



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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No 9 of 1996

October



*Glebe Street Fair,
Sunday 17 November
Volunteers needed for
the Glebe Society stall*

Social Activities

Sunday 17th November is the date for the Glebe Street Fair, sponsored by the Glebe Chamber of Commerce, and the Society has booked a stall. The hours are from 10 am to 5 pm. I am co-ordinating the Society's stall, and we require members who can provide a couple of hours, with at least two on duty at any one time. Please ring me on 9692-0071 to give me your time slot. No one has called yet. I believe that FRROGs will have a display on the stall.

Jeanette and I have decided to hold the Society's Christmas Party on 24th November, and will be in the Common Room at the corner of Catherine Street and Mt Vernon Street. We intend to have ham, roast beef, salads, bread, cheese and perhaps a dessert, plus wine and juice. Until we can cost it better, we have set the price at \$15, \$10 conc., which we would expect to be an upper limit. Please let me know on 9692-0071 if you will be attending, as we really do need to know the numbers for catering purposes.

Consequently we have moved the next Sunday lunch till, say, 15th December. Ian Edwards has suggested that next time we meet at the bistro of the British Lion in St John's Road near Ross Street. This would probably prevent us bringing our own wine, but I will check the prices there before we decide definitely.

John Hoddinott

Cork Collection

I estimate that I have re-cycled over the last 18 months, with the help of many many people, about half a tonne of wine corks for the Girl Guides Association of NSW. As the summer and Christmas approach, please remember to save your

corks and to leave them either in the Bottle Shop of the Toxteth Hotel, near the corner of Ferry Road and Glebe Point Road, or on my verandah at 30 Wigram Road. Tell your friends about this idea, too. I have recently been approached by people from Newtown, Balmain and Leichhardt with the aim of establishing a similar program in their respective suburbs. It is my understanding that a single wine cork imported into Australia, and *all* are imported, costs upwards of 50 cents.

If you go to a restaurant, you could take along a plastic bag and ask the staff to give you that day's collection. This helps spread the message about this other recyclable material.

As noted in a recent Leichhardt Council brochure, do please remember to remove the top from all containers, be they recyclable or not. If the top is removed, a PET container is much easier to crush on the recycling truck. Certain plastic milk containers, and most large fruit juice containers, for instance, which become part of land fill, will pack down into a smaller volume with the top removed.

John Hoddinott

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Planning Report

463/465 Glebe Point Road

The third meeting of the Council-convened group of the identified interest groups has been held, and in the absence of Mavis, John Buckingham agreed to attend, I am glad to say, as I had to leave before the end of the meeting. The Society and the developer presented our position papers in regard to the future of the site. The Precinct and the tenants are preparing theirs, and the latter intend to also present some models of their plans.

The positions are still very different. In summary the Society will not accept an overwater walkway nor a marina and we require more public open space. The developer says that he has no intention of demolishing the Long Shed, which of course goes right to the water's edge. The tenants are still very vocal in their opposition to any change at all, and insist that they and the Shed will be there in thirty years. They also claim that the Precinct does not necessarily represent the views of residents, because their form letter, which some of you may have seen or signed, has been signed by 380 residents who live in the Precinct 13 (i.e. Glebe Point) area.

The problem with the simplistic form letter is that it presents only the tenants' side of the story, and does not mention the hopes for a walkway on land, etc, etc. Nor does it face up to the problems of traffic and parking, or the potential fire danger in such large wooden structures with their store of flammable materials. As I pointed out in my submission the current activities on the site "could be anywhere, even underground". There is no legitimate waterfront industrial activity on site.

I still believe that 465 will be a residential development within a very few years. The tenants have only their own self-interest at heart, in my view, and have so far not demonstrated any public interest. They also claimed that Cr Sheehan, who has agreed to continue chairing the meetings, has displayed bias against them, a view which was not accepted by the other parties.

I mentioned in my submission the involvement of the Society, along with Council, in

our long fight for the Bicentennial Park, almost next door to 465, and mentioned the so-called artistic community of squatters which held up, for quite some time, progress on the park. I believe that the public now appreciates the park much more than the lost "arts community".

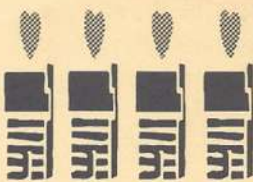
If the building is refurbished, which is the tenants' hope, it will need to be properly heated, as it was very cold in the meeting. A refurbishment would be pretty expensive, in my view, but I cannot say whether the developer is prepared to undertake such work. One possibility mentioned is the idea of demolishing part of the Shed's ground floor on the waterfront, to give us the walkway, but the problem of security of the building remains. This site is the most difficult planning matter I have had to consider. In the end the future of the site rests with the Mr Fink and Council, with the possibility of the matter going to the Land & Environment Court if one or the other is not satisfied.

The Boatshed seems to less likely to remain in its present form. I will expand on Council's preferred view, Option D in their DCP, next Bulletin. The use of 463 is much less of a sticking point.

The most vexatious problem is that of the rezoning of the 465 site, and I understand that after I left there was a heated discussion between the developer and his town planner on one side and the tenants on the other.

The John Fletcher Site

I attended a residents' meeting where among the concerns were the bulk of the proposed development, "only" 15 metres of waterfront walkway, and the plan for the open space element to be mainly the Council depot area rather than from the Fletcher site itself. I agree with the first, I'm glad that we have an *on land* walkway, and while somewhat sympathetic to the third, I don't think it will cut much ice with the developer or Council. There was the constant worry about some loss of views, and increased traffic, which is a problem in that part of Glebe. I am still thinking about the issue, as there is still some hope of flexibility, I hope. I should have an update for the next Bulletin.



The New Glebe Library

Christine Newton and I attended the Leichhardt Council Library Committee recently where the colour schemes for the new and old buildings were discussed and approved, following a sub-committee meeting a couple of weeks previously, where the architect and a heritage architect and residents chose the preferred colours, from the Pascol heritage colour chart. I will try to explain these. First *Benledi* :

- Walls - "Red Brown" - fairly dark tan
- Masonry - "Brown Pink" - lighter than the wall colour
- Masonry base & guttering - "Copper Beech" - a dark brown
- Main woodwork, i.e. eaves - "Light Earth" - very light brown
- Woodwork trim - "Brown Ochre" - between the above two browns
- Windows and Iron - "Brunswick Green" - classic dark green

The new Library :

- Walls - "Rose Pink" - lighter than the *Benledi* walls
- Roof - "Gull Grey" - this colour is in the roofing itself
- Windows - "Wizard" - dark blue-green

The Committee was shown a sketch of *Benledi* with the proposed colour scheme, and it was very well received. We have found a real-estate agent who has placed the three A3-sized plans in a vacant shop. I have left a colour copy of *Benledi* there, and hope that it will be on display soon. Note that the colours in the copy are not quite those on the original, being slightly darker and browner. Many residents still don't have much idea of what is happening there, and the fact that the fence will be coming down in a few months, but the displayed plans near a bus-stop should help.

We learned at the meeting that the official opening date will be mid-April, 1997, but we hope that the Library will be open to the public earlier. The building project is running about a week behind time, largely because of unforeseen earth problems, but these have been resolved, and the builders are still hoping to have it to "lock-up" stage by Christmas, or very soon after.

At the meeting I offered to keep a list of vol-

unteers for the gardening project which will start probably early next year. The committee anticipates residents putting in a couple of hours a month, under the guidance of perhaps a Council officer, or someone from Greening Australia or the architect from the Glebe Point Road Project. This has not been decided yet, but I assure you I won't be in charge. If you would like to offer help, or know of others who can, please mention it to me at a function or ring me at 9692-0071 with name, address and phone no. We may need to winkle some donated plants from local nurseries, or even try to raise some shrubs and plants from seed ourselves.

The Former Grace Bros Site

The final block on the site has been bought, this being the shops on the corner of Greek and Bay Streets. I believe that there will be an application for a Section 102 (an amendment to an approved DA) for whatever changes are planned. I have no further information at the moment, but will investigate.

The Ferry Trip

I forgot to mention in the last Bulletin that I was invited to a ferry trip, sponsored by the Glebe Chamber of Commerce, from Darling Harbour to the Olympic site, then a bus trip around the huge Bicentennial Park (yes, there is more than one park with the same name), a visit to the Aquatic Centre and a return bus trip. It was very interesting, as I had never been there before. It is likely that our part of Sydney will be affected by the impact of the Olympics, I hope for the better in the long-run. At the huge Aquatic Centre I saw some great recycling and litter bins and I have since asked and received a full catalogue from the manufacturers, based in Alexandria. I hope to persuade the Council, and perhaps the Grace Bros developers and places like Markettown to install such units, as they accommodate recyclable material very conveniently, and are very pleasing to look at.

Telstra Meeting

Ken Burgin and I met a Telstra sales representative a few weeks ago, to discuss the issue of telephone booths in Glebe, especially those in Glebe Point Road associated with the Main Street Project. When the "smart-card" is introduced next year, Telstra will start to install new phones and booths, but this is a very costly business.

These booths, called Boulevard, are in pairs, with one being accessible for disabled/wheelchair access or for people on crutches. The style is an open lower section, and a strongly anti-vandal top section, where it is difficult to leave rubbish. The colour could be either a deep burgundy, or the Library's Brunswick Green (above). Examples of this style, usually in burgundy, can be seen in George Street.

John Hoddinott

Traffic

I have been asked by Ms Sandra Nori MP, our State member, to act as her representative on Leichhardt Council's Traffic Committee. I was Sandra's rep for three years, 1988-91, until ill health forced me to step down. Sandra's recent rep, Cr Kris Cruden, has given up that post, as she is the newly elected Mayor. I am sure she has plenty on her plate with her new position on Council.

I am very happy to take up this job again, as traffic is one of the suburb's major considerations. Traffic has been one of my interests for years, and my background in aeronautical engineering has helped me.

If you have any traffic issues, please write directly to The Traffic Manager, Leichhardt Council, PO Box 45, Leichhardt, NSW 2040. Please send me a c.c., which I have just discovered stands for "carbon copy". (Who says that the Bulletin isn't a source of useless information?) The next meeting is on 6th December.

I hope over the next few months to explain to members why certain traffic issues are not under Council's control. This includes the hierarchy of roads in Sydney, where the RTA has supremacy, and other organisations have less power. For instance, Bridge Road and the Crescent are RTA roads. Glebe Point and Wigram Roads are not, and fall under Council's control. But traffic light phasing on the intersections of such thoroughfares will always favour the RTA roads. Such a system often favours private over public transport, just thinking about the roads mentioned above.

I will be able on the Committee to keep a very close eye on traffic issues concerned with the former Grace Bros site, the heavily parked area around 463/465 GPR, the new development in Hereford Street and the proposed change to the former YHA at 51 Hereford Street nearby. As well there are the Cook Street and John Fletcher developments, plus the renewed use of the top floor of the former Glebe Rowing Club as a licensed restaurant, in what will soon be a heavily parked area. My main personal worry is that, previously, Sandra's electorate did not cover Balmain, Lilyfield and Rozelle - that was when Dawn Fraser was the Member for Balmain. I am not sure how to deal with traffic problems in Balmain and Rozelle. If Glebe residents feel there are problems here, consider that most of committee's agenda relates to that other peninsular area. I believe that there is not enough roadside parking space in Balmain for the vehicles that live there. This is probably not yet true for Glebe, and there are more opportunities in Glebe for add-on garages, more than in Balmain. I will do my best.

John Hoddinott



Proposed Amendments to Local Government Act 1993 Community Land

The Glebe Society has joined several other urban conservation groups including the Total Environment Centre to propose amendments to the LGA following two court cases concerning the alienation of public open space by private developer.

The court cases involved Mosman Council, regarding the leasing of an area at Balmoral Beach, and Ryde City Council who was permitted to lease an area in Pryor Park for private use.

The judgement of these cases supported the developers due to deficiencies in the Act and a number of amendments have been proposed to the Minister by the group as follows:

- 1 Where a change or intensification of use of community land is proposed which will interfere with its values or public access, then such a change should not be based solely on the council's opinion. This requires an addition to the Local Government Act.
- 2 Plans of Management for community land should not override the zoning or the category of the land (for example, bushland, passive recreation). This requires a clarification of the Act, that no management plan can override or vary the zoning. Clearer, more detailed definitions and management objectives of what each category entails (as suggested by the 1991 Mant Report to the Department of Local Government) are required. "Community use" also needs better definition.

Aircraft and Glebe

In response to the Society's inquiry a reply was finally received from the Premier regarding whether or not he had said that he supported continued expansion of KSA. The Premier's letter replied: "I am concerned about the effect of noise levels on the residents of Sydney and will ensure my Government does all it can to meet the needs of the community, the aviation industry and visitors coming to Australia by air for the Sydney 2000 Olympics." Other comments in the Premier's letter include:

- that he is waiting for the outcome of the Federal Government review of KSA's capacity and,
- that the Prime Minister advises the review will have regard to the overall cap and current curfew arrangements, and capacity of other airports to cater for overflow.

2. Undertaken on behalf of the Coalition of Councils, Marrickville Municipal Council's legal challenge for a new environmental impact statement (EIS) for KSA was not upheld. KSA's expansion will increase its operation beyond operations declared and examined in the EIS of 1991. Marrickville and the rest of us would consider a new EIS appropriate in the circumstances.

3. The Coalition of Airport Action Groups CAAG met with the Tourism Council of Australia and the State Chamber of Commerce on 2nd October, resulting in a combined call for the building of a new international airport for Sydney by 2003.

4. Is the Sydney Morning Herald pushing for Holsworthy as the site for Sydney's next airport? Page 2, "News in Brief", on 23rd October, reported that the Federal Government will appoint an independent auditor to the EIS on the Holsworthy airport site but the Federal Minister for the Environment's media release says the auditor will work on the EIS for the proposed second major airport for Sydney - no site mentioned. The background information is that the Badgerys Creek site was nominated in 1985 then purchased for Sydney's second airport. However this year the new Federal Government made a decision to include Holsworthy defence site in the airport debate and

both it and Badgerys are subject a new EIS.

5 Take-offs to the north from the third runway commenced on 19th October. The Labor Government promised it wouldn't happen. How will the Liberal Government fare with its promise to cap KSA at 80 movements per hour? What about the curfew? Will it stay?



6. Readers may be interested to know what happens during the curfew at KSA. There was a total of 436 aircraft movements in the seven hour curfew between 11pm to 6am in the fortnight 12th to the 25th September. Averages per hour ranged from 1.8 to 7.7 movements (but people who live close to the airport who are affected by the noise of airport operations do not experience averages!) The 11pm - 12am hour was the busiest for curfew operations in the fortnight: nine nights experienced nine or more aircraft movements and one night experienced 16 movements. The fortnight total for this time was 108 movements. 2am - 3am had the least airport activity, recording 26 movements for the fortnight. Of course these figures do not reflect noise incidents related to airport jet engine warm-ups! All aircraft movements are directed to take place in and out of the airport over Botany Bay during the curfew. The following aircraft are permitted during the curfew: limited quota BAe 146 freight aircraft, propeller aircraft under 34 000 kg, jet aircraft under 34 000 kg complying with noise standards, limited international jet aircraft between 5am and 6am and emergency operations.

7. I would like to correct an error in the previous Bulletin article on Airports. Part of a sentence with information about the Society's submissions was omitted - thus making it incomprehensible. Here it is, in full: "We then added a comment that was outside the scope of the review: whilst some people call for an airport outside the Sydney Basin there is no supporting information or even a concept regarding land-transport infrastructure for such an airport. How many fast trains would it take to shift, for example, 700 passengers on one ultra-high capacity aircraft and how would the system be integrated with Sydney's rail and road network?"

Alison Mckeown

Report from Council

The views expressed by councillors are not necessarily those of The Glebe Society Inc

I am sometimes asked if Glebe is likely to experience the same problems as Balmain. The short answer is "no": the potential development sites in Balmain are larger and more numerous. Even if all the potential development sites in Glebe were to be redeveloped residentially tomorrow, the total increase would be less than occurred on the Glebe Estate in the 1980s, which caused no concern at all. There are large and increasing employment opportunities close by: Glebe commuters tend to use public transport (we could do with more of it!) and more of them walk to work than in any other part of the Municipality.

However, the development of "backlands" sites, especially between St Johns Rd and Wigram Lane, cause a great deal of heartache because the suburb is already intensively developed, and adverse impact on existing residents is almost inevitable. Glebe experiences more through traffic than Balmain (apart from Victoria Rd): residents are very sensitive to increases in traffic flow because they prize the times and places that are quieter very highly.

The wonderful centrality and accessibility of Glebe makes it vulnerable to being loved to death. Festivals such as the Mardi Gras have grown at such a rate it now causes serious disruption to peoples' lives. By contrast, on Nov 3, Glebe Chamber of Commerce organised an Indian Spice Fair in Foley Park. It was well organised and attended, with abundant good food and entertainment in which everyone could share. I went home laden with good things and satisfied with a relaxing day well spent. Thank you Ken Burgin, for restoring my faith in festivals!

News of Councillors

Cr Christine Bourne has been dismissed from Council. by the NSW Court of Appeal. There will probably be a by-election in February or March. Cr Larry Hand is in hospital and has been granted leave to the end of the year. Only two Glebe/Annandale councillors left!

Cr Neil Macindoe

New Bus Service

A Glebe Society's members, Russell Stewart, recently wrote to the State Member, Sandra Nori, with a suggestion for a bus service to the City along Pyrmont Bridge Road. Sandra Nori passed the suggestion on to the Minister for Transport, Brian Langton, and as a result, a trial is to be made of an alternative route to the city.

The Minister's response to Sandra Nori, which was forwarded to Russell Stewart, contains the following:

"State Transit advises that investigation of Mr Stewart's request has identified an opportunity to provide amore direct service from Glebe Point to the CBD. Research indicated that a significant majority of passengers boarded or alighted from Route 431 (Glebe Point - Millers Point via Broadway) services between Pyrmont Bridge Road and Mardet Street. As only a minority of passengers would wish to use a service which operated direct via Pyrmont Bridge Road and King Street the frequency which could be offered woul be much lower than existing Route 431 services. The proportion of Route 433 (Balmain - Millers Point via Glebe and Broadway) passengers who would wish to use a service along Pyrmont Bridge Road and King Street was found to be even lower than for Route 431.

However, the investigation has identified an alternative route for Route 431 services which should provide worthwhile travel time savings and be accessible to a much greater proportion of passengers. direct services to the CBD would operate express along St Johns Road, Wentworth Park Road, William Henry Street, Pier Street and Goulburn Street.

In order to test the viability of this option, State Transit is planing to implement a trial on a limited number of inward trips in the morning peak. If the trial proves successful additional trips will be altered to operate direct and a similar trial will be conducted for outward trips i the afternoon. peak. Outward trips would operate express along liverpool Street, Harbour Street, Pier Street, William Henry Street, Wentworth Park Road and St Johns Road. Provided that

there is sufficient demand for the direct services, State Transit envisages that inward trips in the morning peak and outward trips in the afternoon peak would alternate between the existing route and the more direct route. Mr Stewart would be able to utilise the direct service by joining buses in the Glebe Point Road rather than Wigram Road.

I believe that State Transit's proposal is likely to provide the benefits of a more direct service to a significant proportion of passengers with little disbenefit to those not able to use the direct service. Accordingly, I have requested that officers from State Transit contact your office to discuss arrangements for implementation of the trial, and look forward to your support for this innovative approach to improving public transport services.

Yours sincerely
Brian Langton

So, resident suggestions can make a difference!

*Resident's
suggestion
makes a
difference!*

For Your Diary**Friday 15 November, 8pm** - Glebe Music Festival concert at

Gleebooks - Early Brass Consort & Uni of Sydney Motet Choir

Saturday, 16 November, 8pm - Glebe Music Festival concert at

Margaretta Cottage, with Innominata Choir

Sunday, 17 November - Glebe Street Fair, and Music Festival

concert, 3pm, St Scholastica's Chapel

Sunday, 24 November - Christmas Party, corner of Catherine St &

Mt Vernon St

Sunday, 15 December - Sunday lunch, probable at British Lion

THE GLEBE SOCIETY inc.		Convenors of Sub-Committees	
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President		Aircraft	
Mavis McCarthy	9660 5119	Alison McKeown	9660 3917
Senior Vice President		Bays & Foreshores	
Vacant		Ian Edwards	9660 3240 (BH)
Junior Vice President		Children & Glebe	
Cynthia Jones	9660 2451	Penny Haslens	9566 4450
Immediate Past President		Diggers' Memorial	
David Browne	9660 0865	Max Solling	9660 1160
Secretary		Environment	
Jeanette Knox	9660 7781	Fiona Campbell	9660 0185
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Christine Whittemore	9660 7969	Traffic	
Helen Griffiths	9660 5548	Jeanette Knox	9660 7781
Christine Newton	9660 8349	Wentworth Park	
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Jan Macindoe	9660 0208		
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John Hoddinott	9692 0071		
New Members:			
Helen Griffiths	9660 5548		
Archivist			
Lyn Milton	9660 7930		

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 660 7781