



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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Glebe Society Submission on Markets at Glebe Public School

As members will probably be aware, a Development Application has been submitted to Council by the Department of School Education for markets in the grounds of Glebe Public School. The following submission has been sent to council by the Glebe Society in response to the DA. Because of the high level of interest this issue has generated, the full text of the submission is printed here.

DA 462/93 GLEBE PUBLIC SCHOOL WEEKEND MARKETS

The Glebe Society regrets that it is unable to support the development application referred to above, at least in the form submitted to Council. We appreciate that if the application is rejected, in whole or in part, this may (although this need not necessarily be the case) result in a reduction of the income which might otherwise flow to Glebe Public School. We also appreciate that some (although not all) shopkeepers in the vicinity of the school would like at least some form of activity on the school site on both Saturdays and Sundays, so as to attract increased custom to their shops.

Nevertheless, having taken these arguments into account, the Society believes on balance that:

- the proposed Saturday market should be limited to a maximum of 130 stalls, none of which should be permitted to sell food or beverages in competition with local shopkeepers; and
- the proposed Sunday market should not be permitted at all.

This would bring the market more or less into line with the markets which have operated successfully for some years in Balmain and Paddington.

The Society is certainly of the view that the application should not be approved in its present form, since it amounts in effect to a return to the status quo which prevailed until the Sunday markets were closed down at the insistence of the Department of School Education in 1993. The catalogue of complaints about the operation of the former Sunday markets is well known to Council, and need not be repeated here. However, the main problem areas were (and would be):

- traffic and parking problems in the immediate vicinity of the school and for a considerable number of blocks around it;
- verbal abuse and intimidation of residents by non-residents, particularly over car parking spots, and other "yobbish" behaviour;
- noise (particularly from amplified music) and food smells; and
- generally, an unacceptable loss of amenity to those people living in the immediate vicinity of the school and the blocks surrounding it.

These matters will be considered in some detail in the critique of the Statement of Environmental Effects accompanying the application which follows. However, there is one general matter which needs to be stated clearly and precisely at the outset.

This matter was raised time and time again at the consultative meetings called by Ms Lyndsay Connors, the Port Jackson Director of Schools within the Metropolitan East Region. It was raised not just by local residents and the Glebe Society, but also by the representative of the Glebe Police Patrol. It is as follows.

In the area surrounding Glebe Public School, there is virtually no open recreational space other than the school itself. For local children, the secondary open space is the street in which they live. On weekdays, local residents have

no access to the school (for obvious reasons), and the local streets are heavily used (both as thoroughfares

and as parking lots) by city commuters and university students. The same thing applies on Saturdays by virtue of the markets.

Accordingly, local residents, particularly the very old and the very young, are effectively confined to their homes six days a week, and have no access to open recreational space at all. Surely they are entitled to one day a week when they can enjoy the amenity of their area in the same way as other residents in the Municipality.

In response to this argument, it is sometimes said that anyone who chooses to live in an inner city suburb impliedly accepts any kind of deterioration to the quality of living in the suburb, simply because it is an inner city suburb whose level of amenity is low anyway. We reject this argument as absolute rubbish; but even if it were true for those

who choose to live in Glebe, it could not possibly hold true for the many neighbours of the school who are tenants of the Department of Housing, and have no choice in the matter whatsoever.

As mentioned above, the Glebe Society would not oppose a limited Saturday market, but strongly opposes the reintroduction of any kind of Sunday market. It would not necessarily oppose the use of the school grounds on Sundays for any other purpose, provided that their use for that purpose did not detract from the amenity of the area, and provided it was in accordance with the Department of School Education's Guidelines for the use of Community Facilities, which provide (among other things)

that:

- any licence agreement must allow the principal to terminate the hiring of school facilities by giving the licensee one week's notice in writing;
- fees for the hiring of facilities are to be determined by the principal with advice from the School Council;
- the sharing of facilities should provide benefits to both the community and the school through developing co-operation and goodwill in school community relationships;
- the impact of the hours of use and potential noise levels and parking

congestion within the neighbourhood must be given due consideration; and

- the accommodation requested must be adequate and suitable for the proposed

These Guidelines appear to have been spectacularly ignored with respect to the previous Sunday markets. Given the scale of markets proposed by the development application, we cannot see how they could possibly be complied with in any event if the present application were approved. We note the view expressed by one senior member of the Department present at the meeting on 16 November 1993 that he did not consider a commercial market operation to be an appropriate use of school facilities in any circumstances.

The following is a critique of the Statement of Environmental Effects accompanying the development application. The Society believes this document to be defective and misleading in a number of ways.

Page 2.

The [commercial] licence is in accordance with the Department of School Education guidelines.

As mentioned above, the Society does not believe that this is the case, or that it could possibly be the case.

Parking and traffic problems were brought to Council's attention as early as August 1990. The Town Clerk himself acknowledged these problems when he wrote to the market organisers in August 1991, stating that problems from traffic congestion, parking difficulties and noise in the vicinity of the markets had been found to be valid, and "strongly urged" the operators "not to hold the market on Saturdays as well as Sundays".

Glebe Public School may be described as being nestled on a relatively large site.

Relative to what? The site might only be described as large if the developer wanted a small market. In the Society's view, the site is small for the scale of development proposed.

Page 3.

The description omits reference to the residential land use to the north of the school.

...kerbside parking results 7 days per week during day and evening hours and is part of the existing character of living in inner Sydney suburbs such as Glebe.

This statement seems to imply that kerbside parking is always present and is unaffected by

Aircraft and Glebe.

The previous Federal Transport Minister, Senator Bob Collins, ordered an inquiry into the implications for Australia's transport and communications systems arising from the Sydney 2000 Olympic Games. The inquiry will examine the adequacy of existing and planned aviation services and infrastructure, the adequacy of existing and planned land transport services and infrastructure, and matters relating to communications. The Hon. Peter Morris MP, who led the selection resulting in Badgerys Creek as the airport site, way back in the dark ages - about 1985 AD - will chair the inquiry. Aviation will be examined first and submissions are invited to be lodged by 28/2/94. The Glebe Society is planning to make a submission. Members and friends are urged to send in individual submissions, which should be sent to:

The Secretary,
House of Representatives Standing
Committee on Transport, Communications
and Infrastructure,
Parliament House,
Canberra. ACT. 2600.

The Olympics will be held 16th September - 1st October, 2000. There could be 200,000 visitors to the Olympics, and a further 1.2 million visitors spread out in an eleven year period due to the "induced visitor" effect. Then we have the 1993 tourism estimates from the Bureau of Tourism Research: 5.151 million tourists for all Australia in 2001, and from the Australian Tourist Commission: 6.81 million tourists in 2000. Neither of these forecasts took account of the Olympics (SMH 27/1/94).

The population of the greater Sydney region is over three million at present.

Current plans for Badgerys Creek airport's initial development are still for a very light-weight runway that could not handle jet aircraft on a commercial basis. At Kingsford Smith Airport, by 2000, the east-west (cross wind) runway will need to be shortened to provide terminal buildings for the increasing number of passengers. Lockwood's wind studies show diversions are at their peak in September, October and November because of strong westerly winds. The question is: with a foreshortened east-west runway, where will aircraft go if diversion from Kingsford Smith (because of winds) is judged the safest thing to do?

On behalf of the Community Advisory Committee, who are involved in implementing environmental measures with regard to the third runway, the Federal Ombudsman will approach the Civil Aviation Authority with a view to the CAA complying in full with the Freedom of Information request for all of the derivations for the inputs into the integrated noise model, on which the aircraft noise contours are based.

The question of who will pay for compensation for those people affected in the 40-30 ANEF contours has not yet been resolved.

State parliamentarian Sandra Nori reports an excellent response from Glebe, Annandale and Lilyfield residents to her call for letters to the Federal Transport Minister regarding the curfew. "Assurances have now been received from the Department and Airline Companies that the current curfew will remain in place" (Port Jackson Newline No 1. '94). We would add here: can we be sure of the curfew's retention whilst it is still not given the protection of legislation?

The Society was represented at the public meeting on the Pyrmont Heliport, held in Balmain on 5th December '93. 80dB noise emitted by a helicopter was demonstrated on tape. The proposal includes that the heliport would be self-regulating. Helicopters carrying thirty passengers are contemplated. The Society has indicated its concerns about the proposal to Sandra Nori MLA and Peter Baldwin MP.

Alison McKeown.

pattern of the Glebe area particularly the existing...cafes...

This statement sits oddly with the fact that the food operators along Glebe Point Road have petitioned Council not to grant any market approval which includes (as this development application does) the sale of food or beverages.

Page 11.

The existing local road network generally copes with the traffic generated from the Glebe Markets with little congestion resulting.

This statement is simply not true. Council would know from its own files how silly this suggestion is.

Page 12.

The parking survey proves nothing. For instance, Cowper Street runs from Glebe Point Road to Wentworth Park and Derwent Street runs from Parramatta Road to St Johns Road. There is no indication in the survey what parts of Cowper Street and Derwent Street were surveyed. It may well be that parking is available in these streets, but that is cold comfort if it is several blocks from one's home.

In any event, the Society emphasises that parking is only part of the problem. No mention is made of the noise generated by the influx of thousands of visitors at weekends, cruising local streets in their cars in low gear seeking parking, queuing at intersections, regularly using their horns, with stereos on high volume and with faulty car alarms that do not switch off after being accidentally activated.

At least on weekdays, commuters and students arrive and leave in reasonably set periods. With the markets, the arrival and departure of cars and visitors is never ending.

Illegal parking, particularly adjacent to street corners, poses a particular problem, since it creates blind spots for children and old people crossing streets.

Page 13.

Even when the markets are not operating some motorists park illegally and kerbside parking spaces are constantly in demand. Therefore it could be concluded that the Glebe Markets do not create significant levels of illegal parking in surrounding streets.

Whilst there may be some illegal parking at other times, the extent of this increases dramatically on market weekends.

The second part of the first sentence quoted is manifestly false. The enclosed photograph demonstrates that kerbside parking is not "constantly in demand" on Sundays when no markets are operating.

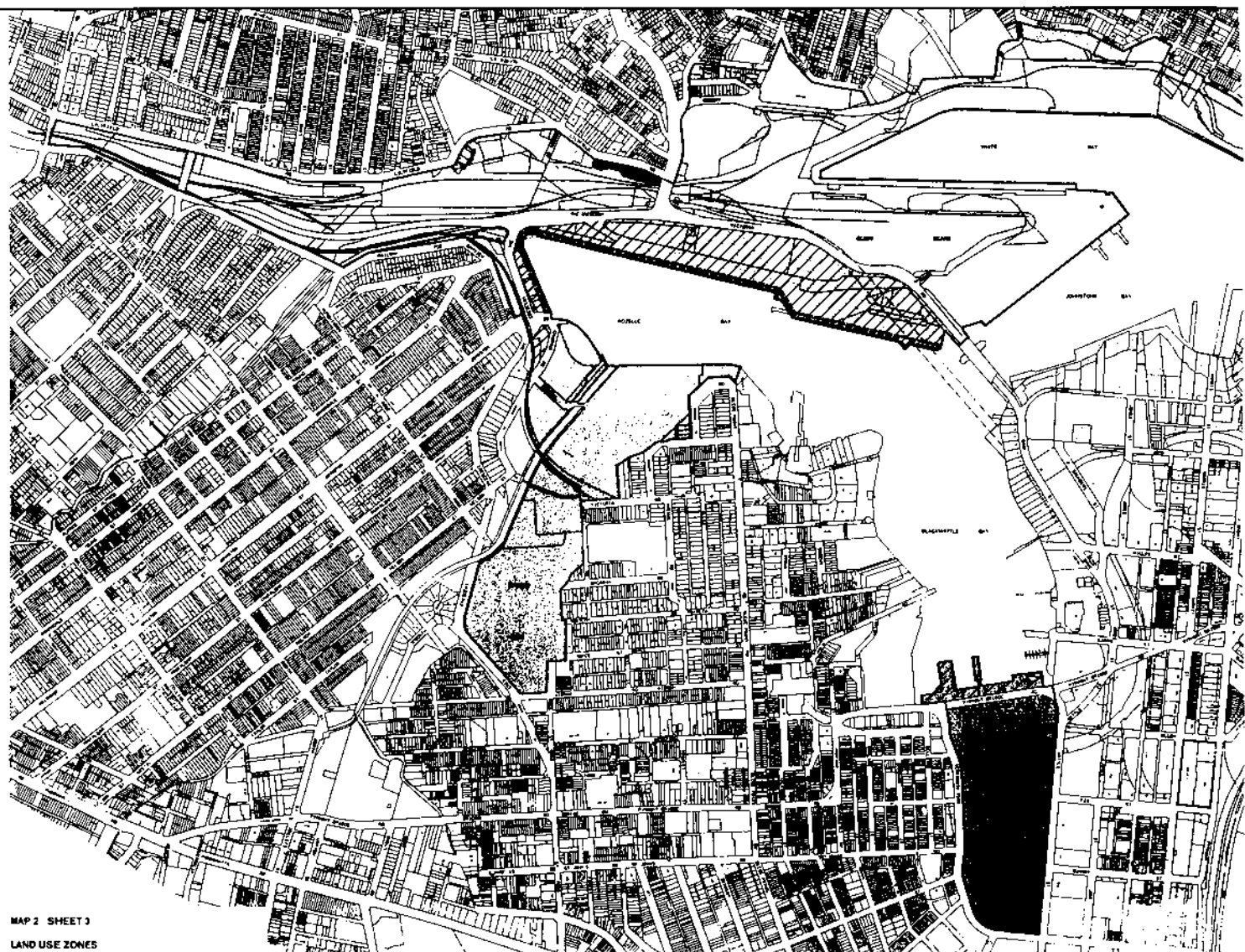
The documented underutilisation of Wilson's Carpark, notwithstanding what we assume to have been the best efforts of the operators to publicise this facility during the period prior to the development application, indicates that it is not the claimed panacea for parking problems.

Page 14.

On anecdotal evidence, and based on photographs, it is difficult to understand how the proponents could conclude that there may be sufficient on-street carparking facilities available in the surrounding streets for the current size of the Glebe Markets.

Nor is it reasonable to draw an overall conclusion relating to the markets as a whole that this report demonstrates that there is (sic) adequate parking facilities available for stallholders, visitors to the markets and residents (page 15), when that conclusion is based on a survey of 99 people on one day, compared to a visitor

population of 3,500 (or 5,000 or 10,000, depending on whose figures are to be believed).



MAP 2 SHEET 3
LAND USE ZONES

- BAYS PRECINCT BOUNDARY
- RESIDENTIAL
- PUBLIC RECREATION
- WATERFRONT
- PORT AND EMPLOYMENT
- PUBLIC RECREATION - PREPARED LOCATIONS



DEPARTMENT OF PLANNING
ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979
SYDNEY REGIONAL ENVIRONMENTAL PLAN No. 26
DRAFT
CITY WEST (AMENDMENT No.3 - BAYS PRECINCT)

PROJECT NO.	13000000
PLANNING OF	RECREATION
DRAWN BY	RON BROWN
CHECKED BY	MAURICE CARTOON
DATE	DEC 1992
BY	PLANNING DIRECTOR
DATE FILED	13/12/92
DATE OF	

City West - Bays Precinct

Late last year the Department of Planning released their 'draft' plans for the Bays Precinct - the third of three amendments to the City West R.E.P. (Regional Environmental Plan.) Plans for the first two precincts - Pyrmont/Ultimo and Eveleigh have already been gazetted. The Bays Precinct includes Glebe Island and land surrounding Rozelle and Blackwattle Bays.

Originally there was an expectation that the MSB would be vacating much of Glebe Island, but recognition of the value of retaining port facilities in Sydney Harbour has led to a revision in MSB plans, and they expect to stay for at least 15 years in Glebe Island and White Bay.

Consequently the plans for the Bays precinct do not provide for massive changes although the wording of the plan is open to interpretation, and the processes for approving new developments - whereby the Minister rather than Leichhardt Council is the consent authority - lack the openness and transparency that we have with the existing system.

The Society is preparing a detailed submission on the draft plan - generally supporting opportunities for foreshore access and retention of the old Glebe Island Bridge - but also expressing our confidence in Leichhardt Council to continue as consent authority.

(The MSB's plans are now publically available in the form of Sydney 'Draft Port Land Use Strategy 2010' - which is open for public comment until 28 March 1994.)

Peter Strickland

the markets. In fact there is a dramatic difference between parking on market days and parking on Sundays when there is now no market.

This is an example of the "serves them right for living in Glebe" mentality referred to above.

Page 4.

Part of Area 5...will be designated exclusively for Glebe residents.

If there was any practical way of discriminating between Glebe residents and their visitors and anyone else, the application would surely have specified it. In any event, given the emphasis on public transport and the proximity to a major bus route emphasised in the application, it seems somewhat inconsistent to encourage Glebe residents (other than the elderly and the disabled) to drive to the market.

Page 5.

The Glebe Public School is the major financial beneficiary of the markets.

This refers to the school's income of \$1,300 per weekend prior to the closure of the former Sunday market. No mention is made of the potential income of the operators, which must on any estimate exceed this figure. It is difficult not to conclude that the markets have run chiefly for the financial benefit of the operators, not the school.

Page 6.

The parking spaces described appear impressive until they are compared with statements by stallholders that attendance at the Sunday markets "regularly reached more than 10,000" (Sydney Morning Herald 22.9.93) and by the market operators that the markets attracted up to 5,000 customers a day (SMH 5.4.93).

The parking at Wilson's Carpark will be advertised, sign-posted and promoted to make the general public aware that parking is available in close proximity to the site.

Until Grace Bros, Broadway closed, this carpark was available free or at a very low charge (20 cents per vehicle), and this was widely known and promoted. Ongoing traffic congestion, as well as the usage figures provided in the application itself, reveal that promotion of the carpark by the market operators has had very little effect, and visitors have continued to use kerbside parking - and

continued to ignore No Standing and Residential Parking directions.

Page 7.

To avoid conflicts with market visitors and residents including their visitors it is suggested that Council implement a resident parking scheme.

This proposal conveniently ignores the illegal parking disclosed by the application itself, the fact that existing parking schemes are not operating so as to inhibit kerbside parking by market visitors or to promote the use of the nearby parking station, and the cost to Council and local residents of a resident parking scheme.

Any music will be minimally amplified to prevent noise disturbance to nearby residents.

We are not talking about "nearby residents", we are talking about nextdoor neighbours. No amplification whatsoever should be permitted.

Page 8.

...existing residential properties are already affected by non-residential land uses in the Glebe locality which is common to inner-city areas....There may be minor amenity impacts on occasions to surrounding residential properties in terms of residents not being able to always find car parking in front of their dwelling; increased noise levels, etc.

Another nice example of "Let them eat cake!" Why should an area which is already badly affected be worse affected simply because it is badly affected? This is the worst kind of logical inversion. It also trivialises a major impact on the local amenity caused by the previous Sunday markets and (to some extent) by the present larger Saturday markets.

It is also in contradiction to the views expressed by the Police representative and Council traffic engineer at the meeting with the Department of School Education on 11 August 1993, that any market with more than 130 stalls would cause a major impact on the local amenity.

Page 9.

Whilst past financial benefits to the school are acknowledged, it is impossible to form a view on the scholarship proposal without knowing the proposed financial benefit to the market operators. In our view, this is probably no more than window dressing, given the likely level of return to the operators.

Page 10.

The Glebe Markets are considered to be in character with the existing mixed landuse

The Monday Group

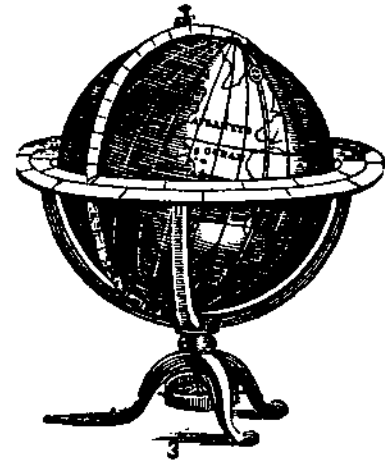
The Monday Group, an auxillary of the Glebe Society, held its first meeting of 1994 at the home of Pat Moore, a foundation member who, though she lives most of the year in America, welcomes us when she is here on her annual visit.

The present convenor, Sally Nelson, also a foundation member, took over the leadership from Pat, ten years ago.

For the whole decade Sally has ensured the continuity of the Group by her careful planning of the pleasurable outings and venues for the monthly meetings which fostered the aim 'to promote good friendship and neighbourliness' and were so beneficial to all members. We are grateful to her, thank her sincerely, and regret her leaving Glebe to live in the Blue Mountains, especially as she feels she will be unable to organise the meetings from there.

As some of us, too, find regular attendance a little difficult for various reasons we decided, from now on, to meet annually, at a time when all can come together, probably at Christmas or New Year.

We shall, of course, meantime be meeting at the various Glebe Society functions.



Leichhardt Historical Journal No 18

Leichhardt Historical Journal No 18 is of special interest to members. Max Solling's article on "Methodism in Glebe, 1843 - 1977" examines the social composition of Glebe, temperance and Methodism, Protestantism and the middle class, and the decline in church attendance.

Peter Reynolds' articles on Balmain and

Copies at \$15.00 each (88 pages A4), plus \$2.50 packed and posted, can be ordered from Dr Peter Reynolds, 9 The Avenue, Balmain, 2041, telephone 810 8560.

Back issues of *Leichhardt Historical Journal* No 15 containing Max Solling's "Running the Suburbs: the Municipal Council and other Local Institutions" are also available from the same address at \$12.00 each (89 pages A4), plus \$2.50 packed and posted.

Founded in 1971 the *Leichhardt Historical Journal* is a voluntary, non-profit organisation dedicated to publishing research on local history within the Municipality of Leichhardt. Money recouped from sales helps to cover publication costs.

Dining Out

The next Dining Out night will be on Tuesday 22nd of March at 6:30pm at the British Lion on the corner of St Johns Road and Forest Street. The menu offers a wide range of choice and we hope to see a few more people next month. I have no complaints at all about the charming women who usually turn up but it would be nice to see a few more males.

Please ring Ian Edwards on 817 4329.

For Your Diary

Wednesday 9 March - 7:30 pm - monthly meeting of the Glebe Society Management Committee, held at Lyndhurst, Darghan Street, Glebe.

Tuesday 22 March - 6:30 pm - Dining Out - The British Lion, corner of St Johns Road and Forest Street.

For bookings, please ring Ian Edwards on 817 4329

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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 Jeanette Knox on 660 7781.