
THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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No 6 of 1996

July

Annual General Meeting

The 27th Annual General Meeting of The Glebe Society Inc. will be held at 11 am on Sunday, 25th August at the home of Mavis and Bill McCarthy, no 4 Boyce Street Glebe.

The business of the meeting will include the adoption of the annual report and financial statements, reports of sub-committee convenors, and the election of office-bearers for the year 1996/7. Nomination forms (and proxy forms for members unable to attend) are enclosed.

Nominations are called for the positions of President, Senior Vice-President, Junior Vice-President, Secretary, Treasurer, and four committee members.

John Barnes's departure for Perth means that we will also need a new convenor for the Bays and Foreshores sub-committee. Any nominations or volunteers?

The following resolution will be presented to the meeting to comply with the formal reporting requirements of the Corporate Affairs Commission under our incorporation:

- that Jeanette Knox and John Sleeman be authorised to sign the certificate referred to in Clause 10 of the annual statement of the Society.

Following the meeting a light lunch will be provided, for which a donation of \$5 is requested to cover expenses.

Jeanette Knox

Social Activities

The next Sunday lunch will be at the new pizzeria at 33 Glebe Point Road, on 18th August at 12.30 pm. The menu contains pizze of various types, including vegetarian styles, and plenty of pasta dishes. It is BYO. Let me know by Thursday 15th so I can reserve a suitable table. This is the restaurant with the marble foundation stone in the front wall, and the attractive black and white marble floor.

I believe that there is a Spring picnic on the Social Activities calendar. Perhaps a good time for this would be around the equinox, a time to celebrate the lengthening of daylight. A tentative date could be Sunday 22nd September, about 12.30-1.00 pm at Blackwattle Bay Park, entry from the Cook Street entrance. BYO food, drink and chairs, etc.

John Hoddinott



Join other Glebe Society members at our AGM on 25th August

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Annual Report - Aircraft and Glebe

This is a report on the Society's Aircraft and Glebe activities throughout the year.

KSA is the abbreviation used in these columns for Sydney (Kingsford Smith) Airport. Recently the airport's name was changed to Sydney Airport. The name resonates self-assurance. The change has helped to shift its image from humble beginnings as a race track, wetlands and an airfield. Are airports and associated industry so important that they may regard themselves as permanent fixtures? Some examples of airports that have moved or have ceased to operate can be found in major cities. London once had three airfields, long since closed down and used for housing development. Munich, Atlanta and Denver closed old, very inefficient airports and replaced them with new, efficient ones. Work is continuing in Hong Kong to ensure the opening of its new airport next year.



In the past twelve months the Society addressed a number of issues. We requested that the demolition of houses occurring in Sydenham not be used for "airport creep", ie an opportunity for tiny KSA to entrench itself any further. Congratulations were offered to the Coalition of Councils for two excellent submissions; they were to the Senate Select Committee on Aircraft Noise in Sydney and the inquiry regarding KSA's curfew. The Management Committee voted to donate \$50 to funds for the Councils' latest court case regarding the airport. The Society also lodged its own submissions and asked questions in a letter to the new Federal Government. Several members attended blockades held at the airport including the third runway's first birthday on 5/11/95 when the feeling in the crowd was one of anger. The Society has asked that Leichhardt Municipal Council be included in the new community consultation group set up by the Federal Government recently. We have also made comments on the new Airports Bill: EISs and master plans need to be a subject to community examination and input. The Society's most recent action was to question politicians on the sale of CSIRO land at Badgerys Creek. The advertisement mentioned rural/residential use (subject to

permission) but it is just across the road from the airport site.

What is a feasible solution to Sydney's airport woes? The Society is continuing to support development of Badgerys Creek. The Society suggests that at the time Badgerys Creek Airport becomes operational it would be appropriate to downgrade KSA to the level of activity depicted in the third runway EIS (Environmental Impact Statement) of about 50 aircraft movements spread on all three runways. Closing KSA completely maybe another option. As you would have noticed, some people have called for a totally new airport outside the Sydney Basin but it is difficult to support this notion in the absence of any study examining provision of ground transport, integration with Sydney's rail and road network and costs. At present we are all waiting for the results of further Badgerys Creek Airport environmental impact studies. That will be some time in coming because, as far as we know, the guidelines for the studies have not been released yet! To some extent it is possible to live with the noise of aircraft - many people including residents from Stanmore said this before the advent of the third runway. The important bit of their message was that any further increase in noise (or exposure to a aviation fuel) would be intolerable for them. Therefore, for residents' protection, it would seem appropriate to dedicate a buffer zone at Badgerys Creek that is at least equivalent to the suburbs of Marrickville, Stanmore, Leichhardt, Drummoyne and Glebe (on the edge of KSA's flight path). We are aware that Badgerys would be a 24 hour operating airport. What is achievable is the best we can press for as there does not seem to be hope of a miraculous solution to airports problems in Sydney.

KSA aircraft spread out, now that the "Bennelong Funnel" has been abandoned. What is occurring has not been subjected to environmental studies. Glebe had at least ten big jet aircraft directly overhead throughout the day on Friday 7th July. Will the east west runway give permanent relief? KSA is under enormous pressure. The Society has expressed the opinion that there is very likely to be a return to concentrated north-south operations to achieve greater efficiency. In those circumstances, living conditions are intolerable.

The Society long ago decided to support other suburbs in the battle to contain this airport because of the importance of protecting the amenity both of Glebe and our nearby suburbs. Many of us knew about poor living conditions when we lived here in Glebe more than 25 years ago. Glebe was regarded as a slum and was to be demolished for expressways. Apart from the cost of building expressways through it, Glebe was at the bottom of the list when it came to government expenditure. Its potential was not recognised. Now the greatest threat to the amenity of our inner-western suburbs is KSA's flight paths.

Crash risk and the lack of a buffer zone around KSA are briefly mentioned to serve as a reminder, but this report focuses on insulation of homes against aircraft noise. Insulation costs would blow out to more than double the third runway's construction cost if a proper insulation job was done. Members are again reminded of the problems with the insulation program - it is not meeting Australian standards in all cases. Beware the traps! Home owners will have to replace worn-out insulation materials at their own expense in future and they will also pay the running cost of air circulating systems needed for their sealed homes. Shouldn't the polluter be paying for all this?

The Society continues to support the Coalition of Councils and their work on the KSA problem. Any updated material from Second Sydney Airport Coalition is received with great interest. The Society is not affiliated with other airport groups although I keep in touch with a number of people who are working on the issue.

What work did the Society do regarding helicopters? The closure of Children's Hospital Helipad was a welcome relief. Letters were written to ensure no helipad would be included in the site's redevelopment.

Members are reminded that information and documents held by the Society are always available.

Would members please note the recent change of aircraft noise and other complaints telephone number. The new number is: Airservices Australia, 582 1850.

Glebe Society Submissions on Aviation in Sydney

- 1989 Guidelines for the third runway EIS
- 1991 The third runway EIS
- 1992 Department of Public Works, Badgerys Creek
- 1994 Transport needs for the Olympic Games
- 1994 Noise & Air Quality management plans for KSA
- 1995 NSW Government Public Works, Sydney West Airport
- 1995 KSA's Curfew
- 1996 Aircraft Noise Information Requirements
- 1996 Review of KSA's future

Alison McKeown

Annual Report: Diggers' Memorial

Some donations to the Diggers' Memorial restoration fund were received during the year, and these, together with funds on hand and a further contribution from the Society's general funds, enabled the Committee to pay the final amount outstanding for the completion of Stage 1 of the Memorial.

Further funds are required to carry out Stage 2: the refurbishment of the interior of the memorial and the replacement of the angel. The Committee was accordingly delighted to receive news just recently that the Heritage Branch of the NSW Department of Planning will make a dollar for dollar grant towards Stage 2, up to the sum of \$6000.

It is planned to arrange some fund-raising functions and activities in the course of the coming year. In the meantime, the Committee would be very pleased to receive direct donations from members and friends. Every dollar you give is, of course, effectively doubled because of the Heritage Branch's matching grant.

Jeanette Knox

Annual Report: Traffic

During the past year responses have been submitted to two traffic planning documents.

The first was the draft regional transport study prepared for the Inner Metropolitan Organisation of Councils. The Society generally supported the directions being taken, and commented specifically about bus services, transport and the Grace Brothers site redevelopment, freight, provision of disabled parking, parking problems associated with the University of Sydney, and the road hierarchy.

The second was to the NRMA's Clean Air 2000 Campaign, and the associated discussion paper Shaping Sydney's Transport: a framework for reform. This submission was published in Bulletin no.4 this year. The 46 submissions received were summarised by the NRMA. The Society's point about housing planning policies and identification of the importance of higher density housing in making public transport more viable was listed for incorporation in the edited discussion paper. The suggestion for using light rail services in Western Sydney was referred to the Infrastructure and Planning Working Group. The recommendation that more attention be paid to freight issues and that rail freight transport be used as much as possible was referred to the Clean Air 2000 Task Force. Here's hoping for improved air quality - and public transport - by the end of the century!

As a result of the correspondence with the State Transit Authority last year, we are pleased to note considerable improvement in the time-tabling information available at bus stops along Glebe Point Road.

Just recently two further letters have been sent to State Transit one regarding the frequency of the 431 service and the other suggesting consideration of a new bus route between Redfern and Glebe in view of the relocation of the Child Health Care Centre, the redevelopment of the old Grace Bros site, and potential use of such a route by students of Sydney University and the University of Technology. We have appreciated our local member's support in making these representations.

The former Transport Policy Committee of Leichhardt Council has merged with the former Town Planning Advisory Committee and now operates as an overall Planning Advisory Committee. I have attended as many of these meetings as possible. Much of the business has related to the development of the new Town Plan, but this has included transport planning policy and light rail developments.

Jeanette Knox

Annual Report: Wentworth Park

Maria Risoll of Hassell Landscapers reports that they prepared three options for the landscaping of Wentworth Park and presented these to the S.C.C. in April. They were supposed to have the finished concept ready in June but still have not heard back from the Lord Mayor.

I spoke to Peter Hickman in the Parks Department of S.C.C. who said the Lord Mayor is looking closely at the parking problem. They have had two legal opinions both of whom say there is no way they can get parking removed until 2007. However, because attendances are falling so rapidly the Council thinks they can consolidate the parking to the southern end of the Park. They also want to pave an area so that it can be used both for basketball and other recreational activities as well as for parking.

Apparently there is really only one option that is viable but we cannot see it until the Lord Mayor has released it for public viewing and comment. They hope to have a reply by the end of the year! As it is ten years since we started this project one would hope that work could begin soon even if we have to work around the parking.

Christine Stewart



Annual Report: Planning

This past year has made me think that Glebe, instead of being an old established high density suburb, is just one big paddock with a few homesteads, waiting for new buildings. It has been a very busy year in planning matters, as I am sure members will have realised. I will summarise the Society's involvement in several important Development Applications (DA), Development Control Plans (DCP) and Local Environmental Plans (LEP). Firstly, the four that have reached resolution:

The Former Grace Bros site

This has finally been approved, although there remains a Building Application, concerned with the day-to-day issues of fire safety, etc. I note from a sign on the building that it will be open in early 1998. Work has started on the Glebe side of the site, so I expect that there will be significant progress within the next two months. I will say it again, that while there will doubtless be some local traffic difficulties, I believe that they will be overcome once the shopping area has opened. It has been my unconcealed belief that this project will be very positive for our suburb.

57 Hereford Street

This considerable development of 104 units is advancing quickly. We must remember that the original proposal was for about 200 units, a sort of ambit claim. I did not ever have serious reservations about the development, except for that initial excessive claim on its size. It seems to be a reasonable design, and of course it will have some effect on the local area, but so do we all, in our way.

Toxteth Road Pre-School Centre

I attended a couple of meetings about this, and never thought that the objectors were on a winner, as it did turn out when Council approved a fairly large (65 children) centre. I think that its effect on the local area can be minimised by the centre's staff being thoughtful, by parking in the back lane, etc.

The Harbour Lighterage Site

I have not become involved in this issue, as I stated in the last Bulletin, and as I noted

then, the attempt to thwart the agreement between the developer and the community was resolved in the developer's favour in the Land & Environment Court, at rate-payers' expense. This really was an exercise in how not to do it, in my opinion.

The unresolved matters follow:

461/463/465 Glebe Point Road

This intractable issue still has no resolution, although the final decision is close, perhaps within the next couple of months. It was my distinct view from the well-written DCP from Council in late May that the developer was inclining towards residential usage of the 465, which contains the two sheds, and has all the water frontage, but at a recent site inspection I put this to Mr Leon Fink and he denied it. The Glebe Society has one major concern, and that is that there be an on-land waterfront walkway, not one over the water, as Mr Fink seems to favour. Residential versus commercial usage of 465 both have advantages and disadvantages, but one issue with its current, illegal usage, is the desperate parking conditions in that end of the suburb. If the site continues as commercial after rezoning, something serious must be done about parking, and much of it must be on-site.

Harold Park Paceway's Application for a Licensed Club

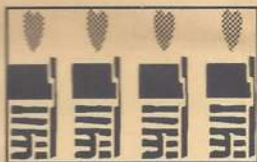
I have heard nothing more about this matter. I'm sure many of us have noted the large advertisements in the local papers about the Club's \$5 dollar fee for this initial period. I will try to learn from Council when the court case is scheduled.

156-160 Bridge Road (The Abbey Restaurant)

I will be attending a meeting about this in the next couple of days. The Society's submission was concerned mainly with the matter of the state of *Reussdale*, and our objection to any significant increase in the size of the function centre and restaurant.

Kirsova Playground No. 3 Wigram Lane East

On July 23 Council resolved not to rezone this open space to residential, but to retain it as a park and as a memorial to the prima ballerina, Helena Kirsova, who bought it and donated it to the people of Glebe. A plaque will be erected to commemorate





Madame Kirsova and the donation. Copies of the Mayoral Minute committing Glebe Council to providing the playground (1 Nov 1944) and the Council minutes establishing the playground (28 Nov 1945) have been forwarded to the Society.

Council adopted a proposal from Councillor Macindoe that proceeds from the sale of Council's property at 29 Westmoreland St, Glebe, be directed to the Glebe Library fund, to replace those intended to come from sale of the playground.

There are hopes that the new Glebe Library will be open in early 1997; I understand that the construction tenderer has been chosen, and work should be starting in early August. A visual, video and still photo, record of the site has started, and will continue through the excavation and construction phases.

The John Fletcher Site.

I am concerned about this development being too high, but it seems a rather vague proposal at the moment. I was unable to attend the most recent residents' meeting because of illness, but I will attempt to have some input in the matter.

2A Hereford Street

There is no resolution of the future usage of the Victoria Alice Lamkin Centre. It will be examined by the Society as and when something definite arises.

51 Hereford Street

This is the Youth Hostel Association, the old Butler Lodge. The DA proposes to turn it into a 90-unit block, including 80 very small, single room units of 23 sq. m. Each will contain a new kitchen, and seem to resemble a London bed-sit, a form of accommodation which I am sure many of us have experienced. I have made a submission, with the main concern being the 54 on-site parking spaces; this seems to be insufficient, although I do not have an easy solution as to how to increase the number. Hereford Street is becoming quite heavily parked, and that is a concern. I believe that Council will have to consider this matter carefully.

In summary, I wish to thank those members who have helped me in the Society's submissions to Council. Please remember that

I am always available for help in writing submissions, but planning is a very complicated area of policy, and I am still learning.

I have tried in all the Society's submissions to Leichhardt Council, to be reasonable, non-vexatious and sensible. I have enquired from Council officers about the Society's standing, and I was assured that the Society's views were well considered. I hope the next year is slightly less frenetic than this past twelve months, in planning issues.

John Hoddinott

Glebe After-School Care

Leichhardt Council stepped into the breach and the Children's Services Development officer, Jo Olsen, who together with the coordinator Judy Wingfield has done most of the organising and interviewing for the new committee, has asked if someone with a station wagon would volunteer to pick up food for the centre from Lakemba once a month. (Ring 367 9268)

Members will recall the Kid's Canteen used to supply the children with a meal. The Canteen has handed its Herald Community Award to Glebe After-Care to provide this essential service for hungry children.

Please write to the Minister of Transport giving your views on the proposed extension of the light rail system

Light Rail

In this issue of the Bulletin you will find a brochure ("Sydney's first light rail system") and a fact sheet, both produced by the NSW Department of Transport. They give information about the proposed extension of the light rail system from the Fish Markets to Glebe.

Please Write to Mr Brian Langton (Minister for Transport, Parliament House, Macquarie Street, Sydney NSW 2000) stating that :

- 1 you support the extension of the light rail system to Glebe and you will be a frequent passenger;
- 2 you wish an additional stop to be included at Glebe Point Road, to service this important part of the suburb.

Andrew Wood

Membership Drive

It would be great to see an increase in our membership numbers. If you have friends who are not in the Society, but who demonstrate an interest in the suburb, please let me know and I will try to get them a copy of the recent Bulletin and a membership form; it may help if you could loan them your Bulletin(s) to demonstrate the Society's activities. I still intend to produce by the end of the year a short list of the Society's activities over our 26-year history, this list from our Management Committee Minutes. Everything from Light Rail, the Bicentennial Park, Blackwattle Bay Park, the Glebe Estate, etc, etc.

Much of what new residents see around them in Glebe can be tracked back to Glebe Society involvement at some stage, but often these new residents are unaware of our part in what is now taken for granted.

John Hoddinott

Public Art Program

The Chamber of Commerce has applied for a grant under the NSW Ministry of the Art's 1997 Public Art Program. This provides funding for the commissioning of art in public places, as explained in the Application Form:

"The program aims to encourage collaboration between artists, craft practitioners, architects, planners and developers to integrate public art into the cultural planning of State and Local Government and to affirm the community's identity and pride in their places of work and leisure."

The Chamber hopes to use the grant to commission art for Glebe Point Road. Initial funding is for the process of designing, consultation and commissioning of concepts, which would take place early 1997, with all going well, commissioning and placement of a sculpture or work later on next year.

Ken Burgin
Treasurer

Glebe Chamber of Commerce

For Your Diary

Sunday, 18 August, 12:30pm - lunch at 33 Glebe Point. To book ring John Hoddinott by Thursday 15th.

Sunday, 25 August, 11am - Glebe Society Annual General Meeting, at the home of Mavis and Bill McCarthy, 4 Boyce Street Glebe

Sunday, 22 August, 12:30pm - picnic at Blackwattle Bay Park

THE GLEBE SOCIETY inc. Management Committee	Convenors of Sub-Committees
President Mavis McCarthy 9660 5119	All convenors are ex-officio members of the Management Committee
Senior Vice President John Barnes 9660 7274	Aircraft Alison McKeown 9660 3917
Junior Vice President Cynthia Jones 9660 2451	Bays & Foreshores Vacant
Immediate Past President David Browne 9660 0865	Children & Glebe Penny Haslens 9566 4450
Secretary Jeanette Knox 9660 7781	Diggers' Memorial Max Solling 9660 1160
Treasurer John Sleeman 9692 9507	Environment Fiona Campbell 9660 0185
Committee Marianne von Knobelsdorff 9692 0916 Christine Whittemore 9660 7969 Helen Griffiths 9660 5548	Harold Park Vacant
Contacts Bulletin Editor: Jan Macindoe 9660 0208 Membership List: John Hoddinott 9692 0071 New Members: Helen Griffiths 9660 5548 Archivist Lyn Milton 9660 7930	Light Rail Andrew Wood 9660 2194
	Planning John Hoddinott 9692 0071
	Traffic Jeanette Knox 9660 7781
	Wentworth Park Christine Stewart 9660 8324

Membership of The Glebe Society Inc

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 9660 7781