

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 9 OF 1990

DECEMBER

"Registered by Australia Post - Publication No. NBG 7483"

Public Inquiry into Leichhardt Municipal Council

The following statements summarise the submission presented to Commissioners D.J.Kelly, W.A.Henningham and P.Olive by the President, Andrew Wood on Tuesday, 13 November 1990 in the hearing in the Leichhardt Municipal Council Chambers

1. Introduction

1.1 The Glebe is that part of the Municipality of Leichhardt bounded by Wattle Street, Sydney Harbour, Johnston's Creek and Parramatta Road. The suburb contains 6,000 dwelling units and about 14,000 residents.

1.2 The Glebe Society was formed 21 years ago by a group of residents who recognised the unique architectural character of the suburb. The Society has played and continues to play a major role in the preservation, maintenance and rehabilitation of this unique part of Australia.

1.3 The objects of the Society include:

- * To promote the well-being and interests of the citizens of the Glebe area and of the members of the Society.
- * To preserve and enhance the natural and architectural character of the area, and to encourage sound town planning and architectural practices.
- * To stimulate interest in the history and character of the area.
- * To oppose by all lawful means any development or other proposal which is detrimental or likely to be detrimental to the area or to the interests of residents in the area.

1.4 Glebe is a conservation area. It is recognised as such by Leichhardt Council, who in adopting Local Environmental Plan No. 20 have established guidelines for the preservation of the whole suburb, rather than only individual buildings or structures.

In considering Glebe as a conservation area, the Society believes that the suburb should be maintained as a distinct entity with its unique

HAPPY

CHRISTMAS



blend of people of differing cultures and socio-economic backgrounds living in buildings that vary from institutions and half-way houses to various forms of public housing and private dwellings.

2. I would now like to discuss and expand upon the various points raised in the Society's submission to the inquiry.

2.1 The Society questions why this inquiry is being held?

In calling this inquiry, it appears to us that greater weight has been given to the needs of developers than to those of the residents of the Municipality.

Why is there a necessity to promote the rapid consideration of development applications when an extra couple of months spent in fully considering the implications of the proposal for residents is only a minor amount of time, given the 40 or more years of the life of the development?

2.2 Administration of Leichhardt Municipal Council

The Society welcomes the recommendations of the Heritage Study of the Municipality. When implemented these recommendations will improve the administration of the Municipality's conservation areas.

The Council will be better informed on conservation issues due to closer liaisons

between Council staff and between Council and residents. Developers should expect a lengthier and more searching processing of development and building applications in conservation areas like Glebe, as it will be necessary for these applications to adhere to the conservation principles.

2.3 Open Council

The Glebe Society supports the concept of an open Council where residents' views may be fully considered. Aldermen, in reaching their decisions, depend upon advice from the Council's professional staff and from the views of individual residents or resident groups. The Society encourages any further improvement in the principle of an open Council.

2.4 Reinstatement of Municipal Wards

Because of the complex conservation issues that arise in Glebe, the Society suggests that the Ward system be re-established within the Municipality. We have recommended that the Wards be of approximately equal size and that at least three aldermen be elected from each Ward - thus there would be three aldermen on Council with a specific responsibility for Glebe.

2.5 Major developments in Glebe

Glebe is already heavily built-up. Any further large building developments in Glebe will have a major affect on the amenities of the local residents. Further, because of Glebe's location on the edge of the central business district, and because of the enormous volume of through traffic in the suburb, any major developments will result in Sydney-wide impacts. Thus there must be an orderly and thorough consideration of any development proposals in the light of conservation issues, objections from residents, and the affects on Sydney as a whole.

3. Conclusions

3.1 The Society would like to acknowledge and express its appreciation for the support and co-operation Leichhardt Municipal Council has given in the follows areas -

- * the Bicentennial Park
- * the Glebe Festival
- * the proposed introduction of a light rail system through Glebe and Annandale to the central business district
- * Glebe Point Road Project (an alderman and a town planner serve on the Management Committee of the Project)
- * the Council's recent support of the residents of Glebe in the Land and Environment Court. It is likely that such legal challenges to development

applications will continue to occur as Glebe feels the pressure of developments that take no account of the conservation orders in place or the affect that developments will have on the amenities and well-being of the residents.

3.2 In the past such co-operation between the Council and the residents of Glebe and the Society did not occur. It is essential that there should be a continuation of the Council policy of a full, open discussion of issues, including the seeking of opinions from affected residents.

3.3 Mr Commissioners, in concluding, the Society asks that you should assess the performance of Leichhardt Municipal Council on the basis of the quality of life and the amenities it provides for its residents, rather than on the rate of achievement of simple bureaucratic goals.



FINAL PLANNING REPORT 1990

As Christmas approaches, the planning rush begins. Members know from long experience that while developers vie to have their applications in before the end of the year, and if they are lucky, approved by the mayor while the Council is in recess, residents have to devote a portion of their well earned rest to reading plans and proposals, and trying to decide individually and collectively what is best for the area

BACKPACKERS' HOSTELS AND STRIDE'S YARD

First on the menu are two Local Environment Plans, neither of which appear to present any problems.

Because of the impact of backpackers' hostels, Council is attempting to prevent their spread. However, this will do nothing to reduce the impact of hostels already operating. Council proposes to:

- Prevent the conversion of boarding houses to backpackers' hostels;
- Prevent the conversion of flats to serviced apartments;
- Prohibit hostels and serviced apartments in residential zones;
- Permit hostels and serviced apartments in commercial zones.

The second LEP concerns Blackwattle Bay Park. Because a development application has also been lodged for Bellevue/Venetia in the same park, I will discuss these two issues together.

Blackwattle Bay Park, as the commemorative plaque states, is open space won from Parkes Development by resident action. Bellevue/Venetia stands within the Park, and although vandalised by the developer, it has been saved from further decline by assistance from the Heritage Council, who provided a new slate roof (now damaged).

The two sections of the Park were originally separated by Stride's shipbreaking yard. When this came up for sale in January, 1985, the Society notified the NSW Heritage Council and asked for the preservation of the historic buildings on the site. The Department of Planning, unknown to the Heritage Branch, purchased the site for open space. This present LEP follows a Study of the Yard completed in 1986 which recommends the conservation of three houses: The Retreat (stone cottage c.1853); Drayton Lodge (Ambrose Thornley Snr, 1872); and Florence Villa (Ambrose Thornley Jnr, 1876). The waterfront section is to be zoned Open Space, and the three houses and their surroundings are to become items of environmental heritage. They will be sold, with strict conditions controlling their use and restoration.

BELLEVUE / VENETIA

The Society has always argued for some community access to Bellevue/Venetia, partly because of the residents' role in its preservation, and partly because of the high density development and lack of public facilities in this area.

Prior to the purchase of Stride's Yard, the Society put up a proposal for Bellevue to become a Regional Museum of the Environment, where residents and visitors could trace the development of the area on foot guided by displays, maps and examples of materials located in the restored building. The proposal included a workroom for residents, tea-making facilities, conveniences and a caretaker's flat. The architect Chris Hosking, who lives in Leichhardt St, did a fine set of restoration drawings to accompany it. Unfortunately, Leichhardt Council did not support the idea and didn't seek funding. (Those were times when there was some money available for innovative museum projects.)

Following the purchase of Stride's there was a period of uncertainty during which the Society repeated the request for public access to at least one building. In 1988 the Australian Society of Authors expressed interest in establishing its HQ here, with a low level of use and some public access. Changes at Leichhardt Council led to another policy, whereby without community consultation Council sought expressions of interest, and then tenders, for commercial use of the site.

What has finally emerged is an application that is probably the lowest level of commercial use that is achievable. Residents should view the plans, now on display, and consider the application very carefully. The alternatives to commercial use are the lease of the building as a private home, on the same basis as the Stride's Yard houses, persuading Council to restore it as a community centre, or demolition. Demolition is a last resort because of the acknowledged heritage value of the building (architect Ambrose Thornley Jnr). The other two solutions have been widely canvassed in the past, and have major problems e.g. a private home means alienation of the building for a very long period, loss of parkland and no conveniences: Council would be extremely reluctant to spend money on restoration.

What follows is an outline of the D.A. and the issues it raises:

Bellevue/Venetia would be restored by the Glebe-based conservation architect, Otto Cserhalmi (Rothwell Lodge). It would incorporate a 50-seat restaurant and kitchens on the top floor, and on the lower floor, public lavatories, a caretaker's flat, storage area and a tea-room kiosk plus outdoor seating. Low stone walls would mark out the area to be used. The reason the proposal (to cost \$375 000) can have such a small restaurant is that the kitchens will also supply a cruise boat which would berth, but not pick up or set down, at a jetty to be built near the southern end of the building. The applicant proposes most restaurant customers would arrive by courtesy boat from the Fish Markets, Darling Harbour, Lavender and Walsh Bays. The application provides twenty public parking spots, none specifically marked for the restaurant, on the extension of Leichhardt Street within the Park (past the barrier): ten on each side. The public would be able to inspect Bellevue while the restaurant was open. The restaurant would be open six days and the tea-room seven.

The following points could be considered favourable to residents:

- immediate restoration of Bellevue with public access
- permanent caretaker
- public lavatories
- tea-room with indoor-outdoor seating, moderately priced
- lowest level of development of any commercial proposal.

Aspects residents could consider adverse:

- no community centre
- some increase in traffic, mainly at lunchtime and in the evening, in an area where traffic movement and parking are major problems
- increase in the use of the Park by people from the restaurant and from boats
possible interference with sculling courses of the Glebe Rowing Club.

This is not a case where we should be bloody-minded.

The developer has been persuaded to provide as much advantage to residents, and as little disadvantage, as possible. We should weigh up very carefully whether the increase in traffic and usage are sufficient to outweigh the benefits. There is no prospect that a commercial development could be smaller than this one. If residents reject it, they should be clear they are rejecting all commercial development, and are insisting on the use of public funds for any improvement. Residents should assess, in the light of what has occurred over the last twelve years, whether public funds are likely to be available, or whether the house is likely to continue in its present state for some considerable time, or whether some compromise is possible. Please write to Leichhardt Council and give a copy to the Glebe Society after you have viewed the plans.

28 ALLEN STREET

Yet another building application is in for a second storey that increases the roof pitch and height to the detriment of the streetscape. The sub-committee has informed the National Trust and requested support. Time for everyone to dust off and update their previous objections and send them to Council.

LEICHHARDT HERITAGE STUDY

There are three copies for loan in the Glebe Branch Library that would make excellent holiday reading. The Study covers the entire history and development of the Municipality, as well as listing heritage buildings. If there are other sites you think should be included, write to Leichhardt or contact a committee member.

COURTS AND COMMISSIONS

Neil Macindoe has given evidence on behalf of the Society to the Commission of Enquiry into the Abbey Restaurant site, and to the Land and Environment Court on the proposed redevelopment of the corner of Glebe Point and Ferry Roads.

ROZELLE BAY

The MSB intend to relocate their workshops from Goat Island to the northern shore of the Bay, adjacent to the container terminal. We can expect details of the proposal shortly.



At least 13 municipal councils including Leichhardt, South Sydney and Marrickville developed a joint task force to address the draft for the Environmental Impact Statement (EIS). The consultants are independent experts. Brief notes of the consultants' preliminary work follow.

*Cost-benefit analysis: The EIS does not undertake a full analysis and does not meet all requirements. It does not consider all options, notably moderate development of Badgery's Creek. As the EIS does not have a suitable framework to facilitate full and valid comparisons, the consultants plan to attempt this in their final report.

*Aircraft noise impact on housing values: The impact of aircraft noise on housing prices may be much greater than the 10 to 18 per cent found in the EIS. The EIS does not establish that ANEF contour is the relevant variable. 'The task has to be done properly' and this the consultant proposes to do.

*Aircraft noise measurement: The EIS is held wanting for the lack of clarity in its information base, its failure to consider the domestic option at Badgery's Creek with consequential downgraded noise levels at KSA, and its lack of sensitivity-analysis to changes in distribution of aircraft movements.

*Environmental health, hazards & noise: The EIS gives no consideration to potential toxic effects of aircraft emissions on health despite the present low air quality in Sydney. The dispersion model of emissions, particularly nitrogen oxide levels in residential area, are doubted. An air disaster over Botany (chemicals) and e.g. the possibility of toxic gas spreading towards the CBD, is dealt with superficially. The risk analysis over Botany remains the same in the EIS despite a 50 percent increase in aircraft and this is questionable.

*Marine environment: Estimated economic loss of northern seagrass does not take into account fish outside Botany Bay and effects on dependent fauna. The loss of the fisheries research program is not taken into account. Loss of productivity in loss of northern sea grass would be permanent. Logic dictates that the airport should be moved to a safer location because of bird strike.

*Reliability of data & assumptions: The EIS did not satisfactorily address several requirements. It fails to make clear that ANEF relates to average conditions and many people outside 20ANEF will also experience intolerable noise. Hazards are not estimated monetarily. Total air pollution should be considered. A number of air quality issues are understated. The total effect of a number of lesser impacts may be substantial.

*Aircraft operations: Many roads are already beyond capacity. A number of new roads mentioned are unlikely to be built. Roads would become more congested, possibly to 'gridlock'.

*Urban planning: The EIS does not properly consider compensation. There are unvalidated assumptions: e.g. Australia will lose tourism if KSA is congested. Recognising and analysing problems of cumulative effects has not been done. There is no proper assessment of shift workers. There is no consideration of the question, does it make any difference to Sydney's growth and efficiency where the increase in airport capacity is located?

*Hazards: A stricken aircraft could attempt to avoid suburbs, possibly turning to Port Jackson. There would be increased risk of crash on the CBD. No account is taken of aircraft debris. That the domestic terminal would be out of line with the runway any not be good custom and practice.

A new study, Dr J. Goldberg's statistical survey of Sydney Metropolitan schools, published in November, indicates that aircraft flyovers are severely disrupting communication, with implications for primary school children including those learning English as a second language.

Members may recall an item in the SMH of 29 November reporting that the Civil Aviation

Authority's submission is likely to cast **5** doubt on the validity of two detailed flight path maps in the draft EIS. Another item in the SMH of 26 November reported a departmental minute explaining the delay in releasing the draft EIS. Conclusions and costs needed redrafting: 'the fear is that if they are not addressed before public release, the draft report will be much more vulnerable to attack, particularly by groups opposed to the third runway... delay, though unacceptable, was evidently seen as an acceptable price to pay for "getting it right"'.

Donations to assist the combined groups' costs of a big public meeting at the Opera House at 11am on Sunday 10 February 1991 would be much appreciated. Cheques can be made out to SSAC and posted to The Glebe Society Inc at PO Box 100 or left under the Hoddinott's door at 30 Wigram Road, with a note of your name and address, indicating they are donations to the major 'Third Runway' meeting.

Many thanks to the people who have letter-boxed Glebe this year, manned street stalls and helped the spread of information in other ways. Your help has been of great value.

Calls for a public inquiry are coming from individuals, groups such as Drummoyne Municipality Residents Association, councils and politicians.

WRITE YOUR SUBMISSION - DATE FOR RETURN IS 20 DECEMBER

The Secretary
DASETT
GPO BOX 787
CANBERRA ACT 2601

The Glebe Society plans to make a submission on the proposal. The Cabinet decision on the runway is likely to be made in late February or March



29 COOK STREET BOAT REPAIR SHOP & MARINA

Marianne von Knobelsdorff

* the interference with existing commercial shipping in Blackwattle Bay. 6

On 21 November, 1990, two days before the meeting of the Advisory Committee, an official MSB craft ran over a rower and could have killed him. The rowing boat sank and is a complete write-off.

The DA of the now scaled down 8 berth marina (originally 14 berths) was considered by the Advisory Committee on 23 November, 1990. Alderman Wyner from LMC advised the Committee that the Council objected to the proposal and tabled a Council minute giving full details of the objections.

The final decision of the MSB about the marina is pending at this stage.

During a public meeting about the City West Urban Strategy Plan on 29 November 1990, the Society presented the following resolution: 'That no marinas should be constructed in Rozelle nor Blackwattle Bay, that the bays should be retained for safe rowing and canoeing and that no further land fill should be undertaken'. The resolution was passed unanimously and Sandra Nori, MP, was going to include it in her submission to the Department of Planning the following day.

The applicant has now put up the land at 29 Cook Street for auction on Friday, 14 December, 1990, at 10.30 am, at the MLC Centre, level 20.

Following the meetings with the Minister for Transport, Bruce Baird, and the Chief Executive of the MSB, the Society's President (Andrew Wood), Vice President (Marianne von Knobelsdorff) and the Captain of the Glebe Rowing Club (Robyn Mackney) had several more meetings with the following Government bodies to express their concerns about the proposed marina: with Executives of the Dep. of Planning (16 Nov. 90), with the Representative of LMC to the Foreshores and Waterways Planning and Development Advisory Committee, Ald. I. Wyner (18 Nov. 90), and with Executives of the MSB and the Chairperson of the above committee (20 Nov. 90).

The intentions of the MSB seem to be to 'open up' Blackwattle Bay to 'recreational boating', including boat repair shops, but disregarding:

- * the polluting effects on the still lake-like waters,
- * the resultant interference, particularly through wash, with the existing recreational boating provided by the Glebe Rowing Club, which is non polluting, quiet and community orientated,
- * the effects on noise on the local residents,

* * * * *

23rd November, 1990.

Captain Glebe Rowing Club
Ferry Road
Glebe,
N.S.W. 2037

Mr Max Moore-Wilton,
Chief Executive,
Maritime Services Board,
Sydney,
N.S.W.

Dear Mr Moore-Wilton,

I would like to thank you for allowing the Glebe Society and myself to attend a number of meetings and talks with the M.S.B. and the Department of Planning with respect to the proposed marina development at Cook Street Glebe. Your decision today is of great importance to us because we, the residents and rowers, will be the ones who have to work and live with it, so to speak. We see the Cook Street development as a test case and its everyday running as open to abuse on the grounds that once established

what is to stop more boats mooring near the marina in the Little Bay⁷ awaiting work that the owner of the marina could deny had anything to do with his business. These other boats could well intrude onto our training and racing course even though the existing marina does not. Bearing this in mind and having been made aware by yourselves of the future recreational plans for Black Wattle and Rozelle Bays I urge you to consider your existing regulations and even implementing further ones, on the days in question, in a sincere effort to protect us, not just so that we can train in reasonable low-wash conditions, but in safety. At present most boats entering these bays rarely afford consideration to the rowers and this is what we live with now.

Could the Board ensure that the marina owner causes no interference to our training course for testing and receiving or departure of boats from his marina at certain times suitable to ourselves. These regulations would then stand for any future marina developments in Black Wattle and Rozelle Bays.

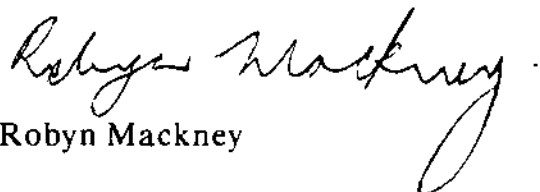
This safety issue was brought home to us only this week at Glebe Rowing Club, last Wednesday morning, the 21st November, a senior sculler Mr Rupert Cattell was struck by a barge being pushed by an M.S.B. vessel. His account of the incident is that at approximately 7.30 a.m. he turned in front of Glebe Island bridge, took a look towards Johnston Street, and on seeing it clear proceeded to row up into Rozelle Bay about two hundred metres along he heard a noise behind him and saw the barge bearing down about 5 metres away. There was a lookout on the barge but he had not seen the sculler. Mr Cattell managed to row himself to the side of the oncoming barge but it struck him midships and he sustained bruises and abrasions when he fell into the water. He considers himself fortunate.

His \$4,000 sculling boat is a write off and the waiting list for delivery of another boat is five months. He will be considerably inconvenienced by the incident. The men on the M.S.B. vessel claim that the sun was in their eyes. Mr Cattell does not agree as Wednesday morning was hazy and overcast the sun did not appear until late morning. The men inquired after him and he said he would row back to the club himself but subsequently sank two hundred metres away and had some difficulty getting himself and the broken boat to the club. I would suggest to you that the M.S.B. vessel's driver was unwise not to have insisted on returning Mr Cattell to safety with the possibility of Mr Cattell being in shock and a further accident occurring to him as he tried to reach the shore.

These men are professionals, what chance do we have with private craft who are frequently inexperienced similar no doubt to many of the boats that will come to the Cook Street Marina. All encounters we have had in our own bays with pleasure craft already show us that the average driver does not care about us.

In closing I would also like to draw your attention to the existing state of pollution at the Fish Market end of Black Wattle Bay, the heads and entrails of fish and other refuse that lays dormant is already quite bad and I do not see this situation improving with additional craft being allowed into the bay.

Yours sincerely,



Robyn Mackney

Copy sent to: Mr Bill Rogers, Department of Planning

WELCOME TO NEW MEMBERS

The following people have recently joined the Glebe Society Incorporated. We welcome them, and all other recent new members who were not acknowledged, and look forward to meeting them at the Society's functions in the new year:

Helen	Griffiths
Simon	Loveday
Antoinette	Sherry
Debora	Stewart
Keith	Tuffley



FOR YOUR DIARY

All the Society's usual activities, Dining Out, Happy Hours and the Monday Group meetings will recommence in February next year.

Details will be in the next Bulletin, at the end of January.

Meanwhile, a Happy New Year to all our readers.

A CHRISTMAS PRESENT FOR YOUR NEIGHBOUR

Have you got a friend or neighbour who would like to join the Society but hasn't got around to it yet? We have enclosed a Membership Application form with this Bulletin, so that you can propose, and if you are feeling generous pay for, someone else's membership.

GLEBE POINT ROAD PROJECT REPRESENTATIVES

Peter Strickland 660 7624 (H)
Ted McKeown 660 3917
Beverley Horsburgh



THE GLEBE SOCIETY inc.

CONVENORS OF SUB-COMMITTEES

All Convenors are ex-officio members of the Management Committee

BAYS & FORESHORES

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

JUDILEE 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

ENVIRONMENT

Fiona Campbell - 891 2284 (W)

ARCHIVIST

Clive Smith - 692 9346 (H)

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

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MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Ordinary \$20, Additional Household \$4 each,
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Write to P.O. Box 100, Glebe, 2037 or call Sue Littleton on 660 5610 for information.