



# THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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February

## Society Policies

**T**wo sub-committee convenors have prepared draft policies for their areas of responsibility: Traffic and Wentworth Park. The drafts are published for feedback from and input by members. Please contact Jeanette Knox (660 7781) or Christine Stewart (660 8324) if you have any comments or suggestions.

## Priorities for a Traffic Policy

- 1 Minimise the amount of non-local traffic, particularly through traffic, in Glebe.
- 2 Lobby for the improvement of existing public transport provision to encourage its use in preference to that of the private car, e.g. punctuality and reliability of bus services.
- 3 Lobby for the development of additional public transport provisions that would offer viable alternatives to the use of the private car.
- 4 Lobby for the maximum utilisation of rail for the transport of freight, and the minimal use of heavy freight trucks within the metropolitan area.
- 6 Support educational and publicity campaigns to encourage the use of public transport, walking and cycling.
- 6 Encourage the provision of adequate but not over-generous off-street parking in new unit and townhouse developments. People who decide to live in the inner city need to become aware that one factor in this choice can be a limit on the extent to which unrestricted private transport can be used.
- 7 Support improvements to streets and roads that make them both safe and attractive for walking and cycling: e.g. reduced traffic and hence reduced pollution; personal

safety enhanced by greater numbers of people out and about on the streets; good street lighting; safe pedestrian crossings; traffic calming measures; well-maintained footpaths; separate cycleways; street seating.

## Wentworth Park

The aims of the Society are:

- 1 To remove all cars from the Park.
- 2 To have the Landscape Plan of Management implemented to the fullest extent possible, even if the removal of parking has to be deferred initially.
- 3 To support the closure of Bridge Road at the Park so that the Park can continue through to the Bay.
- 4 In the longer term, to seek the removal of the Stadium altogether, since it should never have been built on public land and does not serve many people in the area.



*The Society is gradually developing policies for all its committees.*

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## Cork Recycling Collection

**M**r Murphy, the publican of the Toxteth Hotel, cnr Glebe Point Road and Ferry Road, responded immediately and positively to my request that we might be able to use his hotel as a collection point for recycled corks (as detailed in the Nov/Dec Bulletin)



*Keep saving those corks!*

I have organised that between 11am and 2pm on Saturday 11 March there will be a collection near the bottle shop entrance of the hotel. I will arrange for the corks to be collected by KWIKASAIR to be sent to Padstow for dispatch later to Melbourne, where they will be bleached, crushed and turned into other cork products. I thought that the first collection could go to the RSL Veterans' Retirement Village.

The hotel opens at 11am, but if you wish to leave corks earlier on that day only please leave them in a clearly marked container (say a plastic bag) behind the beer garden. Don't leave them in the drive-way. I will check, depending on the response this first time, the possibility of a collection about every two months. I have heard that cork recycling is a very big issue in Melbourne - now there is a challenge for Sydney-siders!

One small note about general recycling - PET plastic bottles (and all containers in general) should have the white plastic top removed and disposed of as general garbage; the top is not recyclable. Nor are translucent plastic milk bottles, which unfortunately must again be disposed of in the garbage.

## Homeopathic Hospital Site

Some of you may know that there was a plan to clean up the open area next to the former Homeopathic Hospital site on 'Clean-up Australia' day in March. This must have shamed the NSW Health Department into getting in first, and the open area has been mowed, and the front area of the vacant building has been cleaned up. Perhaps we need an election every few weeks, or am I being too cynical?

John Hoddinott

## Planning Report

**T**here are three major issues currently under consideration:

- 1-9 Glebe Point Road: (the marble and glass fronted building near Broadway) this matter is to be determined between the owner and Leichhardt Council, following a settlement agreed to by the Land and Environment Court; there has been no decision yet as far as I know, but a reasonable consensus may be possible. The aim is to reduce the bulk of the lift shaft and improve the facade.
- 57 Hereford Street: this is the block bounded by Hereford St, Ross St, Wigram Lane and Walsh Ave, essentially an old warehouse site. The Society has put in a letter to Council with three major objections to the proposed development, but there has been no decision on the matter yet.
- 213 Wigram Rd/Creek St: Cr Neil Macindoe and I attended an on-site meeting and listened to the views of the residents and the developer and architect; the matter is undecided and it is not possible to give any definite news, although the decision seems to lie in the hands of Council at the moment. On February 28, Council resolved to prepare a Development Control Plan for the whole Orphan School Creek area, including this site, before any development proceeds. The Society will keep a close watch on this issue.

I hope to have some more definite news in the next couple of months on all of the above, and any other planning issues as they arise, for instance a report recently in *The Glebe and Western Weekly* that greyhound racing may resume at Harold Park. The Society will follow this issue closely.

John Hoddinott

## Aircraft and Glebe

**S**ince the opening of the third runway in November - before new guidance system, control tower or noise amelioration were available - there has been intense activity as residents realised the full impact of the change. Below is a summary of some of the main events since the last *Bulletin*.

### December/January - initial community reaction

Coalition of Councils' community meeting at Leichhardt Oval, 3 December, a great success. Councils asked for support and solidarity. Community group, CAC, openly critical and sceptical of the councils' action.

Sydney Morning Herald delves into background of the 3rd runway decision. For example, 2 Dec, SMH reports: "Under Greiner, the Department of State Development (NSW) ran a covert operation which put up front organisations to lobby for the third runway's construction."

Demonstration at the International Terminal KSA, 17 Dec, a great success. Many Glebe people attended. FAC street-signs wall-papered with stickers "Re-open the East West", "\$230 000 000 and still two runways".

Glebe Society did make a submission to the NSW Government inquiry into aircraft noise, 8 Dec, despite smell of 'damage control' and point scoring emanating from the government's sudden burst of action. The inquiry imploded because Parliament was no longer in session but they would read submissions.

1994 Federal Inquiry, Olympic Games Transport, released findings: domestic terminals at KSA won't cope; dates for Badgerys Creek development need publishing.

**February - Reaction from the politicians**  
Coalition of Councils' Canberra Cavalcade a success. Minister Brereton met Mayors of Leichhardt and Marrickville. Liberal Leader, Howard, promised re-opening East-West runway and fast tracking Badgerys Creek airport. The councils' aircraft noise machine went to Brisbane and is due in Adelaide soon. The campaign is national -

people elsewhere are concerned, especially in Brisbane.

The Glebe Society wrote to Cabinet Ministers to say insulating to 25 ANEF isn't enough. Meet Australian standards to 20 ANEF.

Hon Bob Carr, NSW Opposition Labor Leader, promised in press statements Badgerys Creek Airport by 1997 and transport links.

Meeting, 11 Feb, called by Peter Baldwin, MP for Sydney, attended by Sandra Nori, MLA for Port Jackson, for Glebe residents at Glebe Town Hall. Main topic: KSA. We learned that major aviation operators and regional operators are keen to reopen part of East-West runway so that small regionals have a separate runway and big jets can increase on the main north-south runways. That is - more jets north of KSA.

Coalition of Councils blockaded KSA domestic terminals, 7am to 9am, 13 Feb. Protesters extend blockade to 10am by occupying a major intersection. Well-attended and behaved blockade, despite some media beat-up to the contrary. Vocal school children in the crowd. The next council blockade will be unannounced.

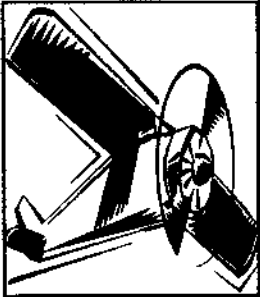
### Community support broadens

Art auction at Leichhardt Town Hall a great success. Paintings, sculpture, drawings, prints generously donated by artists and owners. More than \$30 000 raised for Councils' campaign.

Doctors get together on health issues. AMA President Brendon Nelson questions FAC study.

No Airport Noise party formed: a single issue, non-political group targeting protest votes and the NSW Legislative Assembly and Council at the coming elections. Other candidates, including Denis Doherty, address the issue.

Sandra Nori, MLA Port Jackson, has community monitoring KSA. Liberal candidate Christine Bourne wanted comments and publicised a curfew monitoring plan.



*We have yet to experience landings from the north... This will happen after the NSW State elections*

#### Minister acts

KSA Noise Enquiry Unit expands: Ph 667-9050 between 6am and 8pm every day or use answering machine for after hours complains.

Fax 667 9693; 667 9844; 667 9886.



"Noise Management Initiatives at KSA" published. Insulation to be accelerated, but only to 30 ANEF and schools to 25 ANEF. Paid by tax on aircraft from 1 July 95.



Badgerys Creek international runway airport by 1998 -99. Project team is preparing submission for master plan on modular-development lines. Joint Federal/State engineering study for rail corridor commenced for Badgerys via KSA to city.



Jets must start from most southern point of KSA's old north-south runway to take off to north (big jets less airborne over Leichhardt though, because of size). Government reaffirms the following: strict take offs to the south unless safety or weather intervene; no take offs northwards from the third runway; the east west runway will be used when weather makes safety an issue, existing controls on ground running operations are to be retained.



Joint media statement 8 December: "The Civil aviation Authority has developed new flight paths associated with instrument approach and departure procedures designed to international standards. These are designed to confine overflights to the narrowest flight paths in order to minimise the number of people affected by aircraft noise. Paths will be closely monitored and regulations provide for penalties. Due after navigational systems are programmed to fly the new flight paths." New maps are available depicting instrument operations north of KSA. We need information on visual operations.



**Do we discard the \$9 million third runway EIS?**

Yes. Reasons include:

♦Supply of facilities for 85 movements per hour shortly available at KSA is now equalled by aviation demand. Expressed in reverse: demand now equals supply. The runway has not solved aviation growth needs up to the year 2010.

♦The EIS 20 year forecast for KSA was 3.5% average annual air traffic passenger

growth. But it grew 6.5% p.a. from 1989 to mid 1994. Growth will continue higher than 3.5% p.a., assuming no major catastrophe occurs. We can argue that, as the EIS predictions for growth are wrong and the aviation growth is higher than FAC predictions, environmental effects depicted in the EIS are different from what we will experience.

♦RORT Newsletter Vol6 No 2, Summer 1994, comments that Minister Brereton's media release on the Noise Management Plan, 1994, referred to both:

-the existing EIS, year 2010, ANEF map (303 000 plane movement p.a.); and

-an undisclosed "ultimate capacity" KSA ANEF map (353 000 plane movements p.a.)

There is no mandate for 353 000 movements at KSA. This whole debacle is amazing.



#### The effect on Glebe

Glebe's dose of aircraft noise is variable and has altered slightly with February operational changes. People's experience varies from not affected to definitely affected, depending on location and dwelling. We have yet to experience landings from the north, including big jets, on the third runway over Annandale as frequently as every 2 - 3 minutes. This will happen after the NSW State elections, when guidance systems will be made operational. Meanwhile, Leichhardt and other suburbs are having a terrible time. air pollution will be the next issue. Do we need reminders of the crash risk? KSA has no buffer zone to its north.

#### You must keep complaining

♦Noise and curfew: FAC Ph: 667 9050

♦General Manager, Sydney Airport, PO Box 63, Mascot 2020;

Ph 667 9111 Fax 667 9962

♦Manager Air Traffic Control Centre Sydney (Kingsford Smith) Airport Kyeemagh 2216

♦Hon Paul Keating MP, Prime Minister, Parliament House, Canberra ACT 2600

♦Hon L Brereton MP, Minister for Transport, Parliament House, Canberra ACT 2600; Ph 06 274 7320; Fax 06 273 411

♦Hon P Baldwin, MP for Sydney, Level 3, 10 Mallett St Camperdown 2050

Tel 550 5877

Alison McKeown

## 1995 - a Big Year for the Foreshores:

### 1. Harbour Lighterage

**W**hen the Adelaide Steamship Company (Brambles) had to sell off Harbour Lighterage (Oxley Street) because of financial problems, we lost the picturesque tugboats with it.

The land was auctioned and bought by a Hongkong based developer. Squatters moved into the shed.

On 22 November 1994, the land was rezoned by Leichhardt Council from 'Industrial Waterfront' to 'Residential' and 'Open Space'. The Glebe Society fought successfully for the dedication of a 15m strip of the foreshores to Leichhardt Council, i.e. to the public.

A few days ago, the sheds were demolished. Driving through narrow Leichhardt Street the huge truck not only took off one third of our beautiful Jacaranda tree, but also knocked a powerline down, which remained (live?) on the footpath for a whole day.

An unsympathetic proposal for one large block of units under one roof has been submitted to Council already, will take the views over Rozelle Bay from many units behind. We expect that a development application will be received by Council soon.

**Problems to watch for: height, density, appearance, impact on traffic for Leichhardt and Stewart Streets.**

### 2. Bellevue - Blackwattle Bay Park

**B**ellevue (sometimes called Venetia), The Italianate villa built in 1890, must enjoy one of the most sweeping views over the bays.

Unfortunately, it has been allowed to deteriorate further since resident action saved it from demolition by Parkes Development twenty years ago. We read in the *The Glebe Society Bulletin* No 9 of 1975: "That Parkes should be demolished was little surprise ... but "Venetia" had been promised by them for retention and restoration for community use as part of the package 'agreed in principle' with the old Council in 1973."

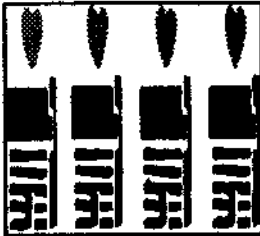
Subsequently, Bellevue came under Leichhardt Council's responsibility.

In February 1991, Leichhardt Council approved a development application by Anthony Vick for a restaurant, a kiosk and a wharf. This particular D.A. lapsed. In December 1993, Council signed a lease with Mr Vick, subject to the approval of a resubmitted D.A. The lease was to start on 20 April 1994. Since 1991, the area has changed: Stride's yard has been beautifully restored for residential leasing, an increase in cars has been observed, and Harbour Lighterage wants to build a huge block of units. Therefore the applicant was asked by Council to provide an environmental and traffic study.

In June 1994, a private person expressed interest in restoring the villa to its former glory, to use as his home and open it to the public on certain days. He anticipates having it restored within 6 months.

In the meantime everything is in limbo, as Council apparently has not heard from Mr Vick again. The query is how long will the private person keep up his interest in restoring Bellevue?

As the residents have saved Bellevue, we must ensure that an overdevelopment does not occur. A commercial development would generate money for Council, but if it is not scaled down, it could backfire on the same residents who saved it in the first place.



### 3. 29 Cook Street, Blackwattle Bay

In March 1994, the Land and Environment Court approved a Development Application for a large residential block of units on the foreshores.

Recently, a number of surveyors took some 'preliminary' measurements of Cook Street. We are wondering when the existing shed will be demolished (asbestos?), the possible contamination assessed during excavation and treated, and the construction of the block of 24 units will start.

A strip of approximately 15m along the foreshore has to be dedicated to Council, i.e. to the public.

### 4. John Fletcher Forsyth Street

John Fletchers have indicated that they are looking for a depot at Botany Bay in 1995 to relocate their container business and sell their Glebe foreshore land.

As the trucks and the repair of containers have been causing a lot of inconvenience for the residents over many years, we welcome this as good news.

However, as this is a huge site, we must watch that the area will not be allowed to get overcrowded, which would also add to the traffic and parking problem already suffered by Forsyth and Ferry Road residents.

Leichhardt Council worked on a rezoning plan from 'Waterfront Industrial' to 'Residential and open space' some years ago. Delays were caused, amongst other reasons, by difficult title searches, the Glebe Depot and some parcels belonging to the M.S.B.

Unfortunately, while council has town houses with corridors in mind for the rezoning plans, we seem to end up with large blocks of units under one roof, with no view

corridors, and views lost by residents behind.

We live in a difficult climate where the State government supports urban consolidation with medium density, even on foreshores, and dual occupancy, and where the loss of views by existing dwellings does not seem to matter at all in the Land and Environment Court.

### Glebe High School

The Glebe High School Parents and Citizens Association is planning to engage a landscape designer to re-assess the school grounds, 14 years after the school's initial landscaping.

The members of the Society have made a generous donation for this project, much to the delight of the school community.

Marianne Von Knobelsdorff

### Changes ahead at the Parramatta Road end of Glebe

Members will be interested to know that the Grace Bros site has been sold, and there are plans to develop all seven buildings in the complex.

The developer has commissioned market research to determine the shopping preferences of residents in the surrounding suburbs. Your editor was one of those interviewed by phone, as presumably were many of our readers.

The planners employed by the developer recently attended a precinct committee meeting to further canvass the views of residents. The site is so large and varied that the planners are still uncertain about many aspects, but they do seem to be definite about the inclusion of a major supermarket and other retail shops, student accommodation to be jointly sponsored by Sydney University and UTS, and a doubling of the capacity of the car parking capacity.

Also in the same vicinity, South Sydney Council plans to install heating for Victoria Park pool, and will commence work before the middle of the year.

*... the State government supports urban consolidation, with medium density even on foreshores ...*

## Obituary: Meta Charlesworth

**T**he following obituary appeared recently in the Telegraph Mirror, and will be of interest to members as it concerns a local identity and former member of the Glebe Society.

### **Meta Charlesworth**

**Born:** Bexley, March 4, 1920

**Died:** Forest Lodge, January 24, 1995

Friends and relatives of Mrs Charlesworth describe her as an original thinker and great wit who introduced them to art, music and other cultural activities.

Dux of the Sisters of Mercy, Parramatta, Mrs Charlesworth trained at Sydney Teachers College.

During World War II, she taught at small-town primary schools. In 1944 she wed Allan Charlesworth, a Sydney County Council employee and union delegate.

Mr Charlesworth was one of the founders of the breakaway Democratic Labor Party in NSW. Eventually he rejoined the ALP with his wife who had stopped supporting the Liberals because of her opposition to the Vietnam war. She served a term as Forest Lodge ALP branch secretary.

In the 1960s, Mrs Charlesworth undertook a course to become a secondary school arts teacher.

Because of a heart condition she spent the rest of her career at the Correspondence School. Her pupils included children of diplomats, people in rural areas and prisoners, among them Darcy Dugan.

Her daughter Lynne said: "She was a feminist before the women's movement, and she conveyed the lesson to myself and other young women that we could do and be anything we wanted."

Mrs Charlesworth was also a founding member of the Glebe Society and active in various conservation and public interest groups. She was predeceased by her husband.

## For Your Diary

**Saturday 11 March** - Deliver your corks to the Toxteth Hotel, cnr Glebe Point Road and Ferry Road, between 11am and 2pm.

**Wednesday 15 March -7:30pm** - Committee meeting at Lyndhurst

<b>THE GLEBE SOCIETY inc. Management Committee</b>	<b>Convenors of Sub-Committees</b>
<b>President</b>	All convenors are ex-officio members of the Management Committee
David Browne 660 0865 (H)	<b>Aircraft</b>
<b>Senior Vice President</b>	Alison Mc Keown 660 3917
Vacant	<b>Bays &amp; Foreshores</b>
<b>Junior Vice President</b>	John Buckingham 660 7780
Cynthia Jones 660 2451 (H)	<b>Children &amp; Glebe</b>
<b>Immediate Past President</b>	Louise Schweikert 660 7205
Ted McKeown 660 3917 (H)	<b>Diggers' Memorial</b>
<b>Secretary</b>	Max Solling 660 1160
Jeanette Knox 660 7781	<b>Environment</b>
<b>Treasurer</b>	Fiona Campbell 821 6287 (W)
Mavis McCarthy 660 5119 (H)	<b>Harold Park</b>
<b>Committee</b>	Vacant
Otto Cserhalmi 552 3800 (W)	<b>Light Rail</b>
Barbara Sutton 660 0782 (H)	Andrew Wood 660 2194
Mariane von Knobelsdorff 692 0916 (H)	<b>Planning</b>
Christine Whitemore 660 7969 (H)	John Hoddinott 692 0071
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<b>New Members:</b>	
Barbara Sutton 660 0782	
<b>Publications:</b>	
Patricia Jackson 660 8849	
<b>Archivist</b>	
Lyn Milton 660 7930	

## Membership of The Glebe Society Inc

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

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