

# THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 3 OF 1993

MAY

---

"Registered by Australia Post - Publication No. NBG /483"

---

## LIGHT RAIL

At the meeting of the management Committee of the Society on 12 May it was resolved to seek comments from members on the following draft statement of policy on light rail. Please send your written comments (PO Box 100, Glebe, 2037) to reach the Committee by 9 June, the date of its next meeting.

1. A light rail transport system is a metropolitan electric railway system characterised by its ability to operate single carriages or short trains along exclusive rights of way at ground level, on aerial structures, through tunnels or on streets, and to board and disembark passengers at track or carriage floor level. When it runs on public streets, light rail should be given sensible priority over private vehicles.

2. There is an urgent need for an improved public transport service for Glebe; the existing service is infrequent, overcrowded and cannot cope with the present demand.

3. The Glebe Society urges the use of the heavy rail goods line, which passes through Glebe, as part of a light rail system for the Leichhardt Municipality. The light rail system should eventually be linked with the heavy rail service at Dulwich Hill.

4. For maximum efficiency and patronage, the Leichhardt Municipality's light rail system should link the Municipality with major central city public transport interchanges.

5. The design of the carriages for the light rail system should be undertaken in consultation with those who will be its passengers. There should be practical, easy access for disabled people.



6. The location and design of stops for the light rail system should be decided following consultation with residents, commercial interests and others. The stops should be small and unobtrusive, and should not interfere with residents. The parking of cars should be in designated areas so as not to interfere with existing resident parking.

7. Maximum use should be made of existing Government land for the light rail system. For example, the Rozelle tram sheds, adjacent to Harold Park, could be used as a service and maintenance depot.

8. The existing Glebe Island Bridge should be retained and, among other purposes, used for an extension of the light rail system to Rozelle and Balmain.

9. The rolling stock for the light rail system should be made to world standards in Australia by an Australian company, with the aim of achieving export sales.

## Stop Press:

At a public meeting in Pyrmont on 6 May (attended by Ted McKeown and Andrew Wood), people expressed concern that sections of the track on the Darling Harbour Line were being taken up. A representative from the Property Services Department stated categorically, however, that the section was to be re-laid.

Ald. Neil Macindoe

These are some of the motions put to Council and passed on 27 April:

\* Bush regeneration: Council requests the Environment Officer to investigate the possibility of taking advantage of the Federal Government's Landscape & Environment Action Program (LEAP) for bush regeneration projects at Harold Park and Orphan School Creek.

\* Kathleen York House: Council requests the Town Clerk to write to the Ministers for Health and Family & Community Services and the Chief Secretary responsible for Women's Affairs in support of recurrent funding for the Women's Refuge, Kathleen York House, at 144a St Johns Road, Glebe, and also to write to the Member for Port Jackson, Sandra Nori, requesting her to pursue the issue. Council also requests the Town Clerk to provide the Manager with the guidelines for Section 504 donations.

\* Acoustics of Halls: Council requests the Municipal Engineer to obtain advice concerning the measures that could be taken to improve the acoustic properties of Council's halls, both large and small; and specifically whether the installation of curtains and wall drapes would lead to a substantial improvement in any hall at Glebe and Balmain Town Halls.

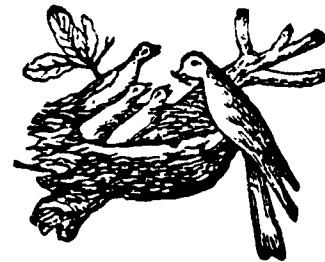
\* Glebe Island Bridge: Council requests the Town Clerk to write to the President of ICOMOS (Australia) asking the Australian Chapter to press ahead with the application to include the whole of Sydney Harbour, and not just the Opera House, Harbour Bridge, and Circular Quay, as an Item of World Heritage; and specifically to include the existing Glebe Island swing bridge, on the grounds of its technological and historical rarity.

\* International Year of Indigenous Peoples: Council requests the Aboriginal Liaison Officer, as part of the International Year of Indigenous Peoples, to arrange an inspection for aldermen and interested staff of all the heritage sites of Aboriginal occupation and known significance and of the major Aboriginal institutions in the Municipality.

\* Heritage Issues: Council requests the Training Officer, Frances Bourke, to arrange for Paul Davies, Council's Heritage Adviser, to give training in heritage

issues to appropriate staff in the Engineering, Environmental Services and Community Services using Council's staff training levy.

\* Abbey site & Reussdale: Council requests the Town Clerk to write to the Director of the National Trust (NSW), the President of ICOMOS, and the member for Port Jackson, asking them to request the Minister for Planning to accept the findings of the Commission of Enquiry into the Abbey site, Bridge Road, Glebe.



#### CHILDREN AND GLEBE

A group of people who are interested in issues coming from bringing up children in Glebe is planning to meet in early June.

Two issues already identified are:

- \* playground facilities in Jubilee Park;
- \* child care facilities in Glebe.

Please join us at Jenny Pockley's, 25 Avenue Road, on Wednesday 2 June at 8pm. If you are unable to attend but want to be involved in future, contact Louise Schweikert (660 7205) or Genny Kang (660 1250).



Residents and market organisers invited to a pre development application meeting on 30 April to resolve outstanding problems being experienced by residents due to the market's operations have still not come to a compromise.

The meeting was held in anticipation of a development application by the market organisers and adoption of an amended local environmental plan changing the zoning for the school grounds to allow for market activities.

While residents were sympathetic to the idea of a market with the benefits of income to the school and employment, they requested its reduction to a size to 130 stalls a day to alleviate problems of the volume of traffic, traffic congestion, parking difficulties, the impact of the large crowds and noise. This size was proposed as comparable to the Saturday Balmain market. A representative of food businesses also spoke on the detrimental effect of the market food stalls on local businesses.

Market organisers presented plans of the school site indicating a capacity of 370 stalls.

It was also announced at the meeting that there may be access to the Grace Bros parking station. However it was pointed out that the benefit of this depended on control of the development and traffic management, as providing more parking spaces could also serve to attract more visitors and exacerbate problems resulting from the operation of the development in a residential area.

There was emphasis given to the fact that while organisers state that the markets affect one day of the week only, residents felt that before introduction of the markets parking had only been a weekday problem. Now, it was felt that congestion and traffic problems as a result of the markets were particularly bad on Sundays and this had a major effect on the amenity of a day many people wanted to share at home with their families and friends.

A representative of residents, Peter Wright, suggested a compromise for a trial period with changed stall numbers to gauge the effect on traffic problems but this was not adopted.

With no resolution, the operation of the markets has now developed into two issues:

- the problems from the impact of the markets on residents and issues relating to the food stalls
- the lack of resolution of the problems

While organisers have made some modification to the market operation many residents feel the problems resulting from the size of the market and the

operation over 2 days every week have yet to be addressed.

Neither Council or the Department of School Education appears to have publicly invited any consultation and, after many resident approaches, neither authority appears to have taken action which significantly ameliorates the impact of the development. This is despite

- a letter from Council in August 1991 urging the market organisers not to hold the market on Saturdays as well as Sundays in response to complaints relating to traffic congestion, parking difficulties and noise
- two meetings held last year with council representatives, discussing complaints
- another meeting chaired by the Mayor, Ald. Larry Hand, established to address 'aspects of concern associated with the operation of the Markets' and attended by around 50 residents
- the meeting of 30 April

Residents have also queried the current operation of the markets in relation to Department of School Education policy that the sharing of school facilities with the community is to "*provide benefits to both the community and the school through developing co-operation and goodwill in school community relationships*" and conditions of use requiring "*the impact of the hours of use and potential noise levels and parking congestion within the neighbourhood*" to be considered.

While School Councils have been empowered to "*establish policies for community use of school facilities*" it appears that a five-year lease was granted in January without discussion of suitable conditions for operation of the markets by the School Council.

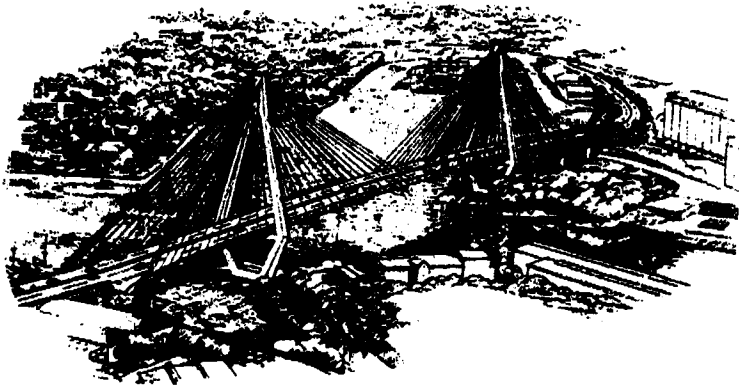
Such a situation is not assisting harmonious relationships with the community. With promotion of the markets as a Glebe Community event, while providing proposals to maintain the markets, residents are looking forward to resolution of the longstanding problems.

#### **STOP PRESS:**

Leichhardt Council chambers overflowed with representatives of residents, the school and a large number of stallholders at a meeting on 18 May debating an interim compromise on the market operation.

After considerable debate, it was resolved to reduce the operation of the markets to one day however this was later the subject of a rescission motion. The issue of the operation's impact on the community continues.

[FROM A RECENT RTA LEAFLET]

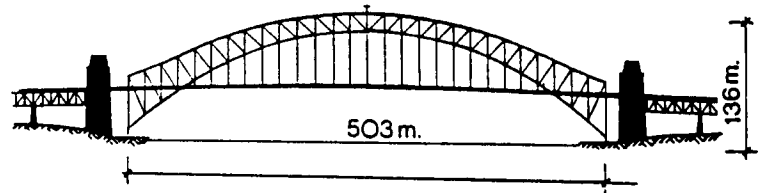


The bridge, designed by the RTA, has a main span of 345 metres. It will be the longest cable-stayed span bridge in Australia and amongst the longest concrete cable-stayed bridges in the world.

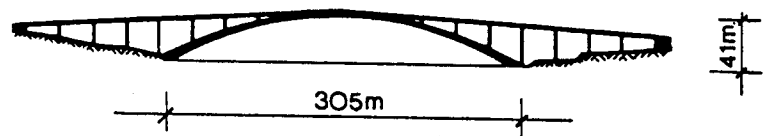
Like Australia's national tourist symbol, the Sydney Harbour Bridge, it will be a landmark visible from many inner metropolitan suburbs.

### BRIDGE COMPARISONS

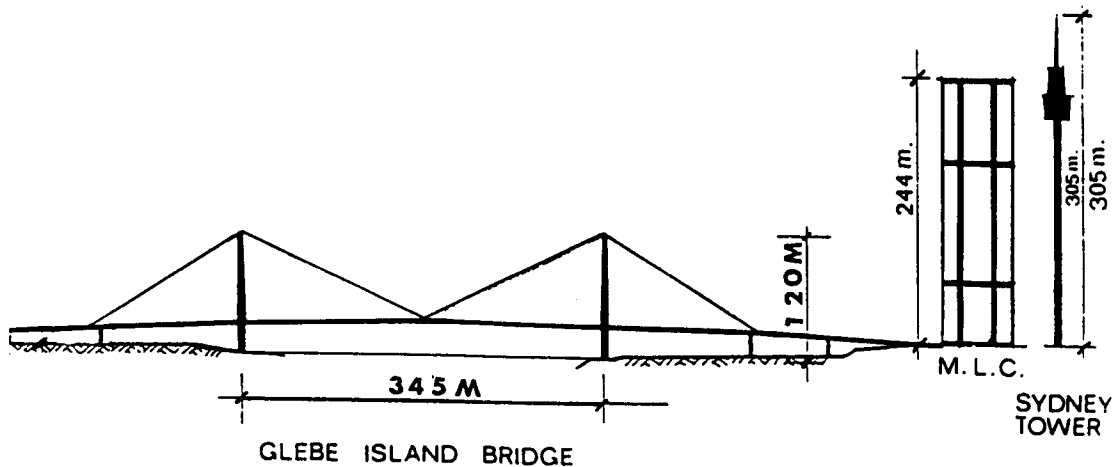
As indicated by the sketches below, the proposed bridge will have a similar scale to the Sydney Harbour Bridge and will be the next largest bridge within the harbour. In contrast to the Sydney Harbour Bridge, this cable-stayed structure will have a high, light and delicate appearance.



HARBOUR BRIDGE



GLADESVILLE BRIDGE



GLEBE ISLAND BRIDGE

SYDNEY TOWER

How grotesque!

The NSW Supreme Court of Appeal decision went against Citizens Airport Environment Association Inc. (CAEA) on 16th April. It was dismissed, with costs awarded against CAEA.

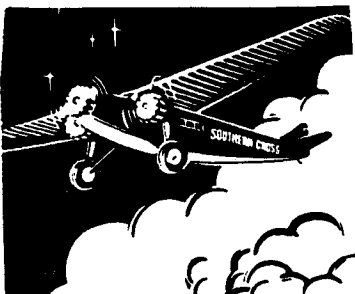
CAEA writes "Our case was not without proven cause. Justice Kirby said -

"In my view Stein (Land & Environment Court judge) erred in deciding that the activity being carried out by the FAC was not being carried out on behalf of the MSB ..." "...Prima facie, the MSB was relevantly a "determining Authority".

Under NSW law, a determining authority is required to carry out an EIS prior to proceeding with a development. However, because of other factors, the three appeal court judges went against us. Federal intervention in NSW environmental matters is now a fact of life."

CAEA thanks all those who contributed to the court actions. Loss in property values for residents north of the airport is estimated at \$175,500,000. Compensation, noise insulation and the airport's curfew are three big issues the community needs to address,

The Society took a different course of action from that mentioned in the April Bulletin. Instead of asking the NSW Government to direct an EIS on dredging, the Society wrote to the Premier pointing out the people of NSW appear likely to be left with a bill of at least \$776.5 million or possibly higher, \$1551.5 million for just road and rail works alone, needed to support the airport with the third runway. We also highlighted the operational defects of the airport due to winds.



The Glebe Society plans to hold a public meeting on **Saturday 17 July** to discuss current problems in maintaining and improving the environment in Glebe. Details will be provided in the next issue of the Bulletin.

And on **Sunday 15 August** the Society plans to hold the Annual General Meeting and Birthday Lunch.



#### MONDAY GROUP

The Monday Group plans to meet in Centennial Park on **Monday 21 June**. Meet at the kiosk in the park at 12 noon, where we can buy lunch, or take your own if you prefer.

Transport by car will be arranged so please let Sally (660 6138) or Katharine (660 2879) know if you are coming.

The July meeting will be held at the home of Irma Frommer, 2 Alexandra Road, Glebe Point, at 12 noon on 19 July. Bring lunch for one person.

#### RED SHIELD APPEAL

The Salvation Army Red Shield Door Knock on **Sunday 23rd May** is in need of voluntary help. Collectors are needed in the Glebe area. If you are interested in helping for 1½ - 2 hours on the day, could you please contact David or Michelle Beer on 212 2322 (w and ah), or meet them on the day at Glebe Police Station any time between 9am and 2pm.

**FOR YOUR DIARY**

Tuesday 8 June - 6.30pm - Dining Out - Thai Silk, 28 Glebe Point Road

Wednesday 9 June - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street (also deadline for Bulletin contributions)

Monday 21 June - 12 noon - Monday Group - Centennial Park

Tuesday 13 July - 6.30pm - Dining Out - Kyoma, 22 Glebe Point Road

Wednesday 14 July - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street (also deadline for Bulletin contributions)

Saturday 17 July - Glebe Society public meeting (details next Bulletin)

Monday 19 July - 12 noon - Monday Group - 2 Alexandra Road, Glebe Point



**THE GLEBE SOCIETY inc.**

**MANAGEMENT COMMITTEE**

**PRESIDENT:** Ted McKeown 660 3917 (H)  
391 3000 (W)

**SENIOR VICE PRESIDENT:** Marianne von Knobelsdorff 692 0916 (H)

**JUNIOR VICE PRESIDENT:** Cynthia Jones 660 2451 (H)

**IMM. PAST PRES:** Andrew Wood 660 2194 (H)

**SECRETARY:** Jeanette Knox 660 7781 (H)

**TREASURER:** Edwina Doe 660 7066 (H)  
922 3877 (W)

**COMMITTEE:**

Mavis McCarthy 660 5119 (H)  
Jenny Pockley 660 6363 (H)  
Peter Strickland 660 7624 (H)  
Christine Whittemore 660 7969 (H)

\*\*\*\*\*

Bulletin Editor: Jeremy Long 692 8742  
Membership List: Edwina Doe 660 7066  
New Members' Contact: Jenny Pockley 660 6363  
Publications: Patricia Jackson 660 8849  
Monday Group: Sally Nelson 660 6138

**GLEBE POINT ROAD PROJECT REPRESENTATIVES**

Ted McKeown - 660 3917 (H)  
Anton Crouch - 660 2889 (H)

**CONVENORS OF SUB-COMMITTEES**

All convenors are ex-officio members of the Management Committee

**BAYS & FORESHORES**

John Buckingham - 660 7780

**DIGGERS MEMORIAL**

Bill Nelson - 660 6138

**ENVIRONMENT**

Fiona Campbell - 891 8284 (W)

**HAROLD PARK**

Gideon Rutherford - 692 0239

**KINGSFORD SMITH AIRPORT & GLEBE**

Alison McKeown - 660 3917

**LIGHT RAIL**

Andrew Wood - 660 2194

**PLANNING**

Linda Nash - 818 3095 (H)

**TRAFFIC**

Jeanette Knox - 660 7781

**VENTWORTH PARK**

Christine Stewart - 660 8324

**ARCHIVIST**

Lyn Milton - 660 7930 (H)

\*\*\*\*\*

**MEMBERSHIP OF THE GLEBE SOCIETY COSTS:**

Ordinary \$22, Additional household members \$5 each, Student/Pensioner \$8, Institutional \$28.

Write to P.O. Box 100, Glebe 2037 or ring Jenny Pockley on 660 6363 for information.