

The

GLEBE SOCIETY

Bulletin

March/April 1998

A publication of THE GLEBE SOCIETY Inc Box 100 Post Office Glebe NSW 2037 Australia
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INTRODUCTION OF ANOTHER TRAFFIC CONDUIT FOR GLEBE

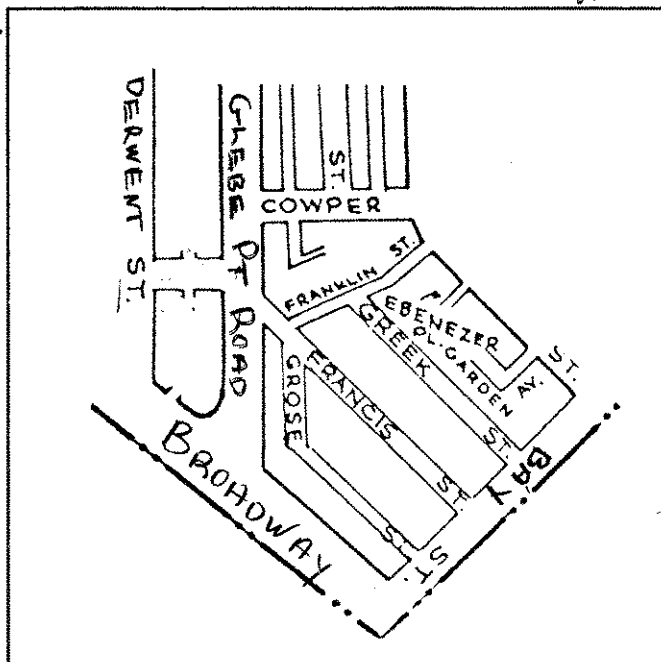
Following Council's December resolution to close Francis Street and so allow extension of Minogue Reserve across to *Badde Manners Cafe*, there has been a recent over-ruling of this decision which will convert Francis Street to one-way, from Glebe Point Road to Bay Street.

Council's revised decision followed representations from Walker Corporation, the developer of The Broadway Shopping Centre, to the RTA. The closure is to be subject to conditions by Cr Macindoe which will require monitoring of the traffic flow.

The saga of the deliberations regarding Francis Street dates back to 1990, when the Glebe Point Road Project group first recommended that Council extend Minogue Reserve across to *Badde Manners Cafe*; the group also provided a landscape design for the Reserve.

While the proposed closure meant that local visitors to the (then Grace Brothers) site would need to drive to the store by a different route, there were many benefits. Not the least of these was that the extension of the existing park area allowed the Reserve to front Glebe Point Road and so provided a dramatically more usable open space for sitting in the sun, for playing, for eating or listening to entertainment. (Ironically, at a public meeting on the proposals for the Reserve at the time, there was a car accident in Francis Street, indicating just how much the traffic in this street affected any potential ambience).

Agreement to an extension of the Reserve also allowed a safer play environment for children - and this is even more desirable now.



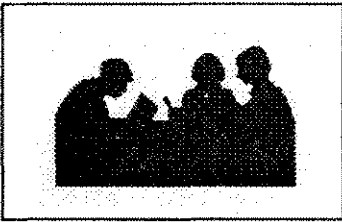
Enjoy your afternoon tea next to 431 cars an hour

An assessment of the traffic flow as a result of the new Broadway Shopping Centre indicates that, in the afternoon peak period, if Francis Street is kept open two ways there would be 431 car movements *every hour!* in and out of the intersection with Glebe Point Road. This is *as well as* the 664 vehicles which would pass the intersection every hour. And we would have a narrow corner of land alongside this traffic conduit that will optimistically be labelled as a 'recreation space for local people and visitors'.

... continued p 3

A 'CLAYTONS' DECISION ON THE FRANCIS STREET LANEWAY AND MINOGUE RESERVE

HIGHLIGHTS from the GLEBE SOCIETY MEETING 10 February 1998



Peter Forsyth Fund

The Society decided to make a \$200 donation to the Fund, to accompany Bernard Smith's *The Architectural Character of Glebe* inscribed by the President on behalf of the Society.

Boat Day Deferred

We had a meeting with the Dragon Boat people but decided, on grounds of cost, that we needed more time to publicise the Boat Day mentioned in the February Bulletin. The Day will *not* take place on 19 April - we will plan for a later date and will do further research on the best boats to use.

Light Rail

Further meetings have been held with local MLA Sandra Nori and technical experts to discuss the best means of moving people from the planned Lower Avon Road stop to Glebe Point Road (see article p 5). Sandra Nori will call a public meeting on this important issue for Glebe; we hope as many people as possible will attend - feedback is essential.

Progressive Dinner

We have now set a definite date for the Progressive Dinner - Saturday 4 July. Reservation forms will be in the May/June Bulletin, and if you would like to come please keep the date free as numbers are limited and reservations need to be returned quickly to be sure of a place. It was a popular success last year.

Bicycle Track

We understand that \$700,000 is to be spent developing a bicycle track from Balmain to the City.

Bulletin Advertisements

Anyone wishing to advertise an item for sale please contact Bulletin Editor, Bobbie Burke, or post your copy to Box 100 PO Glebe.

This will be a useful service for locals, and a good fund-raiser for the Society. We suggest \$20 for an average ad.

From the President

Recently I attended a gathering of people from community associations - Haberfield, Burwood, South Sydney, Woollahra, among others. We were there to discuss how community groups maintain vitality.

The evening was led by Professor Jenny Onyx from U.T.S., and the meeting was convened by the President of the Haberfield Association.

Many of us had similar issues: protection of heritage; public access to the harbour; working with local councils; how to get more members participating; how to involve people of different cultures; these were all discussed.

We learned that the sense of 'village' - people living and working together in a spirit of mutual trust - is alive and well. There are always lots of concerned people, just looking for a lead. Not to be bossed around, but to come in as partners, engaged in projects with clear goals capable of being achieved.

There is also a need for specific action plans - who agrees to do what, and by when.

Having the dedicated few who try to do everything is not only exhausting for them, but ultimately no good for the vitality of the organisation. We need to share ideas and resources with other organisations like ours.

From time to time all organisations need to step back and re-focus, and ask the questions:

"Who are we?",
"Why are we here?",
"What do we want?",
"What (or who) is stopping us?",
"How do we get there?",
"Who will do what?... By when?"

This is something I look forward to our Management Committee doing soon.

Russell Stewart

All correspondence to Society contact people
should be sent c/-
The Glebe Society Inc Box 100 Glebe 2037

Given the current Saturday morning chaos around the Cowper Street intersection, it is hard to imagine there would be any movement *at all* in Glebe Point Road if 431 cars were attempting to move in and out of The Broadway Shopping Centre using what is no more than a narrow laneway. Cars would simply sit, idling, pumping out exhaust fumes.

Joint Society and Chamber support

With the development of The Broadway Shopping Centre, both the Glebe Society and the Chamber of Commerce, as well as the local Precinct Committee, made proposals to Council to close the Francis Street laneway and allow extension of Minogue Reserve. With the large scale commercial nature of the Broadway development, an additional benefit would be that the park would create a breathing space and would buffer the very different character and appeal of the small businesses along Glebe Point - and keep this 'Glebe' character intact.

Many other arguments have been put forward supporting the closure, including minimising the already busy Glebe Point Road traffic and increasing the safety of children at the local school - not to mention the provision of a safer open space in one of the most built-up areas of Sydney.

For residents or visitors either Parramatta Road or Wentworth Park Road provide an easy route to The Broadway Shopping Centre, and Council has consulted residents and has proposed workable solutions to minimise through-traffic in local streets. A traffic study by an independent consultant also found that closing Francis Street would cause no problems for other exits from the development. However, Walker Corporation recently provided revised figures for the traffic flow which were higher than the original estimate.

Given the problems of keeping Francis Street and benefits of closing it, why would anyone want to keep it open?

It appears that some proprietors along Grose Street are concerned that anyone missing the rear entrance to their business will need to drive around the block if Francis Street is closed. Other proprietors are mindful of the advantages that improved recreational space and the pedestrians attracted to the park will bring. Walker Corporation has hypothesised that keeping Francis Street open will allow secondary trading - however in his submission to Council, Roger Mackell from Gleebooks stated "...in fact major traffic jams up and down Glebe Point Road can only hurt Glebe businesses".

But the chief objection has come from Walker Corporation. In their full page advertisement in *The Glebe and Inner Western Weekly* (29 October 1997) they say: "We also don't believe increased traffic will be a problem - not with 1800 car spaces. ... After all, shopping centres are only attractive if access is quick and easy. Keeping Francis Street open will achieve this". In contradiction to the findings of the traffic study, they claim that "... closing Francis Street, on the other hand, will force more traffic on to our residential streets".

Looking at Council's proposed traffic routes for the area, it is hard to see where this could happen. It is also hard to envisage how the narrow laneway which is Francis Street could possibly relieve a burden of 1800 cars - or 12,000 car movements a day, as estimated by Council.

The latest decision for a one-way access from Glebe Point Road provides answers for no-one.

Fiona Campbell

NEWS FROM THE LIBRARY



Preschool Storytime at Glebe Library

Stories, songs, films and craft - every Tuesday at 11 am
- contact Kathleen for details 9367. 9266

Recent Acquisitions - Ask at the Library Enquiry desk.

The Library now has a small slide viewer which will allow easier access to the slides of Glebe houses in the Bernard Smith Collection. It also has a television set, a video recorder and headphones which will enable members to watch a video in the library, or preview a video before borrowing.

The Sands Directory and more genealogy resources will soon be available.

REPORT FROM COUNCILLOR MACINDOE

The death by stabbing of Constable Peter Forsyth, and the injury of another officer from Glebe Patrol in nearby Ultimo, is a warning to us not to become complacent about security in the area. Both these officers attended a workshop on Juvenile Crime Prevention with me at Glebe Youth Centre for several months, and both were active in assisting youth in Glebe. The proximity of the Casino helps to attract people involved in drugs and prostitution.

Members will have read in the local press of a donation by my brother

Hugh to assist the children and youth of Glebe through the purchase of the most up-to-date CD ROMs. The first purchases, the complete *National Geographic* and the *Encyclopaedia Britannica*, will be installed at Glebe Library shortly.

The Heritage Council is in the process of negotiating a solution for *The Abbey* site in Bridge Road that preserves both the single-story cottage *Hamilton* and the two-storey *Reussdale*. The trade-off would be the development of two function centres, in addition to *The Abbey* restaurant.

The first stage of *The Broadway Shopping Centre* will be open shortly. Delays in construction mean the pedestrian plaza and ramp will not be complete in time for the opening. Because of objections by the RTA, Francis Street will have a single lane one-way, leading from Glebe Point Road into the car park only. Council will support local MLA Sandra Nori in her efforts to close the street completely to protect pedestrians and increase open space.

Mr Leon Fink (the owner) is proposing a rezoning for the *Hardy's Timber Yard* site (461-465 Glebe Point Road) that requires the demolition of the studios on the Bay, and high-rise residential development. The Director of Environmental Management, Stuart McDonald, has indicated his dissatisfaction with the proposal. My own view is that it is possible to provide public waterfront access, preserve some studios, and have acceptable residential development, but that achieving these objectives requires goodwill and a willingness to negotiate on the part of the owner. I have also requested Council's Cultural Planner, Anne Martin, to investigate the use of the three ferries moored in Rozelle Bay for artists' studios.

Council has held a series of workshops on various aspects of the new *Draft Town Plan*. Some have been well attended and many changes have been proposed. I am concerned that other workshops have attracted less interest, and I have suggested that these be reheld to encourage wider participation. I suspect that increased working hours are making it more difficult for residents to take part in Council's consultation process. Please do not hesitate to contact me - phone 9660. 0208 fax 9660. 8520 - if you have views on any aspect of Council policy but are too pressed for time to attend a meeting or commit your thoughts to paper.

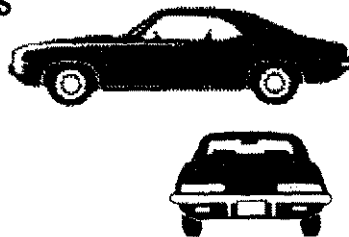
Neil Macindoe

ABANDONED CARS

Last year I was able to report about one abandoned car per month. It would be useful if Society members could keep an eye out for cars which have perhaps been dumped, or are out of registration. This applies to interstate cars too. This municipality has dozens of cars reported every month, overall.

The procedure is to note the car's number plate (if still on the car), the registration date, the make, colour and if possible the model. Ring Council on 9367. 9222 and say that you wish to report an abandoned car. A Council Ranger will check the car's status with the police and if appropriate will put a notice on the windscreen.

I had thought that the cost of removal was at ratepayers' expense, but a Council Officer



has told me that the salvager pays for removal, and then can use the car as a source of spare parts. Hence the only 'cost' to us is the temporary loss of a parking space. I have found that often a notice will be on the car on the same day it is reported, as Council is anxious to have these obstructions removed as soon as possible.

One area which seems to have more than its share is near the tennis courts, that is, around St James Avenue, John Street and Clare Street, near the old Library.

John Hoddinott

Due to ill-health, John was unable to prepare a Planning Report in this month's Bulletin - he sends his apologies.

TEN YEARS DOWN THE TRACK ...

The Glebe Point Road Steering Committee lives on ...

You may have noticed the new work at the intersection near the Post Office, along with the trees that have been planted in the 'front end' of Glebe Point Road, from Broadway to Mitchell Street. After three public meetings to consult on replacement tree species, these changes represent early work on implementation of the 'Main Street' plans for Glebe Point Road - after the very grand opening of the Jubilee Fountain by the Governor.

The trees being planted are a mix of a species of poplar that has minimal suckering (for the people who were passionate about keeping the poplars and the their particular form) and a variety of other trees, which can be described as 'rainforest' species.

Great thought and effort has been given to where new trees are to be planted, and which of the existing poplars are to be removed. Priority will be given to those that are very badly diseased (some that have been pruned in the past look as if they have been cut in half - not a good shape for a poplar); others are so badly rotted that potentially they could topple.

The rejuvenation along the Road will include bus shelters, seats and bins. The Steering Committee met on March 12 and a Street Furniture sub-group has been formed to make recommendations on available furniture. Installation of new street furniture across the municipality is being considered by Council as part of a negotiated contract - advertising space will be provided in bus shelters in exchange for the street furniture.

After renewing a proposal to Council for a noticeboard for Glebe Point Road (the first design/proposal was put nearly a decade ago), the new furniture may also include one or more noticeboards, and so we may soon be able to keep the general community up to date on what's happening.

"The trees being planted are a mix of a species of poplar that has minimal suckering (for the people who were passionate about keeping the poplars and the their particular form) and a variety of other trees, which can be described as 'rainforest' species."

Following a presentation of ideas for artwork and suitable locations on the Road which was put to some

80 people at a meeting at the Valhalla Cinema last year, Anne Martin, Council's Cultural Planner, has been liaising with the community and local artists. Some work is in the pipeline for this year.

The Steering Committee welcomed a new representative from Council, Vince Caccavo, who will assist Vince Cusumano in supporting the Committee. In addition to the Society, the Chamber of Commerce, Precinct and Department of Housing reps, Mathew Taylor, who provided the Management Plan for the Road, has continued to contribute his time to meetings.

We look forward to things happening.

Fiona Campbell

LIGHT RAIL -

The latest on "the stop"

Several community groups have joined with the Society in seeking a better access from Glebe Point Road to the proposed Lower Avon Street light rail stop.

As foreshadowed in the February Bulletin, I organised a meeting with other community groups which was held in the office of Sandra Nori MLA on 10 March. The meeting was attended by Ms Nori, the Glebe Chamber of Commerce represented by the President (Shaughn Murphy), Precinct 13 (Chris Newton), and the Department of Transport (Trevor Townson). I represented the Society.

There was general agreement that we should work together to develop a solution which could be put to a community meeting. The Society's escalator proposal was discussed, and it was agreed that I should organise a meeting of technical experts to ascertain its feasibility.

This meeting took place on the site of the proposed stop on 17 March.

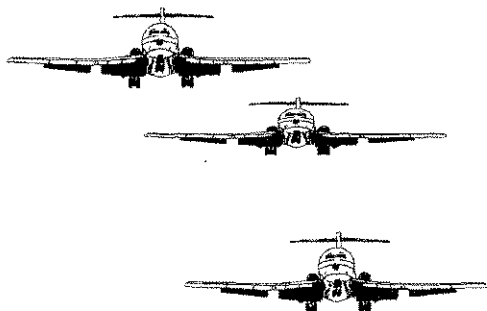
Leichhardt Council was represented by David Trebilco, the Department of Transport by Trevor Townson, and the Sydney Light Rail consortium by Tom Pinzone of the engineering firm, Gutteridge Haskins and Davey (GHD).

The meeting discussed both the above-ground escalator and Alison McKeown's suggestion for a lift located near the tunnel entrance. The lift was ruled out because of the difficulty of access from the narrow right-of-way in front of the Lombard apartments. However there appear to be no significant technical or environmental difficulties with regard to the escalator, and in fact GHD has already studied this option.

The results of the technical meeting will now be reported to the participants in the earlier meeting and to local councillors. Hopefully a proposal will emerge which has the backing of all community groups.

Bruce Davis

"THIRTY-FOUR MILLION PASSENGERS AND 386,500 AIRCRAFT MOVEMENTS..."



The Society is vehemently opposed to KSA being the only airport for the Sydney region! KSA's curfew and the cap of 80 movements per hour must remain. There must not be a fourth runway at KSA, or 87 movements per hour, or dispensing with the curfew (which rather should be tightened) or any further expansion of KSA in any other form that could be devised.

The Glebe Society's submission to the Badgerys Creek Draft Environmental Impact Statement is about the twelfth that has been forwarded by the Society to relevant authorities on the subject of Sydney Airports since 1989. Abbreviations used in this article are as follows:

BCK Badgerys Creek Airport.
EIS Draft Environmental Impact Statement for Badgerys Creek Airport.
KSA Kingsford Smith Airport.

The EIS's tentative comments about the role of Badgerys Creek Airport contrast with its glowing presentation of KSA: big, expanding and the focus of so much development finance! There is no mention of KSA's inefficiency; of planes in holding patterns for an hour before they can land on busy Friday afternoons.

Concerns for the Inner West

Inner western Sydney residents should be concerned about the following EIS comments as they are indicators of potential, further expansion of KSA.

"...the theoretical capacity of Sydney Airport is up to 87 movements per hour. Therefore removing the cap (of 80 movements per hour) would be unlikely to have a major effect on airport capacity.

"... The potential effects of operating a no curfew airport in Sydney were examined as part of the environmental assessment... The analysis showed that about seven percent of total flights might occur during the curfew... Consequently, removing the curfew at Sydney Airport would have only a minor effect on its overall capacity."

Political promises are largely the 'safeguard' against KSA's expansion. The EIS says "Government policy does not allow the operator of Sydney Airport to undertake major infrastructure developments that would increase the runway capacity of the airport".

The EIS (7.3.2) has three scenarios for Badgerys Creek Airport development:

- Forecast 1: overflow from KSA.
- Forecast 2: developed to 10 million passengers by 2006 and the focus of airport growth from then on.
- Forecast 3: similar to (2) but with more international flights directed there.

Thirty-four million passengers and 386,500 aircraft movements are forecast to be shared between both airports by 2006. By 2016 the number of passengers at both airports is forecast to be 49 million and aircraft movements 482,000.

Ten years have lapsed and the lack of co-ordinated airport planning in the three tiers of government is reflected in the EIS. For example there is the encroachment of housing development at BCK during the 1990's - under 'Local Planning' the EIS comments (10.4.3):

"... these local planning controls are constantly subject to review, especially when local councils become convinced of the merits of a particular proposal, notwithstanding inconsistencies with existing planning controls."

On the other hand (as I understand it) the Federal Government's recent proposal that BCK might be increased by an additional 1200 hectares is at odds with Liverpool Council's 1997 Local Environmental Plan that dealt with the airport's original size - 1770 hectares.

Some Criticisms of the EIS from the SMEC

The Snowy Mountains Engineering Corporation Australia Ltd auditor's report has many criticisms of the EIS, including:

- The project definition is too broad.
- The environmental consequences of doing nothing is not addressed.
- The air quality approach was reasonable but there are better meteorological data and modelling; in particular the airshed model developed for the Metropolitan Air Quality Model should have been used.
- Hazard and risk was based on 245,000 aircraft movements, not 360,000 movements as was required.
- The interaction of flight paths between KSA and BCK was not assessed.
- The tough old chestnut, 'cumulative impacts' is not addressed, *and*
- There is no identification of how the two airports could operate together to minimise aircraft noise in Sydney.

The Society's Response to the EIS

Regrettably, as there are no fairies at the bottom of the garden or alternatives to BCK, the Society's responses to the EIS are thus:

- The Australian economy is being adversely affected by the failure to have a modern, efficient, 24 hour airport in Sydney. Mr. Graham Larcombe from the National Institute of Economic and Industry Research made the following comments on ABC TV *4 Corners* program on the 2nd March, 1998:

"There will come a time very soon when we realise that the cost we are paying of having a one airport system in Sydney is just too high and we will need the second airport. . . we have lost valuable time, in an economic sense we have lost time and in an environmental sense we are also losing time...."

"At the overall level I think everyone is agreed that a second airport in Sydney was required and is overdue and that is for economic reasons, social reasons and environmental reasons."

The Society would agree with other comments made by Mr Larcombe in regard to halting the power of vested interest groups to obstruct a second Sydney airport and bringing to an end the continuing, undermining political opportunism that impedes development of the second airport.

- Greater Western Sydney is the same size as Adelaide. Adelaide makes good use of its airport. Liverpool City Council has been consistent in its request for the airport and the ensuing employment opportunities for the region.
- Airports need proximity to the region that they serve. BCK is the last remaining site in the Sydney Basin.
- It is time to build BCK as Sydney's second airport and commence planning a third airport for the Sydney region, to be located outside the Basin.
- The Society rejects the do-nothing scenario. It is vehemently opposed to KSA being the only airport for the Sydney region!
- KSA's curfew and the cap of 80 movements per hour must remain. There must not be a fourth runway at KSA, or 87 movements per hour, or dispensing with the curfew (which rather should be tightened) or any further expansion of KSA in any other form that could be devised.
- The 'shoulder' time in the curfew at KSA, 11 pm - 12 am, 5 am - 6 am should be abandoned and flights be immediately directed to BCK.
- The flight paths from both airports must not result in KSA returning to predominantly north-south operations.
- BCK flight paths need to yield to a priority for protection of the quality of Sydney's water stored in Warragamba Dam.

Thirty-four million passengers and 386,500 aircraft movements are forecast to be shared between both airports by 2006.

By 2016 the number of passengers at both airports is forecast to be 49 million and aircraft movements 482,000.

- Badgerys Creek airport elevation will be 80 metres above sea level and would have a higher elevation than some of the suburban areas beyond. With the airport becoming operational that elevation should be of some advantage.
- BCK must not be permitted to expand to four parallel runways (EIS 9.6.1). The limit on BCK's capacity must be established now, after which a third airport will be required.
- The Federal Government is requested to make a special grant of funds to facilitate early provision of rail transport to BCK. BCK must be minimally car dependent and rail access would provide an important form of assistance to reduce Sydney's urgent air pollution problems.
 - Ground running of jet engines at BCK must be noise buffered.
 - BCK should recycle its grey water on site.
 - To combat air pollution the NSW Government will need to ensure that its rhetoric regarding increased Sydney public transport becomes a fact.
 - If there are to be preferences among the options for development of BCK the best guess might be:

- (EIS 7.3.2) BCK Forecast 2 or 3 but *not* Forecast 1 - which is that BCK would only be an overflow airport.
- (EIS 9.3.1) Option B*, if B is the one required to provide for Forecast 2 or Forecast 3.

The master plan, Option B, is for a bigger site, two NE/SW runways and an additional 2,500 km NW/SE runway. However later expansion of Option B to four parallel runways (EIS 9.6.1) is rejected; a third airport will be required by then. [All three Options can be referred to in the copy of the EIS at the Glebe Library.]

It is a concern that the relationship between KSA's and Option B's operating flight paths is unknown.

The Glebe Society can only say it is regrettable that BCK's development did not proceed in 1989. The compromises that now have to be made with regard to aviation are now much harder for all concerned. The Society commends all those who fought the spirited, intelligent battle against the third runway at KSA - now the battle against continuing KSA airport expansion. The Society will here take credit for its own early response and its vigorous, sustained participation in that battle.

Individuals may also make submissions before 30 March, and responses for or against will probably be counted.

Send your submission to:

Second Sydney Airport EIS
Environmental Assessment Branch
Environment Australia
Locked Bag 42, Kingston ACT 2604.
Fax: (02) 6274 1914.

Alison McKeown

An article under this headline, accompanied by a map, appeared on the front page of the *Sydney Morning Herald* of March 10.

This latest plan envisages the amalgamation of the City West Development Corporation, Darling Harbour Authority and Sydney Cove Authority

This is not the first time that the State Government has made noises about control of publicly owned land, but on this occasion, it seems to be going further by planning to take over privately owned sites of 'State significance'.

One of the sites on the map, marked with a small black square, was labelled 'Blackwattle Bay', and the blue disc on the label indicated that it was an industrial site. I rang the Department of Planning and Urban Affairs, but was unable to obtain any further information about it.

When the City West Development Corporation announced its intention of taking over the planning authority for the foreshores from local councils, I submitted an objection on behalf of the Society - but it made no difference.

CARR TO WREST PLANNING CONTROL OVER PLUM HARBOUR SITES

and, if carried through, would prevent the Federal Government selling Defence Department land.

What puzzles me is the lack of any apparent response from our economically rationalist Federal Government. I can't imagine them giving up anything without a fight. Perhaps they think the threat is not serious or - if they expect to earn \$45 billion from the sale of the rest of Telstra - that they can afford to give up the land.

The citizens of Sydney can only hope that the State Government can carry out its plans. It is a situation that needs to be watched very closely.

Ian Edwards

THE MICE OF MORESBY

The President of the The 55/53 Australian Infantry Battalion Association (The "Mice of Moresby") wrote to the President of the Society to advise that his Association has recently donated to Glebe Branch Library, for safe keeping, a cabinet containing much of its service memorabilia.

The war and peacetime service of the 53rd and 55th Infantry Battalions, with separate identity, and then as a linked unit, was spread over a period of thirty years until disbandment in 1946.

Many of the men who served with the unit lived in Glebe and surrounding areas. The 'resting place' at the Library also ties in with other local connections, such as the Association's church, St. John's, where unit colours and

banners have been 'laid up', and the Forest Lodge Drill Hall where many 'signed up' for service.

The formal handover of the memorabilia cabinet to the Mayor of Leichhardt will take place at **3.00 pm on Friday 24 April** at the Glebe Library to coincide with its first anniversary celebrations. The Association will present a small display covering its history, and afternoon tea will be provided by the Friends of Benledi and Glebe Library.

All are invited to attend this significant occasion of community interest.

Please RSVP by
Tuesday 14 April to:
Margaret Whittaker
Glebe Librarian
ph: 9367. 9262

NEWS FLASH !

Sydney Morning Herald
20 March 1998

A report recently released concluded that ever-increasing air traffic at KSA could make the current noise-sharing arrangements between EW/NS runways unworkable.

KSA's capacity will soon reach saturation point. Use of the EW runway would have to be cut, as the airport can achieve maximum numbers of planes using the two NS runways.

The Glebe Society has been acutely aware of this possibility all along, and has expressed doubts in its submissions to the long term operating plan.

Alison McKeown

[This item should be read in conjunction with the report on the Badgerys Creek EIS on pages 6/7.]

For Your Diary ...

Tuesday	14 April	Glebe Society Management Committee Meeting 7.30 - Benledi community room - Glebe Library
Sunday	19 April	Society Lunch - all welcome 12.30 - Nags Head Hotel
Sunday	19 April	Boat and Picnic Day Deferred Blackwattle Bay Park
Friday	24 April	"Mice of Moresby" - Handover of Records 3.00 pm - Glebe Library (see article p 8) RSVP needed
Monday	27 April	Oral History 6 - 7.00 pm - Leichhardt Library (see below)
Tuesday	28 April	Leichhardt Council Meeting 7.00 - Council Chambers
Wednesday	29 April	Society of Australian Genealogists 6 - 7.00 pm - Balmain Library (see below)
Thursday	30 April	Family History Seminar 6 - 8.00 pm - Glebe Library (see below)

ADVANCE NOTICE

Friday	8 May	First Anniversary Party - Friends of Benledi 7.30 - 9.30 at Benledi - see below
Sunday	17 May	Book Fair Glebe Library
Saturday	4 July	Progressive Dinner

THE FRIENDS OF BENLEDI AND THE GLEBE LIBRARY

Among its many aims, the Friends Group lends community support to the maintenance of Benledi and to the Glebe Library and its activities. We apologise for the fact that dates given in the February Bulletin for the Party and Book Fair were incorrect. Below are further details of coming events organised by the Friends; dates are also in the Diary above.

- There is a cost of \$30 per person for the First Anniversary Party on 8 May. Please phone Marie Mackie 9552. 4227 or Ros Wheeler 9660. 7430 for tickets.
- Friends will be selling second hand books at the Book Fair on 17 May. All proceeds will go to the Glebe Library.

HERITAGE WEEK ACTIVITIES

- 27 April** Oral History - Leichhardt Library, Cost \$2 per person
5.30 - 6pm Refreshments
6 - 7 pm Talk by Rosemary Block from the State Library
- 29 April** Society of Genealogists - Balmain Library, Cost \$2 per person
5.30 - 6pm Refreshments
6 - 7 pm Bronwyn Layton from the Society
will discuss records of the St. Joseph's Building Society
- 30 April** Family History Seminar - Glebe Library, Cost \$15 per person
5.30 - 6pm Refreshments
6 - 8pm Margaret Penson,
Local Studies Librarian, Leichhardt Council

Notice Board

Membership fees for Friends of Benledi and Glebe Library are:

Individual: \$10

Concession: \$7

Organisational: \$25

Application forms are available at the Library.

Classified Advertisements

The Bulletin will publish details of items for sale from members. Donation \$20 to the Society. Send your copy to Box 100 PO Glebe before the deadline.

The Historic Houses Trust of NSW has produced an Exhibition Calendar for 1998. Showing at the Museum of Sydney until 19 April is:

An Exquisite Eye: Australian Flora and Fauna Drawings

1801 - 20 of Ferdinand Bauer

The 64 original drawings in this exhibition were drawn on Bauer's voyage with Matthew Flinders on the *Investigator* around Australia between 1801 and 1803.

The drawings are from the collections of the Natural History Museum in London.

HABERFIELD: DISTINCTLY AUSTRALIAN

A past President of both the Ashfield District Historical Society and the Haberfield Association, Vincent Crow, has written the history of Haberfield.

The book covers topics such as gardens, housing, nationalism, residential subdivisions, community organisations and public buildings. Useful appendices include a Chronology of Significant Events.

The book recently been published and launched by Ashfield Council. It is available from various bookshops, including that at the State Library.

The Society's Archivist, Lyn Milton, needs a copy of the minutes of the Society's Management Committee from August 1985 - 1987.

If you can help, please phone Lyn on 9660. 7930

Precinct Meetings

Glebe Point

1st Wednesday each month
7.00 pm - Toxteth Hotel Meeting Room
Contact: Christine Newton: 9660. 8349

Forest Lodge

Last Saturday each month
5.00 pm - Glebe Neighbourhood Centre
Contact: Lucky Comanos: 9660. 6577

The Glebe

4th Sunday each month
10.00 am - Glebe Neighbourhood Centre
Contact: Peter Wright: 9566.2018

DISCLAIMER

Individual views expressed in this Bulletin are not necessarily those of The Glebe Society Inc.



GLEBE NEIGHBOURHOOD CENTRE

at the Glebe Town Hall
160 St Johns Road, Glebe

The Centre's range of activities for the first term of 1998 include classes in the following:

Arabic Drumming	Life Drawing
Belly Dancing	Martial Arts
Drawing	Meditation
English for Migrants	Pottery
Languages -	Singing
Spanish, French and	Writing
Russian	Yoga
Latin American Dance	

Many community Support Groups meet regularly at the Centre, which also hires its rooms and halls and pottery studio at community rates.

Phone 9660. 8134, fax 9660. 8022 for more information, or call in for a detailed brochure.



SUNDAY LUNCHES

We got off to a good start with thirteen people lunching at the Toxteth Hotel Bistro last month - and are aiming to do even better on Sunday 19 April (third Sunday this month, because the second Sunday is Easter) at the Nag's Head Hotel, on the corner of St Johns Rd and Lodge Street.

Any suggestions for future venues - preferably BYOs - would be welcome. Please ring me on 9660. 3240 ASAP, as it makes it easier to book tables.

Ian Edwards

The Glebe Society Inc

MANAGEMENT COMMITTEE

President

Russell Stewart phone: 9660. 8324
fax: 9660. 6582

Senior Vice-President

vacant

Junior Vice-President and

New Members' Contact

Cynthia Jones 9660. 2451

Immediate Past President

Mavis McCarthy 9660. 5119

Secretary

Christine Stewart 9660. 8324

Treasurer

Penny Haskins 9566. 4450

Committee Members

John Cody 9692. 9384

Ted McKeown 9660. 3917

Christine Newton 9660. 8349

Marianne von Knobelsdorff 9692. 0916

CONTACTS:

Bulletin Editor

Bobbie Burke 9692. 0343

Membership List

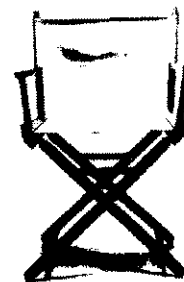
John Sleeman 9692. 9507

Archivist

Lyn Milton 9660. 7930

Historian

Max Solling 9660. 1160



SUB-COMMITTEE CONVENORS

All convenors are *ex-officio* members of the Management Committee

Aircraft

Alison McKeown 9660. 3917

Bays and Foreshores

Ian Edwards (BH) 9660. 3240

Children and Glebe

Penny Haskins 9566. 4450

Diggers' Memorial

Max Solling 9660. 1160

Environment

Christine Whittemore 9660. 7969

FRROGS

Roberta Johnston 9552. 3248

Light Rail

Bruce Davis 9660. 7873

Planning, and Harold Park

John Hoddinott phone: 9692. 0071

fax: 9518. 9218

Traffic

Jeanette Knox 9660. 7781

Wentworth Park

Judy Vergison 9692. 9200

The Glebe Municipal Library, cnr Wigram and Glebe Point Rds. is open as follows:

Monday and Wednesday 9.30 am - 8.00 pm
Tuesday, Thursday
and Friday 9.30 am - 5.30 pm
Saturday 9.00 am - 12 noon

Phone: 9367. 9262 Fax: 9518. 9483

The Local History Collection includes books, maps, newspaper cuttings, Council publications, etc. relating to the Leichhardt Municipality.

**Membership of
THE GLEBE SOCIETY INC.**

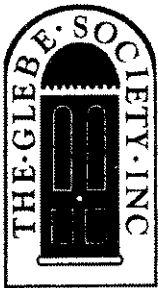
Ordinary	\$30
Concession:	
Student/Pensioner	\$15
Institution	\$30

Write to Box 100 PO Glebe 2037
or phone Jeanette Knox 9660. 7781

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224 Bridge Road
Glebe NSW 2037



The **GLEBE SOCIETY** Inc

Box 100 Post Office
Glebe 2037

GLEBE CHAMBER OF COMMERCE

The Glebe Chamber of Commerce meets on the last Wednesday of each month, at the meeting room in the Toxteth Hotel.

If there is any matter you would like to bring before the Chamber, you are invited to contact:

Gay Kalnins (Secretary)
ph: 9552. 1546; fax: 9552. 1714

and arrange to come to a meeting.

DEADLINE

for copy for the
next issue of The
Glebe Society
Bulletin is
20 April.

Please send to Box
100 PO, Glebe,
or 32 Lombard
Street Glebe