



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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Aircraft and Glebe

Third Runway

Well, that's the noise dosage, folks!

That's the noise dosage they were going to work up to by the year 2010, but we got it early.

Do the following:

- Use the Federal Airports Corporation noise and curfew breach telephone number to register your complaint: **667 9050**
- Tell the following politicians (and others you can think of including NSW politicians) what you are suffering because of the airline industry:

Hon P Baldwin MP, Level 3, Mallett Street,
Camperdown 2050 Tel: 550 5877

Hon P Keating MP, Prime Minister, Parliament
House, Canberra ACT 2600

Hon L Brereton MP, Minister for Transport,
Parliament House, Canberra ACT 2600

You can fax, but fax numbers have been known to change without notice.

Are you outraged and angered? Flat-lining the noise contours and drawing flight paths on maps is a farce. Now it's up to individuals to tell federal and state politicians they have started a bushfire.

Helicopters

At a recent IC & FCAG Inc meeting on 6 October Mr Peter Yates of the EPA responded to questions prepared by IC&FCAG regarding the heliport at Pyrmont. Here is a report of the meeting.

Whilst 48 flights per day have been approved, there could be up to 96 flights if less noisy helicopters were used. The meeting was informed there are already 200 home units within 400 metres of the heliport; the units are opposite in direction to the flight path and certain work may need to be done on the units (to reduce noise). The units were built in accordance with the City West Urban Strategy and are not entitled to compensation. There is an agreement with the CAA that the EPA has control of noise in flight paths - it could threaten to close down the heliport if there is non-compliance. The

EPA hopes to get a height set, in most instances, of 1 000 ft in flight path R409. It is negotiating with the CAA for identification markers on helicopters and the CAA argues that a marker system would have to apply to the whole of Australia.

The reply to the question: "What could a commercial heliport, out on a peninsular, at Pyrmont, offer for emergency purposes?" was that the query would be taken up.

Sandra Nort put the question that, as Planning Minister Webster didn't table anything in Parliament, and therefore there was no Ministerial Direction, why hasn't the EPA stood up and said there have been guidelines and 20 flights a day is enough? The reply came that guidelines are just guidelines... the heliport is an economic benefit to the community... after evaluation it was decided to do 40 per day.

In reply to the question asking if noise complaints make any difference to decisions, it was said that complaints have dropped off. The EPA has very little control when helicopters are in flight. Some complaints are mischievous. It is interesting to note that ANEF does not apply to noise from helicopters, according to CAA advice.

The EPA looks at the impact on the environment. It may send a letter to the polluter. If there isn't compliance there is an instantaneous fine. Proceedings can be instituted in court. If the event occurred in tier 1 the fine could be up to \$1 million.

Whilst Luna Park has been given a 65 decibel OK, the heliport will have an 85 decibel permitted level of noise. The meeting was informed that a helicopter is/will be in an area for about three minutes. Indeed, helicopters will not be permitted to hover. But helicopters are to gather at Fort Denison (a holding pattern) if waiting to land at the heliport. Why weren't the EPA's guidelines - the best in Australia - used for Pyrmont heliport? The EPA put the guidelines to the inquiry. The inquiry accepted recommendations. The heliport will be subject to annual review by the EPA, who could revoke its licence or change conditions of approval.

Hunters Hill Council has met with IC&FCAG. The Real Estate Institute of NSW is also planning to

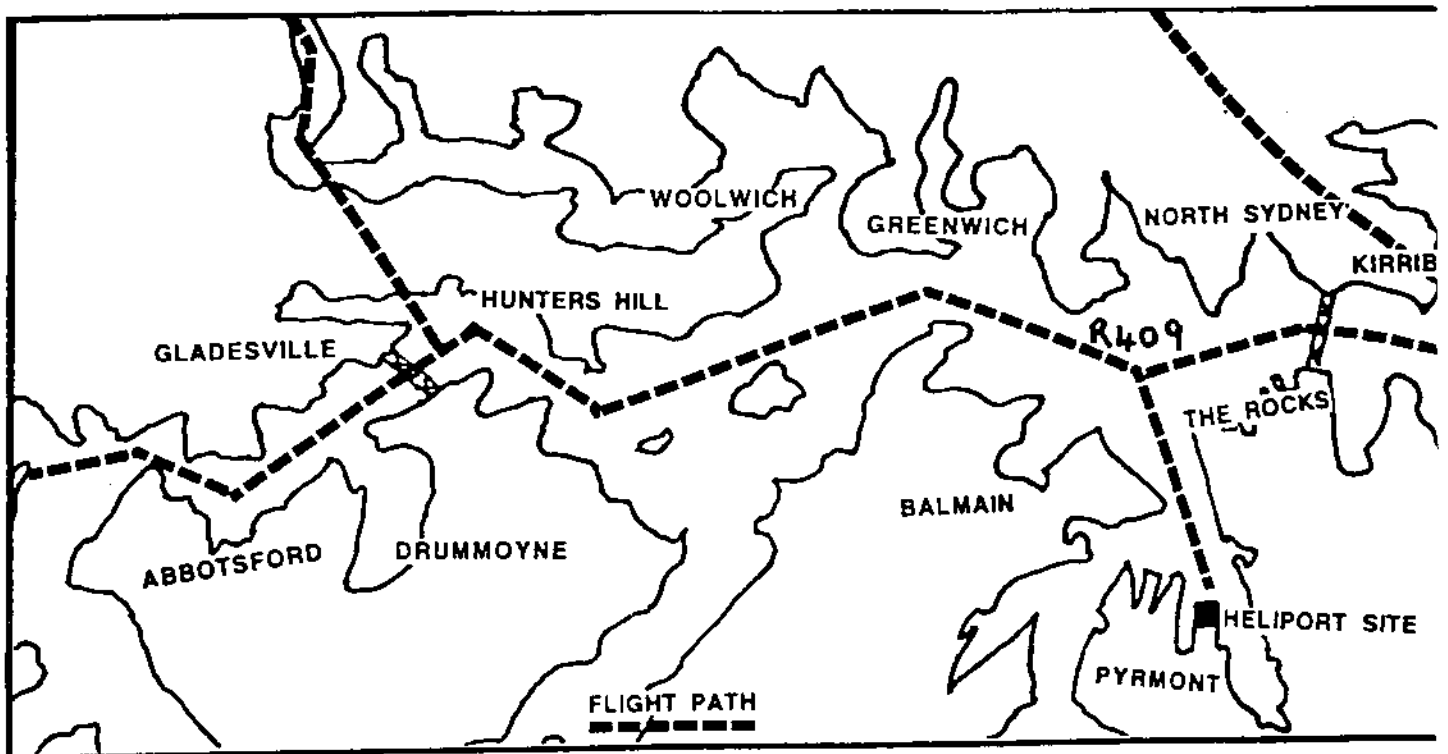
discuss its concerns about marketing newly-constructed home units in the area: does it have a duty of disclosure regarding the heliport?

ANEF - Australian Noise Exposure Forecast
EPA - Environmental Protection Agency
CAA - Civil Aviation Authority
IC&FCAG Inc - Inner City & Foreshores Community Action Group Incorporated
Alison McKeown

Inner City & Foreshores Community Action Group Inc.

THE FOURTH RUNWAY IS FOR HELICOPTERS

Is this what you want for Sydney's suburbs and waterways?



Book Release

The newly published history of the Glebe District Hockey club is now available. The title is *Under the Arches*, and the authors are Max Solling and Harry Wark. The book is available from bookshops in Glebe and from the Hockey Club.

The End of an Era!

After 40 years of business in Glebe Point Road, Toni Peruch has retired from the Delicatessen that has been notable both in Glebe itself and far beyond. Toni has been truly a pioneer, having played a significant role in the revolution that has taken place in Australian tastes in food since the fifties. The range of goods that he began to stock at that time, while regarded as normal these days, was very unusual then and attracted customers from many suburbs of Sydney - and even, it seems, from Canberra. "Toni's Deli" has also been featured on screen.

Toni has always carried a fascinating range of goods, but it was not only the contents of his shop that attracted devoted and regular customers. Toni could also be relied on for expert advice when you were catering for a party and didn't know how much or what kinds of cheese and olives to buy, or if you were trying out a new recipe with unfamiliar ingredients. And has anyone ever seen him less than cheerful and smiling whenever you went into his shop?

Toni will miss his customers - and they will certainly miss him too. Toni will not be retiring to live in Glebe, but he hopes to maintain contacts here, and plans to continue his membership of the Glebe Society. He might even have time to come and join in some of its activities!

We wish you a long and happy retirement, Toni.

Jeanette Knox



Cork Recycling

At this time of year it is likely that a bottle or nine of wine will be opened in Glebe. The corks from wine bottles can be re-used; they find a second life in cork tiles and car-engine gaskets, to mention two items. Cork production is falling as those Portuguese farmers who grow the tree whose bark gives the raw material find factory work or other crops more worthwhile financially. World-wide wine production is rising, giving an extra fillip to an under-supplied market.

I estimate that Australia's import bill for wine corks alone could be of the order of \$50 million p. a. I have no idea of the cost of imported cork (all of it is imported) for other purposes, but it would be millions of dollars - both figures rising year by year.

At least two non-profit organisations in Sydney are recipients of cork for recycling. One is the NSW Girl Guides Association, the other is RSL Veterans' Retirement Villages which sells recycled cork to Comcork in Melbourne. A number of hotels restaurants and clubs save their corks as part of the venture organised by John Burrell of the Retirement Village, and the corks are collected gratis by Kwikasair and taken to the Padstow branch of Comcork.

In the new year I will investigate the possibility of a local collection point, perhaps with the support of Leichhardt Council.

In the meantime, tell your friends and work colleagues about this initiative, helping to raise some money and save some unnecessary imports. Cork is a tough bark, and does not break down in compost heaps. Apart from limited use in bush haberdashery it can be burnt or put into the garbage. Recycling is better.

John Hoddinott

Review of the Decade

The Society's archivist, Lyn Milton, has reviewed the Glebe Society Bulletin from 1980, and summarised the main issues that have concerned the Society each year since then. Her summary is printed on the following pages, and provides a much appreciated overview of the Society's activities for this period.

Glebe Society - Summary of Issues, 1980 - 1993

1980

Objections to Leichhardt Council Planning Scheme, particularly regarding population densities
Submission re the grandstand at Wentworth Park and the increased parking on the grassed areas of that park

Energy Crisis Concern over leaded petrol. The high cost of petrol generally has led to the popularity of living in the inner city and raised housing prices.

Participation in the demonstrations over the delay to commence Glebe High School

Need to upgrade public transport

1981

Permanent buildings for Glebe High School commenced

Continued support for light rail - two successful train rides

Leichhardt Council's Landscape Architect draws plans for proposed Bi-centennial park

Failures- high rise developments on the Edwards and Pabco Sites and the building of the grandstand at Wentworth Park. Federal Government's decision to sell, the Glebe Estate to the State Government.

1982

The Establishment of Blackwattle Bay Park

Concern about

- . the future of the Glebe Estate and
- . the present of a TAFE college on the Glebe High School site
- . pollution from power stations
- . that a second harbour crossing may affect Glebe
- . increasing traffic problems
- . decreasing open space
- . Leichhardt Town Plan (high population densities)

1983

Cleanliness in Glebe

Suggestion to place the powerlines in Glebe Point Road underground

Possibility of amalgamation with the Council of the City of Sydney

Department of Environment and Planning rejected Leichhardt Councils Draft Local Environment Plan. The second submission proposed densities of 175 per hectare with exceptions on some larger sites to 200 per hectare - generally acceptable to the society.

Blackwattle Bay Park opened on 7 August

Some restoration work on *Venetia* the society would like access to the property for meetings, etc

No progress with Bicentennial Park

Another train ride - advocates light rail system

Protests against the number of meetings and noise from Harold Park. Objection to a large neon sign was successful. Council agrees with the Society's recommendation that a row of trees be planted to screen the park from local residents.

1984

Decision to collect the Society's Archives!

Amalgamation with the Council of the City of Sydney did not proceed

Leichhardt Council applied for federal government funding to assist with the Bi-centennial park

Reinstatement of Blackwattle Bay Park after damage from heavy rain and plans to restore *Venetia* as a Caretaker's flat and Visitors' Centre

Campaign to improve maintenance of Jubilee Park

Plans for smaller parks - Mitchell Street, Orphan School Creek and the block near the Homeopathic Hospital

Tree Planting and Traffic Subcommittees formed to give attention in these areas

Historic Houses Trust moved into Lyndhurst and has made rooms available to the Society for meetings.

1985

Sale of the Glebe Estate to the State Government who sought the Society's advice about siting local parks

Addition of Stride's yard to Blackwattle Bay Park . John Street section of St James Park and Mitchell Street Park opened.

Negotiations slow regarding the Bicentennial Park and Orphan Street Creek Park

Leichhardt Council delays traffic study in Glebe

Indecision about the proposed freeway.

1986

Glebe section of the bicentennial park made available doubt the Annandale Section

Poor maintenance in parks in the municipality generally

No process on *Venetia*

Catherine Street Park proposal lost

Submission to the Glebe Island Environmental Impact Statement (Jeanette Knox)

Council's Traffic Study still in the future

Objections to extensions to the Homeopathic Hospital

Concern that the Darling Harbour Project will create more traffic in Glebe

Protest against proposed monorail

Society watches plans for 'Max Factor' Building

Concern about 1 - 9 Glebe Point Road which may want to add extra floors

Ombudsman's advice re the sign on University Hall

1987

State government will not hand over the land for the Bicentennial park until plans for the Rozelle Marina complete - concern that the park may not be eligible for bicentennial funding.

Traffic still a concern

Pressure on the Area Health Board to retain the Homeopathic Hospital for medical purposes

Harold Park Hotel Redevelopment included the poss of a prominent terrace house.

Strides Yard - Leichhardt Council refuses to develop as parkland

The Society continues to watch

- Waterfront Factory at the end of Glebe Point Road
- Fletcher Container Yard
- Factories at Jarocin Avenue/ Bridge Road -

Society has personal difficulties with the Leichhardt Council Town Clerk

1988

Numerous traffic issues

Retention of sandstone kerbing in Wigram Road

Retention of 'Fines Corner' shops in St John's Road

Approval of Leichhardt Council's Open Council instigated by Mayor Nick Origlass

Society organises a meeting to meet the candidates for the Council elections - concern about abolition of the ward system.

Support of a light rail system continues

Concern that Conservation Area provisions insufficient to protect all buildings and specific orders have been required to strengthen these provisions in the case of particular buildings - the publican's cottage at the Excelsior Hotel and Fines Corner.

Concern about unnecessary demolition by neglect - Reussdale.

Progress on the Bicentennial and Blackwattle Bay Parks

Concern over neglect in Wentworth Park

Concern about the colour schemes in Glebe Point Road.

1989

Bicentennial Park opened

Glebe Point Road Project - reinforce its historic character, improve amenities to residents. Aim for quality and authenticity. Some unnecessary and tasteless redevelopment has been allowed eg 315-317 Glebe Point Road, marble-fronted shops.

Increase in conversion of larger residences into back-packers hostels

Closure of the Homeopathic Hospital leads to deficiency in health care in Glebe. The future use of the building to be watched.

Proposal re the management of Wentworth Park

Inadequacies of the recent traffic study

Advocation of rail and ferry services between Glebe and the City.

1990

Incorporation of the Society 26 June, 1990

Launching the reprinting of Architectural Character of Glebe Kate and Bernard Smith

Good relations with the Mayor, Tony Woodward

House in Allen Street - the addition of a second storey Leichhardt Council's decision upheld by the Land and Environment Court

Cook Street Marina opposed

Opposed third runway, Kingsford Smith Airport

1991

Restoration of the Diggers' Memorial

New Logo designed by Christine Stewart

Society wins the inaugural Glebe Community Award for involvement with and support of the community in Glebe

Concern over rubbish in the streets in Glebe and endeavour to influence people to be more responsible about dumping rubbish, using garbage tins, etc

Concern about neglect of Major buildings - University Hall, Reussdale

Opposes third Runway which will lead to more aircraft over the inner city, noise and air pollution, threat to wild life, more serious nature of a disaster on take-off or landing

over medium density areas

Glebe Point Road poplar trees - many in poor condition and some have damaged pavements or caused injury to people.

Rozelle and Blackwattle Bays

Traffic issues

1992

Restoration of the Diggers' Memorial in Glebe Point Road

Third Runway - issues as previous year

'Ludicrously high' Glebe Island Bridge - not sympathetic with the built environment, and may encourage large vessels into Blackwattle Bay.

'Venetia' Blackwattle Bay... The society presented views for and against the proposed development of a restaurant with wharf and kiosk. Disappointed that the site is apparently to be lost for community use.

Rozelle Bay Marina opposed on grounds of congestion and loss of foreshores to public use.

The Society opposes parking on Wentworth Park and believes that the park should be as much as possible dedicated to public use including sporting activities, quiet recreation and landscaping.

Opposition to the operation of Glebe Markets on both days of the weekend - cause traffic congestion, noise pollution and take business from local shopkeepers

Social and Cultural Issues still important to the Society as exemplified in the donation to Community Bus

FAI Insurances 'development' of Sugar's site - the design, compatibility and impacts inappropriate for Glebe

The Society Supports Light Rail development as a quicker more environmentally friendly means of public transport.

1993

The following issues carried over from 1992:-

Light Rail

Glebe Markets

Poplars in Glebe Point Road

Diggers' Memorial

Third Runway

Wentworth Park

Lack of facilities for children - open space, dilapidated playground equipment and inadequate childcare.

Concern over the number of 'Backpackers' Hostels in Glebe - transient population not committed to preserving the character of Glebe. Implications for street litter and drain upon public transport.

Harold Park - proposed extension of the track, building a hockey field and temporary relocation of the Glebe markets there

University Hall - regret that only the facade is to be restored

Reussdale continued 'Demolition be neglect)

'Pudding Shop' - destruction of facade without permission. The lack of power of the Land and Environment Court to force restoration

Use of 29 Cook Street as auction rooms

Traffic - lack of success of the City West arterial to ease traffic congestion in Glebe. Poor taste directional signs near the fountain

Support for organised street tree planting as beneficial for Glebe.

For Your Diary

Sunday 22 January - 4:00 - 6:00pm
New Year's Party at our President's home, 56
Boyce Street, Glebe

Booking form is enclosed in this Bulletin

THE GLEBE SOCIETY inc. Management Committee

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Senior Vice President
Vacant

Junior Vice President
Cynthia Jones 660 2451 (H)

Immediate Past President
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391 3000 (W)

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Traffic
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Wentworth Park
Christine Stewart 660 8324

Membership of The Glebe Society

Costs: Ordinary \$25; additional household members \$5 each;
Student/Pensioner \$10; Institution \$30

Write to P.O. Box 100, Glebe 2037, or ring Jeanette Knox on 660 7781.