All this without losing the great spectacle of the closeness the fan can get to action at Harold Park.

"When Daniel came out here we told him there were three points that were a must for the redesigning of Harold Park. Firstly, competitive racing, secondly, safety, and thirdly to maintain the spectacle. With his design, we have managed all three."

Coon, whose company has designed and built tracks in the US, Canada and Sweden, was amazed at the state of the Harold Park track. He quickly discovered several glaring faults, and went about devising a number of options to replace the outdated circuit.

"We came up with five different options that could fit into the area we have available at Harold Park," Coon said. "From there it was a matter of finding which was the best, and I believe we have come up with the perfect solution.

"Firstly, bigger is not better, so you don't need to have a mile track to have a good harness racing venue. The design which we have settled on is for a track of 805m in circumference (currently 754m), with a width of 17 metres (currently varying from 13m to 15m).

"You will be able to start eight horses across the front line of the mobile (maximum of six at present), have banked turns of 2.5 metres (no banking now), and most importantly, it will have a consistent radius of 70 metres on the turns.

"It will be a fact ... Harold Park will be as good a track as any in North America. I think that on a time basis, it will take three to five seconds off the times they have been running here now.

"From a safety point, it will have no inside running rail. They will be replaced by rubber pylons. The way things are now, if you are behind the leader and that horse falls, you have no place to go but into the back of the horse.

"We've had drivers killed in those sorts of incidents in the States. With the pylons, and a suitable run-off area inside the track, if that case happens, you have a place to go inside the fallen horse.

"I couldn't believe the way the track is here. The radius of turns was astounding. It would be one measure in one place, then five metres further around it would be another measure. It's also uphill in the back straight and downhill in the home stretch. That means horses are travelling that much quicker coming into the tightest turn on the track.

"Somebody told me they ran a 1min55s mile here. I'm amazed they got around the turns. The horsemen here really deserve credit. They must have more

ability in their little fingers than some of the drivers back home, purely because they have had to drive on badly designed tracks. I have learned more on this trip than on any trip to any other part of the world."

The NSWHRRC must first put their plans to the sport's governing body, the NSW Harness Racing Authority, and from there it will apply to the Racecourse Development Fund for the necessary money to finance the changes.

While the cost of around \$11 million may seem extravagant, putting it into context with the more than \$30 million that was spent on the new Randwick Racecourse grandstand, it provides excellent value for money.

"We have had Brian Judd (authority general manager) out here and he was very impressed with the plans Daniel has come up with," V'Landys said. "Hopefully the authority board will approve the plans and harness racing can take a huge step forward in NSW."

V'Landys said the plan included building a two-lane bridge over the stormwater channel at the western end of the track, which would then go into a tunnel under the new track to take patrons to a centrefield carpark.

"As well as that, we want to support the greening of the area, and also plan to build a hockey field in the centre of the track which can be used each day by the schools around the area," he said.

"Daniel has assured us the track would take only 15 to 30 days to build. Naturally the other things like the bridge would take longer, but it is our aim to have this all finished and in place by the time we stage the Inter-Dominion Championships in March 1994."

Environmental Management Plan, Third Runway.

by Dr Pauline Newell. (CAEA Inc. and Marrickville Council representative on airport issues)

There is still a great deal that Sydney residents can do about the impact of our airport with a third runway. As a result of local government representatives' pressure on the official Airport Environment Sub Committee the citizens Advisory Committee was set up in July, 1992. The role of this committee is to take part in the development of Noise and Air Quality Management Plans for KSA with the third runway.

This may seem a bit like shutting the stable door after the horse has bolted but in fact the Management Plans will deal with many aspects of noise and air quality amelioration that will be very important to residents. The federal environment department, DASETT, only gave the OK to the third runway project on condition that certain environmental safeguards were taken up. The Government and the FAC accepted these recommendations. The development of the Noise and Air Quality Management Plans is the responsibility of a Steering Committee which accepts advice from five working groups. On each of these there is a Community Advisory Committee (CAC) and a Local Government representative.

The groups are:

I Noise Mitigation at point of reception. This deals with noise insulation of homes, schools and hospitals, acquisition of residences, planning and other noise mitigation measures.

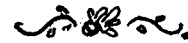
II Control of Airborne noise sources. This involves measurement of aircraft noise, flight paths, runway use, etc.

III Cost Recovery. This group will advise on how to charge the polluters with the cost of all the noise amelioration measures.

IV control of Ground Noise. Recommendations will be made about measuring and setting criteria for engine ground testing noise and other auxiliary power units at the airport as well as location of facilities at KSA.

V Air Quality. The work of this group is about the identification and monitoring of sources of air pollution as well as suggesting criteria for operating procedures, fuel use etc which minimise aircraft emission.

The CAC itself meets monthly at St Peters Town Hall. In addition to hearing reports from its Working Group representatives, it also gets copies of all technical data produced by and for the groups, access to consultants and receives a budget for its operation. Its elected Chairman, Professor John Black of the Transport Engineering Department at UNSW, attends the Steering Committee meetings. Any concerned resident may take part in the CAC or its information workshops. If you are interested, contact Brett Leech or Fil Cerone at the FAC on 667 9071. Even though the FAC and the State government bodies on the Steering committee will make the final decisions, too many issues vital to all our interests are involved for residents not to take up the opportunity to have their input into the Management Plans.

STREET STALL - FUNDRAISER

The Society will be having a street stall in Glebe Pt Rd on Saturday 13th March to raise funds for the Diggers' War Memorial restoration and CAEA's Supreme Court appeal. Sort out your unwanted, unused, disliked, remaindered, superceded, superfluous

bits-n-pieces

kitchen goods

plants

small items

cakes

what ever

Leave these wonderful, saleable contributions at 397 Glebe Pt Rd or call 660 3917 to have them collected. You can start now - I'm ready!

Some help would be needed to run the stall. Can you offer an hour or so? Please ring 660 3917.

Alison McKeown Co-ordinator.

Changes in Flight Paths December '92. It is understood they were proposed for reasons of safety (three serious near-misses) rather than noise mitigation or efficiency. It seems they were dropped because of public reaction.

Fed. Standing Committee on Public Works Badgerys Creek Airport December '92 The committee rejected the Federal Airports Corporation's proposed first stage ... "inadequate and unlikely to attract potential users". It recommended the first stage be constructed as proposed by WSROC - Western Sydney Regional Organisation of Councils' submission, and a consortium be formed if the government is unwilling to provide funds. The FAC should prepare and cost an expanded stage 1 in accordance with the committee's recommendations (Reported in Tele-Mirror and on ABC news). Federal Government rejected these recommendations.

Fed. Government Announces it will Proceed with FAC's Proposed Stage 1, Badgerys Creek, December '92.

Dredging Botany Bay Commenced. PM Keating commenced the dredging of Botany Bay, December '92. on site, in foul weather conditions.

NSW Auditor General's report, December '92, expressed serious concern that NSW foregoes \$11 million for Botany Bay's sand when the benefit "may or may not accrue. Definitive expansion plans for port operations at Botany Bay have not been set at this time. A strategic land use plan for Sydney Harbour and Botany Bay setting out various opportunities, constraints and options for the ports has only recently been published by the MSB" (SMH 10/12/92). Problems with Homefund, Eastern Creek and Darling Harbour are noted but it also commented that NSW government departments' contract with Ansett-owned Traveland foregoes substantial savings on air travel costs. The contract, which was not renewed in January, was "not in keeping with best management practice" and government departments should be allowed to make their own travel arrangements.

CAEA Inc. has appeal against the NSW Land & Environment Court decision. In general terms, CAEA's case is that the FAC is dredging Botany Bay for, and on behalf of, the MSB. Tougher NSW environmental laws should apply to dredging as the MSB is a state body. CAEA would like an EIS (environmental impact statement) prepared according to state laws. A Supreme Court hearing is set for 25th Feb.

CURFEW You have no doubt heard that some Federal and State Liberal parliamentarians have discussed abandoning KSA's curfew. Glebe Society members are urged to write to politicians whenever such schemes arise. Please impress on your friends and colleagues the need to send these messages, because if we don't,!

SSAC made a submission to the Prices Surveillance Authority on the Inquiry into the Aeronautical and Non-Aeronautical Charges of the Federal Airports Corporation. Jan '92. You may be interested to know SSAC's airport values estimations: KSA's total value (1990) \$4,500million, comprising 15 million passengers, land valuation and improvements. The 2021 total value (27.5 million passengers and more improvements) is estimated at a figure of \$6,200 million. Badgerys Creek estimates are thus; jet-freight standard of airport development at a total of \$176 million and a 2.5 million passenger facility at \$580 million. SSAC points out that KSA planned expenditure - based on true commercial value of land and improvements - is substantial, compared with Badgerys Creek.

TRIVIA: \$5,360BILLION WORTH OF AIRCRAFT USED KSA IN 1991 - AND ABOUT \$14 BILLION OF AIRCRAFT PASS THROUGH ON A TYPICAL DAY. AIRPORTS MUST BE EFFICIENT TO MAKE THE BEST USE OF THE EXPENSIVE ITEM - AIRCRAFT.

Marking Section 149 Certificates. Marrickville and Drummoyne Councils have commenced marking property certificates for aircraft noise. Intending buyers can thus be forewarned of a problem. This could be the beginning of declines in property values under KSA's flightpaths.

Buying up Sydenham. The Government's only clear message to residents was in the DASETT report 1991. Who has the required \$50 million for this exercise? Will the user - aviation industry and consumer - pay? A public statement from the government through the media and/or a public meeting could have assisted residents' understanding of the future. SSAC's earlier leaflets, warning suburbs of drops in property values and increases in aircraft movements, were distributed as widely as possible at the time they were produced.

Did I say that? I wrote recently that so much was revealed from CAEA's Land & Environment Court case that we now know all about the real agenda for the third runway. It could be naive to suggest "all"; let us say a lot is known.

Thanks to the Glebe Society whose management committee recently voted \$100 toward CAEA's legal fund. Thanks to generous Glebe residents who have made individual contributions. If you wish to make a direct donation to CAEA Inc. the address is PO Box N 41, Petersham. 2049. Please note the Society's street stall on 13th March, to raise funds for CAEA and the Diggers Memorial restoration. Thanks to Tony Peruch for displaying in his delicatessen shop window last year a large map of the EIS flight paths.

EDNA GREGORY

We were saddened to hear of the death of Edna Gregory. Our sympathy to Garth Gregory, who has left St John's Village, and to all their family and friends.

MONDAY GROUP

The first meeting of the Monday Group of 1993 was to be held on 15 February at 12 noon at the home of Pat Moore at 7/26 Cook Street, Glebe Point, as this Bulletin went to press.

For the past eight years Pat has written from America to extend an invitation to the group to meet at her flat overlooking Blackwattle Bay. We all look forward to this occasion.

The March meeting of the Group will be held on 15 March at the home of Katharine Buck, 9 Alexandra Road, Glebe Point at 12 noon. Please bring lunch for one person.

The Monday Group meetings are social gatherings for an exchange of news and views. Any member of the Glebe Society is welcome. Inquiries to Katharine Buck (660 2879) or Sally Nelson (660 6138).

HAPPY HOUR

By special request. Betty Wright has offered the hospitality of 4 Mount Vernon Street for a Happy Hour. This will be on Sunday 18 April, between 11am and 1pm. Light refreshments, \$2.

Betty's catering is renowned... The Common Room is spacious... The fountain will be playing outside... We look forward to seeing you.

DINING OUT

The Dining group will be meeting at Cafe Paganini, 43 Glebe Point Road, at 6.30pm on Tuesday, 9 March. Do join us.

Please let John Stander (692 9927) know two or three days beforehand so that the table can be booked.

**AIRPORT CURFEW
AIRCRAFT NOISE
COMPLAINTS
ALL HOURS
TEL. 667 9050**

FOR YOUR DIARY

Monday 1 March - 6pm - Members Get-together
- The Ancient Briton. cnr Bridge & Glebe
Point Roads

Tuesday 9 March - 6.30pm - Dining Out -
Cafe Paganini, 43 Glebe Point Road

Wednesday 10 March - 7.30pm - Committee
Meeting - Lyndhurst, Darghan Street (also
deadline for Bulletin contributions)

Saturday 13 March - 10am - Glebe Society
Inc. Street Stall - Glebe Point Road

Monday 15 March - 12 noon - Monday Group -
9 Alexandra Road, Glebe Point (Katharine
Buck's house)

Monday 15 March - 7.30pm - Glebe Society
Inc. General Meeting - Court House, St
Johns Road



THE GLEBE SOCIETY inc.

MANAGEMENT COMMITTEE

PRESIDENT: Ted McKeown 660 3917 (H)
391 3000 (W)

SENIOR VICE PRESIDENT: Marianne
von Knobelsdorff 692 0916 (H)

JUNIOR VICE PRESIDENT:
Cynthia Jones 660 2451 (H)

IMM. PAST PRES: Andrew Wood 660 2194 (H)

SECRETARY: Jeanette Knox 660 7781 (H)

TREASURER: Edwina Doe 660 7066 (H)
922 3877 (W)

COMMITTEE:
Mavis McCarthy 660 5119 (H)
Jenny Pockley 660 6363 (H)
Peter Strickland 660 7624 (H)
Christine Whittemore 660 7969 (H)

Bulletin Editor: Jeremy Long 692 8742
Membership List: Edwina Doe 660 7066
New Members' Contact: Jenny Pockley 660 6363
Publications: Patricia Jackson 660 8849
Monday Group: Sally Nelson 660 6138

GLEBE POINT ROAD PROJECT REPRESENTATIVES

Peter Strickland - 660 7624 (H)
Ted McKeown - 660 3917 (H)
Anton Crouch - 660 2889 (H)

CONVENORS OF SUB-COMMITTEES

All convenors are ex-officio members of
the Management Committee

BAYS & FORESHORES

John Buckingham - 660 7780

DIGGERS MEMORIAL

Bill Nelson - 660 6138 (H)

ENVIRONMENT

Fiona Campbell - 891 8284 (W)

HAROLD PARK

Gideon Rutherford - 692 0239

KINGSFORD SMITH AIRPORT & GLEBE

Alison McKeown - 660 3917

LIGHT RAIL

Andrew Wood - 660 2194

PLANNING

TRAFFIC

Jeanette Knox - 660 7781

VENTWORTH PARK

Christine Stewart - 660 8324

ARCHIVIST

Lyn Milton - 660 7930 (H)

MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Ordinary \$22, Additional household members \$5
each, Student/Pensioner \$8, Institutional \$28.

Write to P.O. Box 100, Glebe 2037 or ring
Jenny Pockley on 660 6363 for information.