

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 1 OF 1990

FEBRUARY

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CO-ORDINATED PLANNING IN ACTION Peter Strickland

In March 1989 a State Government Cabinet Sub-Committee was appointed to oversee preparation of a Regional Strategy for the Pymont, Glebe Island and White Bay areas and the area from Central Railway Station to Everleigh. The Department of Planning is responsible for preparing a planning strategy for which the short term objective is the identification of options for the area under consideration.

The department has established an advisory committee (Section 22 under the EPA Act) to which I have been appointed as the community representative for Leichhardt Municipality.

The Committee has met twice so far and another meeting is planned before a set of options is presented to Cabinet at the end of February 1990. However, the opportunity for resident input goes beyond the formal meetings and there is a real chance that many of the concerns raised by the Society in recent years are now clearly on the political agenda.

The driving force for preparing an overall planning strategy is that some very large areas - Pymont White Bay, Glebe Island, and Harold Park - will become available for re-development on a massive scale. What happens in these areas could have a major impact on the lives of people in Glebe. Traffic is seen as one of the major problems and the use of existing goods lines for passenger transport is being given close attention.

The Society's preference for light



rail has been clearly stated and it now seems that the Minister for Transport, Bruce Baird is starting to see the benefits of such a system. His recent overseas trip included a ride on the London Dockyards light rail system.

Light rail is the economically sensible option and should become even more viable when the potential catchment includes new residents and workers in the areas to be developed. Possible locations for stations in the Glebe area are:

- . near Fish Markets
- . Glebe High School
- . Glebe Point Rd/Ferry Road
- . Harold Park
- . North Annandale near Johnston Street

Redevelopment of Pymont Point is just not going to be viable unless the area is able to be served by an efficient and attractive public transport system. The objective should be to attract more than 100 per cent of the new traffic generated off the streets and onto public transport.

Ferry services are also being looked at. There are opportunities for a range of destinations which should help make a service for Glebe residents viable.

GLEBE LOCAL AREA TRAFFIC MANAGEMENT STUDY
FINAL REPORT

In case you missed the notice printed in the Glebe of 31 January, we reproduce it here:

The relocation of container handling from Glebe Island is likely within about five years - about the same time as the construction of the new Glebe Island bridge and associated roadworks such as the dreaded slip road that was designed to get container trucks on and off the high level bridge. The design of the bridge was based on assumptions of continued need for container access to the arterial road network and not much local traffic in the Pyrmont and White Bay areas. One major benefit of the planning process to date is that the RTA is now reviewing its plans and the options of a low level bridge, retention of the old Glebe Island bridge and relocation of access is being considered. The easy option for the RTA will probably be to continue with the high level design but the final decision will be a political one taken at Cabinet level.

The Rozelle Bay Marina is within the study area and I have said that it should be reconsidered in the context of other potential changes in the area. Specifically, elimination of the container slip road should remove the need to fill in part of the bay and changes on the Glebe Island side give opportunities for locating a marina so that everyone wins. The people of Annandale could gain the open space they need and traffic impacts on local residents could be minimized.

The open space potential is for continuous public access from the Fish Markets, around Glebe, White Bay and along to Cameron's Cove in Balmain.

Land use options for the areas within Leichhardt municipality are seen to be a combination of residential and some form of commercial/industrial in the areas least suited for residential use such as the northern shore of Rozelle Bay and near to major roads. Leichhardt Council's planning and design controls should apply to any major new development.

The effectiveness of this planning process will be seen if the end result is the dropping of existing plans that are now longer relevant and the adoption of new plans that show vision and respect for the the needs of people who are already living here.

MUNICIPALITY OF LEICHHARDT

Glebe Local Area Traffic Management Study Final Report

Council is in receipt of its Traffic Consultant's Final Report regarding the Glebe Local Area Traffic Management Study and has resolved to advertise the report's proposals.

Copies of the Final Report inclusive of plans for recommended traffic management within Glebe will be available for perusal at the following three locations from 8th February, 1990.

- (i) At Glebe Town Hall, 180 St Johns Road, Glebe.
- (ii) At Glebe Library, 191 Bridge Road, Glebe.
- (iii) At Council's Engineering Department, Administrative Centre, 7-15 Wetherill Street, Leichhardt.

Additionally, public meetings have been arranged to ensure all residents are given the opportunity to discuss the study with the traffic consultant and Council's officers. The meetings, to be held in Glebe Town Hall, will be conducted as follows:

- (i) On Monday, 12th February, 1990 commencing at 7.30 pm, FOR RESIDENTS LIVING NORTH OF BRIDGE ROAD ONLY.
- (ii) On Wednesday, 14th February, 1990, commencing at 7.30 pm, FOR RESIDENTS LIVING SOUTH OF BRIDGE ROAD ONLY.

Council would appreciate your comments on the traffic consultant's recommendations. Written submissions will be accepted by Council until 9th March, 1990.

Council's resolution to advertise the Glebe Local Area Traffic Management Study should not be regarded as an indication of Council's support or otherwise for the recommendations made in the study.

A. W. WOODWARD,
Town Clerk

Administrative Centre,
7-15 Wetherill Street,
LEICHHARDT, NSW, 2040

2000704

Have a look at the report.

Attend the appropriate meeting at Glebe Town Hall -

Monday 12 February if you live NORTH of Bridge Road

Wednesday 14 February if you live SOUTH of Bridge Road

These meetings will provide an opportunity for you to have queries answered.

Further submissions can be made in writing until 9 March.

Copies of the recommendations will be available at the meetings

NO THIRD RUNWAY SUBCOMMITTEE

Alison McKeown

Here is a list of dates concerning the proposed Third Runway at Kingsford Smith Airport (KSA):

Monday 5th February: The first general public meeting called by Mayor Issy Wyner, at Leichhardt Town Hall. Council had plans to letterbox the municipality to advertise this event.

Wednesday 7th February: Subcommittee meeting at McKeowns.

Saturday 10th February: "No Third Runway" information stall at Glebe Post Office - 10.00 am to 1.00 pm.

Wednesday 14th February: Kinhill's display of information on the Third Runway, Glebe Post Office 11-6pm

Thursday 15th February: Kinhill's display, 11-7pm

Saturday 15th February: "No Third Runway" information stall - repeat.

The Kinhill display - some questions:

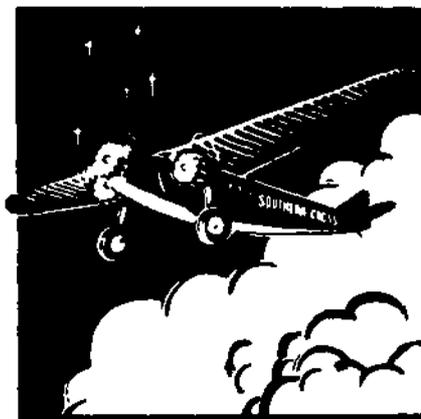
- * Could the third runway be extended for bigger planes in the future? (We say yes, that is possible.)
- * Who are the supporters of the Third Runway? Why?
- * What is the exact proposal? - What are the types of aircraft, take-off and landing patterns for Third and existing runways, and long term plans that the Federal Airports Commission have for KSA?
- * How many planes will KSA handle when all runways (Third included) are operating at saturation point in ten years time, overhead?
- * Why isn't there a map of projected noise contours for the Third Runway so we can have a visual idea of the effects.

Do you agree with the Federal Government's statement "we build and pay for what we need as we need it" (ie: build the Third Runway)? Do you think the Government should have planning principles that are long term, taking into account economic and environmental aspects? (The

Government will commence work on a second airport at Badgery's Creek whilst ploughing millions of dollars into the Third Runway.

Will 1988 Real Estate values be quoted in the Environmental Impact Statement (EIS)? Why quote a boom year - perhaps 1989 is more realistic. Will the EIS comment on real estate values in ten years time when the airport is at saturation point. (Seventy suburbs will be affected by all the airport operations.)

We ask Glebe Society members to note that expansion of operations at KSA will create the biggest environmental impact that Sydney has ever had to deal with. Such effects would be permanent if allowed to happen.



ART & DESIGN COMPETITIONS

Congratulations to Christine Stewart (convener of the Blackwattle Bay Park sub committee) on winning the Glebe Point Road Project 1989 Art Prize, from a strong field of 59 entries.

Elizabeth Cummings, artist and Glebe Society member, is judging the Society's badge design competition. We hope to be able to announce the result in the next Bulletin.

INCORPORATION

Procedures for incorporation of the Glebe Society have now been completed. The necessary documents will be lodged with the State Government this month.

This year we have been mercifully free of 'developers' specials' - applications made to Council at the beginning of the holiday period so that few people have the time or inclination to examine them. However, some moves are taking place that may disadvantage residents.

The developer of the Meloy's site, for example, has applied to rezone the site Residential 2(b)3, a higher density than for the rest of Glebe. The Society has objected and has asked Council to display the proposal for a longer period in Glebe Branch Library.

Helicopter flights to the Children's Hospital pad, built without approval, appear to be increasing, despite the decision not to proceed with a full scale landing site. None of the suggested alternatives seem to have been seriously considered.

On the heritage front, the developer of 28 Allen Street appears to be appealing to the Land & Environment Court against Council's support for preserving a single storey streetscape. The shopfront of the Lilac Cake Shop is proposed for demolition, rather than restoration, and the small ex-tailor's shop, until recently Angle dress shop, has been mutilated. The Society is seeking a meeting with the new Director of the National Trust to try to counter this incremental degradation.

Although the developer of the Hardy's Timber site has withdrawn his application for a large commercial complex, members would be well advised to keep an eye on this site and the group of buildings in and near Blackwattle Bay Park.



ROZELLE BAY MARINA UP-DATE

While the Council continues its active opposition to the marina, the Government seems just as determined to push ahead.

Despite over 500 petitioners' signatures in opposition to the marina being presented to Council in December 1989, and despite Council twice voting against the development towards the end of 1989, the government continues to push ahead with the project:

- they have ignored Council's request that they receive a deputation from Council;
- they have advertised seeking expressions of interest from developers;
- they have begun the initial work requires to take the slip road across White's Creek to the wharves on the northern side of Rozelle Bay (the slip road design being an integral part of the on-shore marina development).

The Glebe Society believes that, in view of the many separate developments being proposed for both Blackwattle and Rozelle Bays, a moratorium should be placed on this controversial project and an overall plan developed for the two bays.

Medium-density exemption won

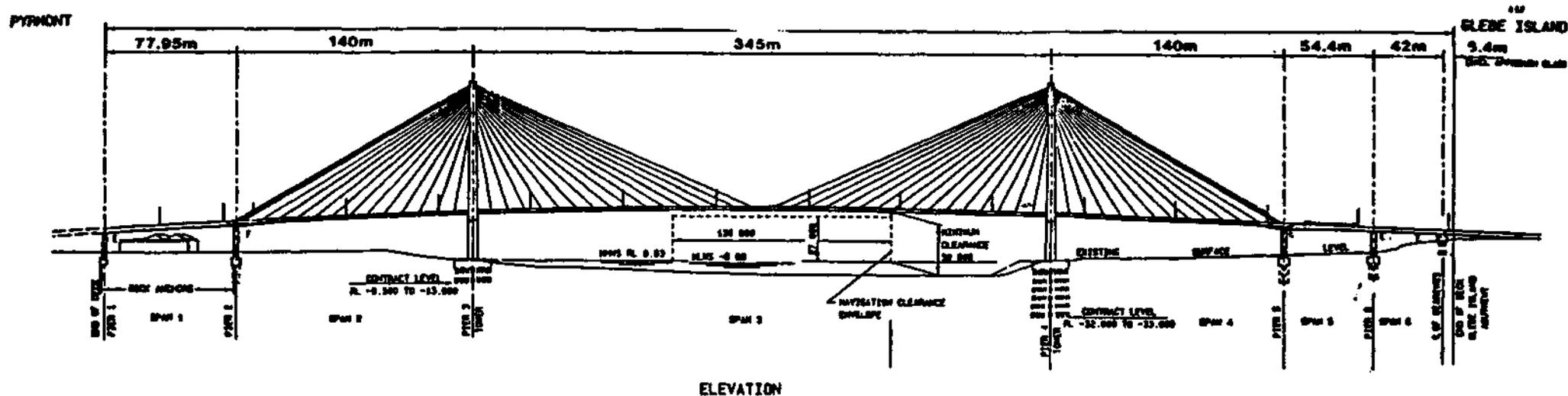
LEICHHARDT'S former willingness to accept housing density had won exemption from a State government move for town-house projects, Mayor Issy Wyner said.

Mr Wyner said he was "very happy" his municipality was among the first exemptions from a State Environmental Planning Policy (SEPP) on medium-density housing.

"It's the first time anyone's given any recognition to the problems we've had here

over the years. We seem to have been one of the few councils that has adopted urban consolidation easily and have suffered many problems — like all the pressures, including traffic, in Balmain."

Mr Wyner warned the exemption did not mean Leichhardt would be free of development pressures. Rather, he said, the exemption meant the municipality did not have added pressures of the Government's move.



DESCRIPTION OF WORKS

Work has begun on the first stage of the New Glebe Island Bridge. Leighton Contractors Pty Ltd are currently constructing the piles and pile caps for the foundations of Piers 3 & 4 (the main towers).

The work involves driving fifty-six 1.5m diameter steel casings and constructing the cast-in-place piles which are required at each pier to support the 120 metre high reinforced concrete towers of the new bridge. The noise levels generated by the driving of the casings will be much higher than the construction noise generated throughout the remainder of the project.

The driving of the pile casings will be carried out periodically between now and April 1990. Next June is the expected commencement date for construction of the superstructure of the new bridge. It is expected to be completed by Mid 1994.

**NEW
GLEBE ISLAND BRIDGE**

Construction of the New Glebe Island Bridge has commenced. The bridge will be one of the most technologically advanced and exciting projects ever undertaken by the Authority. When built it will be only second in size in Australia to one of the wonders of the world,
"The Sydney Harbour Bridge"

The New Glebe Island Bridge over Johnston's Bay forms part of Stage III of the Glebe Island Arterial project which also involves the extension of the viaducts from the City across Darling Harbour and along the Pymont peninsula.

FROM THE RTA
Received late 1989 (but see lead article in this Bulletin).

SITE PERSONNEL

Mark Scorer is the Contractor's Project Engineer; he can be reached at his office on site on Phone No. 555 7593.

The Authority's Resident Engineer is Peter Wellings; he can be contacted at Glebe Island Contracts Office on Phone No. 660 1311.

PROJECT DISPLAY

A model and artists impression of the completed Glebe Island Bridge and approach viaducts can be viewed at the above mentioned office, 36 Saunders Street, Pymont (opposite Fish Markets exit). Anyone interested is more than welcome to view the display or discuss the project; a time can be arranged by contacting Geoff Skinner on Phone No. 660 1311.

Clean up uncovers mountain of debris

A SURPRISED volunteer at Tasker Park in Canterbury on Sunday was taken aback when his stolen car was hauled from Cooks River as part of the Clean Up Australia Campaign.

Luckily the worker was a tow-truck driver and was able to tow the car away for repairs.

For the unnamed volunteer, the find was more than he'd bargained for — and more pleasant than many others experienced.

Two Glebe women took on a task of picking up dogs droppings from Bicentennial Park — "a learning experience" according to one of the women.

"More and more Glebe residents are fed up with these dirty habits and we demand something be done," she said.

Another group of annoyed workers came across building debris at Raymond Beach Reserve in Drummoyne.

Mrs Betty Gorrige who was among the group was disgusted with the site.

"Our job looked awesome with bricks, broken tiles and other building debris strewn everywhere," she said.

"But with a workforce of 10 plus three children most of the bricks and broken tiles had been loaded on the verge above the beach ready for collection."



Paul Green of Concord cruised along Ham and Chicken Bay during the Clean Up Australia campaign.

Water Board volunteers worked hard at two spots.

Spokesman Peter Watkins said the board targetted Tasker Park at Canterbury and the Hawthorn Canal at Leichhardt.

"And the difference at the end of the day was unbelievable, he said.

"A group of Chinese exchange students were passing by the Hawthorn Canal and stopped to help so we had a great response.

"We transported truckloads of rubbish and silt from both areas with a bobcat working in the canal itself and volunteers working on the shores."

More than 50 divers from the Fun Divers Club at Stanmore took on Camp Cove on the north shore and retrieved 30 cubic metres of rubbish.

Spokesman Rob Cason said they spent two hours under water and did well to retrieve 30 cubic metres in that time.

GLEBE & WESTERN WEEKLY, Wednesday, January 24, 1990

Thanks for cleaning up

IT was with great zeal that residents attacked the harbour foreshore on Sunday's Big Clean Up.

The park from Glebe Point Rd along the Bay was visited by a steady stream of people well armed with rakes and heavyduty gloves.

It was amazing to see mothers and children up to their gumboots in the canal; men hauling great loads of rusting iron and broken, heavy pipes from the water.

There were all kinds of curious odds and ends — even a barnacle-encrusted shopping trolley.

Venturing inland, brave people scraped up the careless dog droppings, the selfishly flicked cigarette butts, the discarded bottles, cans, straws, clothing — and all were added to the rising heap of garbage at the check point.

Congratulations Glebe and other residents — long may it remain clean, and maybe this spirit will extend to the general streets so that we can walk and breathe freely, without the stink of garbage and excrement in our nostrils.

Ultimately, it's a matter of each individual's self-respect.

Julia Osborne
Glebe



DOG POLLUTION

As noted in the two items about the Clean Up on Sunday 21 January reproduced from the *Glebe*, two particularly public spirited participants gathered up the accumulated dog droppings in Bicentennial Park that day.

Two or three dog owners who exercise their animals in Bicentennial Park have been observed to 'do the right thing' and collect their dogs' droppings. But those irresponsible dog owners who allow their pets to foul the parks, playgrounds and streets of Glebe are degrading the local environment. Most dog owners ignore Council's ban on unleashed dogs in the parks. The Council should long since have taken action to deal with this pollution problem.

The press reports reproduced here may provide some ideas for positive interventions by Council:

from a London Newspaper

Leading the way on dog hygiene

DOG mess could soon be a thing of the past in Kensington after the Royal Borough took a major new lead in combatting the problem. Last week Kensington and Chelsea became the first borough in Britain to install Robidogs - tough metal containers containing tear-off bio-degradable, odour-proof bags designed to scoop up canine excrement.

Dog owners use the mini-sacks like gloves to pick up the mess, before knotting and replacing them in the bin.

During the four-month trial Robidogs will be at 10 sites throughout the borough including the King's Road, Cromwell Road, Westbourne Park and Holland Walk.

Those supporting Thursday's launch included Environment Minister David Heathcote-Amory and Council Leader Joan Hanham.

Mrs Hanham said: "We're very much hoping it will make the public more responsible for the pollution they cause. It's quick, easy and hygienic to use."

"We're concerned

not only by the disagreeable environment fouling causes, but also the danger to health and particularly to children who play on the grass."

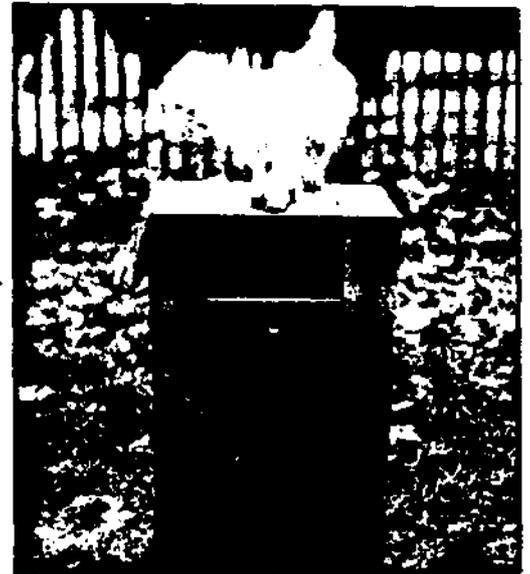
Dog mess is one cause of toxocara which can blind or paralyse children if they ingest the faeces.

During the trial period the borough will be circulating questionnaires to residents to discover how popular the idea is.

If the scheme is successful the borough hopes to install up to 300 of the bins

throughout the borough.

Although Robidogs are making their first appearance in Britain they are already very popular on the continent where Switzerland alone boasts more than 10,000 units.



Pet pooch Crumpet gets on top of the new pooper scooper system. (06718)

from The Sydney Morning Herald
31 January 1990

It's foul: city council accused of pussyfooting over dogs' business

By ALICIA LARRERA

BRISBANE: Each year the streets of Brisbane are filled with the by-products of a dog population numbering 300,000.

About 15,600 tonnes of droppings hit the streets and the footpaths are awash with 20.5 million litres of the animals' urine.

That is 300,000 kilograms of

droppings and 400,000 litres of urine a week.

But enough is enough, according to Alderman David Hinchliffe, of the Brisbane City

"All cities have dogs and they all create little doggy no-nos and doggy messes on the footpath, but in Brisbane we have a particularly lax attitude to the problem," Alderman Hinchliffe said.

liffe, the Brisbane City Council is "running scared of the dog lobby". Its recent attempts to improve the situation, by computerising dog registration records and posting out informative pamphlets to alert owners of their responsibilities, were not enough.

With only a \$25 fine for owners who allow their dogs to foul a

public place, he said canines in the care of the "irresponsible minority" would continue to run wild.

Alderman Hinchliffe wants the council to look at making the use of pooper-scoopers mandatory, substantially increasing fines for fouling and decreasing kerbs official doggy-do sites, like in Los Angeles.

"If we had better ordinances than we wouldn't have the sort of frustration that leads to silly situations."

Like the recent case of a man who was fined - even though the magistrate expressed some sympathy for his situation - because he shot a neighbour's dog which refused to stop barking.

According to Alderman Hinch-

MONDAY GROUP

The first meeting of the Monday Group for 1990 will be at the home of Pat Moore, 7/26 Cook Street, Glebe, at 12 noon on 19 February. Please bring lunch for one.

For inquiries please ring Sally Nelson (660.6138).



GLEBE POINT ROAD PROJECT REPRESENTATIVES

- Ian Jones - 660 2451
- Sobbie Burke
- Peter Strickland

CONVENORS OF SUB-COMMITTEES

All Convenors are ex-officio members of the Management Committee

BICENTENNIAL PARK

John Buckingham - 660 7780

PLANNING

Neil Macindoe - 660 0208

TRAFFIC

Jeanette Knox - 660 7781

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

HAROLD PARK

Gideon Rutherford - 692 0239

JUBILEE PARK

Tony Larkum - 660 7030

WENTWORTH PARK

Christine Stewart - 660 8324

LIGHT RAIL

John Hoddinott - 692 0071

KINGSFORD-SMITH AIRPORT AND GLEBE

Alison McKeown - 660 3917

PUBLIC TRANSPORT

Contact a Committee Member

CONTACT THE PEOPLE LISTED ABOVE IF YOU WANT TO OBTAIN OR GIVE INFORMATION.

FOR YOUR DIARY

Wednesday 7 February - 7.30pm - Airport subcommittee meeting - McKeown's new house, 397 Glebe Point Road

Monday 12 February - 7.30pm - Traffic Management Study: public meeting for residents NORTH of Bridge Road

Wednesday 14 February - 7.20pm - Traffic Management Study: public meeting for residents SOUTH of Bridge Road

Monday 19 February - 12 noon - Monday Group 7/26 Cook Street, Glebe (Pat Moore's home)

Wednesday 21 February - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street

**HAPPY HOUR
DINING OUT**

No arrangements have been made for a Happy Hour or a Dining Out evening this month. These functions will resume in March and we will notify dates and times in the next issue of the Bulletin.

MANAGEMENT COMMITTEE

PRESIDENT:	Andrew Wood	660 2194 (H) 692 2451 (V)
INH. PAST PRES:	Peter Strickland	660 7624 (H) 964 1729 (V)
SECRETARY:	Cynthia Jones	660 2451 (H)
TREASURER:	Ann Disher	552 2061 (H)
COMMITTEE:	Bobbie Burke	692 0343 (H)
	Edwina Doe	660 7066 (H) 955 9848 (V)
	Marianne von Knobelsdorff	692 0916 (H)
	Jeanette Knox	660 7781 (H)

Bulletin Editor:	Jeremy Long	692 8742
Membership List:	Andrew Wood	660 2194
New Members Rep:	Sue Littleton	660 5610
Monday Group:	Sally Nelson	660 6138

MEMBERSHIP OF THE GLEBE SOCIETY COSTS:
Household \$15, Individual \$12, Student or Pensioner \$5. Write to P.O. Box 100, Glebe 2037 or ring Sue Littleton on 660 5610 for information.