



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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No 9 of 1997

October/November

Social Activities

Glebe Society Birthday

The twenty-eighth "birthday" of the Society was celebrated at Benledi on 20 September by over forty members and friends. The excellent fish and chips from our local *Glebe Point Takeaway* was accompanied by a variety of home-made salads and followed by superb homemade desserts. Many thanks to those who contributed to the celebration with donations and/or time. Special thanks to Sue and Chris Kottaras (*Toni's Delicatessen*) who donated the coffee and chocolates which concluded the evening.

The evening was an enjoyable one, with music and good conversation, and the proceeds from the event will enable us to make a donation of some \$300 or \$400 to the Library/Benledi.

Christmas BBQ/Picnic

In view of the Music Festival and Glebe fair Day, we decided against a monthly lunch in November, and thought that instead it would be pleasant to finish off the year with a Christmas picnic in Blackwattle Park. There is an electric BBQ there so that you have the option of either a barbecue or picnic lunch.

We plan to gather from 12.30 onwards on Sunday, 7 December. Access is from the bottom of Cook Street. There is a lawn, there are shady trees, there is a fine view of the city across the water. We look forward to seeing you at this, our final social get together for 1997, to wish ourselves a merry Christmas.

Jeanette Knox



Meet other Glebe Society members at our Christmas BBQ/Picnic

From the President

At 6 o'clock in the morning, Glebe Point Road is a pretty quiet place. The sweeping machine, with its roar and ghastly flashing light, occasionally disturbs the peace. The traffic is mostly empty taxis. A cab to town takes, maybe 8 minutes, over the Western Distributor. They wouldn't think of going any other way. The buses go all along Glebe Point road, then Parramatta Road and back along George Street - then at night back the same way - sometimes taking over 30 minutes from Wynyard to Wigram Road during peak hour. Now we will have the light rail - which is fine - but slow. Something tells me those taxis will be in business for a while yet!

Russell Stewart

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Highlights of the November Management Committee Meeting

The very well attended meeting was chaired by the incoming President, Russell Stewart.

We did not have a Bulletin in October as there was not a lot to report so this is a double one. This will be the last one



produced by Jan Macindoe who has done a great job. Bobbie Burke has generously offered to be the Editor next year. Please make sure you have paid your subscription for this year, otherwise this will be your last Bulletin.

We discussed how best to donate the amount of \$400 raised by the cocktail party for the new Library. Should we offer to frame a large painting of Glebe Point Road, recently donated by a Chinese artist, or to buy equipment or books or to give a non-specific gift of money. Judy Vergison will discuss this with the librarians and we will let you know the decision in the next Bulletin.

Max Solling will revise the Historic Glebe booklet and it will be reprinted.

It had been rumoured that houses were being sold off in the Glebe Estate. The Society is strongly opposed to this trend as it would mean the end of public housing in Glebe. The Department when asked said they were only selling commercial property.

A garden group is being formed by Barbara Fazekas to look after public gardens in Glebe - this action is welcomed by the Society and presumably by everyone else in Glebe.

The meeting agreed to donate money both to Glebe High School and to St Scholastica's for their history prizes.

Leichhardt Council is looking at street furniture for Glebe Point Road and showed some attractive examples. They also will put in barbecues in the new section of Bicentennial Park, near the timber yards. They have rezoned the AGL building also; that will become part of the park.

There had been a lot of community input for the Children's Hospital site and we were encouraged to think that the development would be quite acceptable. The number of people living there would be about the same as the number who worked at the hospital.

The Friends Residents and Ratepayers of the Orphan Creek Gully (FRROGS) are raising money for a choir to sing a specially written piece for the Gully. The composer is Brian Wesley Smith. They need \$2 500 and have so far raised \$1 500.

We discussed the EIS for the Light Rail. The main issue is the stop at Glebe Point Road. Unless someone can come up with a great idea for commercial uses below ground to make it viable it does not seem financially possible to have it. We all agreed the best option was Chris Newton's suggestion of two sets of above ground but covered escalators coming up from Lower Avon Road to Glebe Point Road near Palmerston St. This seems the cheapest, safest and most attractive option.

The meeting was addressed by the Cultural Planner for the new Broadway Shopping Centre - Brad Roberts, Robert Sebes from Badde Manners and Roger Mackell from Gleebooks about the proposed closure of Francis Street to make it a pedestrian mall to the new Grace Bros Centre. It is important that streets in the Glebe Estate do not become traffic

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Draft Regional Waste Plan

At the September meeting of the Management Committee Mr Ken Sullivan, General Manager of the Inner Sydney Waste Region, spoke about plans to reduce the amount of waste being produced in this region.

The Inner Sydney Waste Region is one of eight Waste Regions established in New South Wales in 1995 under the Waste Minimisation Act of that year. It covers the municipal areas of City of Sydney, Ashfield, Auburn, Burwood, Concord, Drummoyne, Leichhardt and Strathfield.

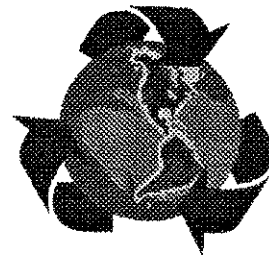
The Regional Board has prepared a draft Regional Waste Plan which sets a target of reducing the amount of waste from Inner Sydney to landfill per capita in 1990 by 60% by the year 2000. The draft has been available for public scrutiny and comment, and public comment is still welcome although the formal closing date is past. Christine Whitemore has a copy of the draft plan (phone 9660 7969).

The Inner Sydney Region disposes of 690,000 tonnes of waste every year, representing more than 20% of the total waste from metropolitan Sydney and almost 2.5 tonnes of waste per inner Sydney resident. The draft Regional Waste Plan proposes separate reduction targets for Construction and Demolition waste (80%), Commercial and Industrial Waste (70%) and Council waste (50%).

Briefly, the draft Plan proposes a mix of strategies combining education, regulatory action, economic incentives and market development, representation to State and Federal government, and new and enhanced services. Some of the measures outlined are:

- new and improved "waste exchanges" and "Re-Use Facilities"

- waste minimization plans as part of all Development and Building Applications
- User Pays system for waste handling, treatment and disposal
- co-operation with other Waste Boards for synergies and maximum impact
- new purchasing and manufacturing policies
- careful separation of materials from source for improved quality of recyclables.



The most rapid ways of reducing the bulk of waste for disposal are likely to be obtained through changes of practice in the construction and demolition industries. However, reduction of domestic waste is also a priority - so keep on with worm farming, composting and minimising the proliferation of plastic bags!

Jeanette Knox

Highlights from the Management Committee

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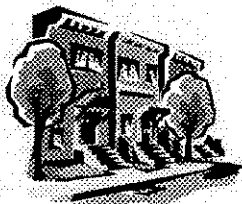
arteries for non-local traffic. Also important that traffic does not come into GPR and turn right at Francis Street. It would be made a No Right Turn street to prevent that. It was proposed by Brad Roberts that we do nothing for 6 months to monitor the situation. The other two wanted it closed immediately as they felt a pedestrian mall would be a great improvement to the pedestrian amenity in Glebe. The meeting agreed that the submission already submitted in favour of closure should stand.

Christine Stewart
Secretary

Planning Report

461 - 465 Glebe Point Road

There has been a considerable amount of newspaper coverage of these properties. A few weeks ago, two members from each of the interested parties, the Society, Precinct 13, Glebe Chamber of Commerce and the tenants, were invited separately to a half-hour meeting with the developers, and chaired by a Leichhardt Councillor.



Mavis and I attended on behalf of the Society. The meeting was chaired by Cr Macindoe, and Cr Hand and Chief Planner Bruce Lay were present along with three representatives of the owner (who attended meetings a week later, but not ours).

The owner presented, through his architect and town planner, a concept plan for the three sites, and this corresponded with one of his two preferred options, noted in an earlier Bulletin. We were not exactly knocked over by a feather, as the other option was "do nothing". The plan involved six up to 6-storey towers (although some articles have said seven blocks), with 57 units in all. We discussed the plan with the others present and told them that the Society had no objection in principle to the concept, while noting that we strongly oppose the (approx) 12-berth marina which appeared on the drawings. We have always taken this position.

The distinct advantage of the plan is that the owner has agreed to a 15 metre *on land* waterfront walkway, and on site parking. There may well also be improved views from Glebe Point Road, depending on the spacing of the buildings.

The request for rezoning is for commercial and residential. We have some concern for what "commercial" means - perhaps just a revamped coffee shop. The next stage is to rezone all three sites thus,

and in exchange the owner will drop the approved DA for 6 townhouses at 461. The rezoning application should be before Council later this year. The Development Control Plan, DCP, follows and will probably contain the planning instruments, such as floor space ratio (FSR), and building heights. At this point, and the later DA time, there will be opportunities for public input. Perhaps Council could see fit to have the plans available for inspection at Glebe Town Hall.

The proposed marina will be the subject of a separate DA, at a later stage. I think Council should be congratulated on having achieved progress on this difficult issue. I spoke after the meeting with a Precinct 13 representative, and they very much shared our views and our concerns (this without collusion, I assure you). I suggest that the DCP and DA stages, members make their own submissions.

The tenants have prepared a plan for them to stay there, but with some work on the buildings to provide an on-land walkway being required, at some cost, I imagine.

I was somewhat surprised to read in the *Sydney Morning Herald* that many Glebe residents have "North Shore attitudes" whatever they may be. This seems to discount those of us who have lived in this suburb for 20, 30 or 40 years. I don't think this kind of attack is a worthwhile addition to the argument.

The Former Children's Hospital Site, Camperdown

Roberta Johnston, Anne Peaston and I attended a meeting at South Sydney City Council (SSCC), representing between us both FRROGs and the Society. Convened by SSCC, who had three representatives, present also were Bruce Lay

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from Leichhardt Council, a consultant from the firm which undertook the overall study of the site (heritage, possible recycling of building, tree conservation, etc) an officer from the NSW Government State Properties Department (SP), and an officer from DUAP, the NSW Dept of Urban Affairs and Planning.

It is the job of SP to organise the sale of the site before the next financial year, and DUAP's role includes adhering to the Government's urban consolidation policy. Both representatives made it very clear that they were also concerned to squeeze every possible dollar out of the sale.

When the LEP for the site went on display, the FSR was set to average 2, with the three "zones" on the site varying from 1.5 at the northern, Orphan Creek Gully, side to 2 in the central area, and 2.5 toward the Bridge Road and Booth Street boundaries.

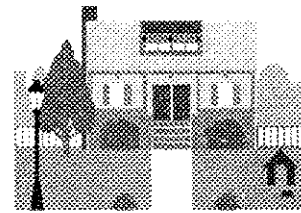
Leichhardt Council and the Society were among those who made submissions, and both of us, at least, requested that the FSR be much closer to Leichhardt Council's FSR of 0.7:1. SSCC responded to public opinion and I was pleased to hear that the value had been dropped to 1:1, which means that the total area of all floor space in all buildings equals the site area, which is about 5.3 hectares. Built into the LEP is a bonus of up to an extra 0.25:1 if the eventual design warrants some extra "Brownie points". I found this very acceptable, as did I think Bruce, although he seemed somewhat sceptical.

From the point of view of FRROGs, the requested 15m set-back from the northern boundary line may be 10m in places, and we expressed concern, again, about the fate of the established trees, as there are more of these in our view than have been earmarked to be kept.

Normally planning guidelines, including the FSR, are incorporated in the LEP and not in the DCP. The LEP is

approved finally by the Minister, in this case the Hon. Craig Knowles, before it is gazetted. DUAP make it very very clear that the FSR of 1 or 1.25:1 wasn't good enough, and obviously the Department's advice to the Minister would be to increase SSCC's figure.

A way around this is to include such planning criteria in the DCP. This allows for greater flexibility, but it is more open to challenge in the Land and Environment Court. Bruce made the point strongly that an increase in the FSR did not necessarily increase the potential return, as this was influenced significantly by the style of the proposed development. It was my impression at the end of the meeting that SP and DUAP were not very impressed with the way SSCC had responded to the thrust of the public



submissions. Both seemed eager to maximise the sale price - which is of course their prerogative - but regrettably this may not necessarily be in the interests of the local community. I think we will indeed be fortunate if the lower FSR finally becomes the approved figure.

Late news - the FSR seems to have increased; more news later.

The Army Drill Hall site, 69 - 73 Hereford Street

Council convened a public meeting about this property, with its Drill Hall and associated house, but I was not able to attend as it clashed with the handing over to Glebe Library of Bernard Smith's papers concerning Glebe.

I understand that the meeting voted to keep the site for community use and this motion was to be presented to Council.

The Federal Government wants to sell the site, as announced in the last Budget. Perhaps they can be persuaded to devote it to public space - unlikely in my view. Otherwise the State Government will

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Planning Report

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have to buy the land, and taking a guess this would run well into six figures. This also would seem to be unlikely. The land was taken over by the Commonwealth many years ago, and my feeling is that it will be assumed to own the land, and hence has the right to sell it without compensation. I don't think we should hold our breath.



The Farmhouse Site, 75 Hereford Street

The Council has approved the building of three town houses in front of the old house, but reduced the height of the development. This may not please all of the nearby residents, but it seems a reasonable compromise.

The John Fletcher Site, Taylor/Ferry/Forsyth

I have heard no news, but this is not to say that the original development will not go ahead on roughly the proposed lines.

210 Bridge Road

This is the former furniture site near Jarocin Avenue on the south side of Bridge Road. The DA was for nine units within the envelope of the building, and Council approved the plan with some modifications. I examined the documents but could not see any serious objection. The development is under way.

Planning Report Summary

I hope that all of the above news is up-to-date. If we look at the potential population increase in our area (including the former Children's Hospital site, officially Camperdown, but pretty much Glebe) assuming all developments go ahead much as planned, there may be about 2 000 new residents in our local area in the next few years. The last ABS census study, according to Leichhardt Council, showed 13 600 Glebe residents.

An increase of perhaps 2 000 on 13 600 is about 15% and this will increase pressure on all our services, roads, public transport, power and water distribution, drainage, sewerage, etc. The community has very little control over these, but we must be vocal in alerting the authorities, especially at State and Local Government level, that the existing residents' rights must be considered. I suggest that the Glebe Society form a Working Group to make representations about our concerns and suggestions.

I believe that these ideas will be welcomed by our elected representatives, but may not be so appreciated by the bureaucrats when the ideas become dollars and cents.

John Hoddinott

Harold Park has lost the Plot

Once upon a time Harold Park put itself out to be a good neighbour. That was back in 1993/94, when they wanted community support for their proposal to extend the trotting track over Johnstons Creek Canal, in the process alienating a significant amount of open space to create a new vehicular access from the Crescent.

And, surprisingly enough, they got it - or at least they managed to keep community opposition to a minimum. This was pretty clever, given that the general community view was (and still is) that the best thing for Glebe would be to get rid of the track altogether. They did this by agreeing to a number of things of benefit to the community. They included:

- removing the hideous "Stalag" wall on the Crescent and replacing it

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with a low see-through fence;

- landscaping & opening up to public use a small amount of land on the Crescent to partly compensate for the lost parkland; and
- most importantly, allowing Glebe Hockey Club access to the centre of the track, and authorising it to construct its much needed synthetic surface hockey field.

What has happened since?

Certainly, the hideous wall on the Crescent has gone, and been replaced by a see-through fence. But the fence is twice as high as was agreed. (This is said to be an insurance requirement, but if this is the case, why was the height agreed in the first place?) Furthermore, although you can see through the fence, there is nothing to see! This is because of the barriers erected around the track itself.

Some landscaping work has been done, and some is yet to be done. But apparently public access will not be permitted to the landscaped areas. Again, this is said to be an insurance issue, but why was the offer made in the first place?

Finally, the Hockey Club has, after three years, come to the conclusion that Harold Park is not fair dinkum about the hockey field. To make matters worse, the Club discovered several disquieting developments:

- The Gaming and Betting Act had been quietly amended to remove any restrictions on the number of days on which trotting meetings could be conducted at Harold Park. This was apparently done to facilitate the proposed privatisation of the TAB, a fact which gives nobody any comfort at all, given the apparent reliance of the NSW government (and other governments in Australia) on a gambling-led economic recovery.

- Whilst Harold Park had always said it did not want to conduct more than 92 meetings per year (it is currently licensed to conduct 112), the responsible Minister (Mr Richard Face) confirmed to the Hockey Club that "there was nothing to stop Harold Park from operating 24 hours a day, 363 days a year".
- It was by no means clear whether any intensification of trotting activity at Harold Park could simply be approved by the Minister, or whether a development approval would have to be obtained from Leichhardt Council under the Environmental Planning and Assessment Act.
- The National Coursing Association had apparently been quietly discussing with Harold Park a proposal to move the dog racing from Wentworth Park to Harold Park. Obviously, the building of a dog racing track inside the trotting track would make it very difficult, if not impossible, to complete the hockey field or having completed it, to gain access to it.

Eventually, things had come to such a pass that a public meeting was called at Glebe Town Hall on Thursday 13 November. The meeting was convened by Leichhardt Municipal Council and chaired by the Mayor, Councillor Kris Cruden.

Jim Oman spoke on behalf of the Hockey Club, and Tom Dan represented a group of concerned residents. The history of the development application and subsequent events was provided by the Council's Manager of Environmental Services, Stuart McDonald, and Donald Ellsmore outlined the heritage significance of the old tram sheds (currently the subject of a long term lease to the Harness Racing Association) and the push by Glebe Basketball Association to establish a much needed sporting venue there for young people in Glebe.

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The meeting was attended by several hundred residents, all of whom appeared to oppose, for various reasons, what had been done and was proposed to be done by Harold Park. However, there were also a number of Harold Park representatives at the meeting. Their spokesman was Mr Peter V'Landys. He asked for, and by and large was given, the same right to address the meeting, and the same consideration, as the community representatives.

The main point made by Mr V'Landys seemed to be that there was no particular detail of the development approval, the heads of agreement with the Hockey Club or the lease to the Club which had been breached by Harold Park. Against this, a number of speakers pointed to the breaches of undertakings (or at least understandings) concerning access, and the inordinate delay in the Hockey Club being able to lodge its building application with the Council - as one speaker put it, the gradual winding back of all Harold Park's apparent concessions to the community.

They also quoted from some extremely belligerent and intemperate correspondence from Harold Park, which hardly seemed consistent with their avowed intention of being good neighbours and cooperative local citizens.

By the end of the meeting, it must have been clear to the Harold Park representatives that, whatever technical justification they may have felt they had for their actions, they had completely lost the plot as far as community relations were concerned.

Eventually, three resolutions were proposed and carried by thunderous acclamation.

1. That since Harold Park said they wanted no more than 92 meetings per

year, the State government be called upon to enshrine this in legislation.

2. That no further obstacles be placed in the path of Glebe Hockey Club in establishing its hockey field within Harold Park.

3. That unless some breakthrough occurred in negotiations, the community blockade the Crescent access to Harold Park on 5 December, being the night of the Miracle Mile race meeting - the point being that if access were denied to Glebe Hockey Club, it could also be denied to Harold Park itself.

Sandra Nori MP, who could not be at the meeting because Parliament was sitting, circulated a letter of support for Glebe Hockey Club. She indicated that she was trying to set up regular meetings with Harold Park, the Hockey Club and community representatives. Let's hope they can achieve a breakthrough, or it looks like we will be back at the barricades.

Just like old times.

Ted McKeown

Light Rail on the Move

The good news on Light Rail is that the draft Environmental Impact Statement (EIS) endorses the extension of the system to Circular Quay and Lilyfield. The bad news is that (as expected) it does not support a stop at Glebe Point Road (GPR).

The draft EIS is the first step towards construction of the extensions. Following public comment, the Government next year will make a decision whether to proceed. Assuming the proposal gets the thumbs up, the Government will seek proposals from the private sector to build and operate the new sections which are expected to take between 19 and 21 months to complete.

The Society has consistently supported a stop at GPR as it believes this would provide best access for local residents. The draft EIS considered five ways of providing access from GPR, including an underground stop at the corner of Ferry Road/Wigram Road and GPR. All ideas are dismissed mainly on grounds of cost, convenience and safety.

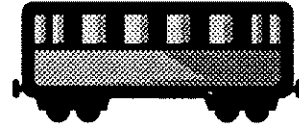
At a public meeting at Leichhardt Town Hall on 5 November local MLA, Sandra Nori, expressed disappointment with this aspect of the draft EIS and promised to continue to push for access from GPR. On behalf of the Society I supported her and said the Society would develop a creative alternative to the rejected proposals. I also suggested there should be room for the inclusion of some "public good" elements in project, given that the taxpayer appears to be paying some of the bills through the Federal Government's infrastructure tax concessions and the State Government's leasing arrangements for the old railway line.

On 12 November the Society's Manage-

ment Committee agreed to a proposal involving above-ground escalator access from the proposed stop at the eastern end of the old railway tunnel under the Glebe peninsula, via Palmerston Avenue to GPR.

Our proposal is a modified form of option 4 in the draft EIS which the consultants confirmed would provide the widest access to the trams by the Glebe community. Option 4 was rejected on grounds of cost, safety and the need to excavate Palmerston Avenue.

Instead of the long underground escalator proposed in the draft EIS, we propose two far shorter above-ground escalators, the first from the tram stop in Lower Avon Street to Marlborough Lane, and the second to Lombard Street. From this point it is an easy walk to GPR.



The escalators would run beside Palmerston Steps through the grassy area which forms the untrafficked lower section of Palmerston Avenue. Some form of weather protection should be provided - possibly an unobtrusive transparent roof. Lighting should be improved along the trafficked part of Palmerston Street from Lombard Street to GPR.

This proposal needs further discussion with affected residents, but it is hoped that it can form the basis of the Society's response to the draft EIS, and can be promoted with local media, politicians, and the Sydney Light Rail Company. Members who support this idea (or have a better idea) should write to:

Light Rail Extension Environmental Impact Statement

Department of Transport

GPO Box 1620, Sydney 2001

before 8 December. A copy of the draft EIS, which is several hundred pages thick and chock full of details, is available in the Glebe Library. Copies can be purchased for \$25.00.

Bruce Davis

For Your Diary

Sunday 7 December, 12.30pm - Christmas Picnic at Blackwattle Park

THE GLEBE SOCIETY Inc Management Committee	Convenors of Sub-Committees
President Russell Stewart 9692 8324	All convenors are ex-officio members of the Management Committee
Senior Vice President Vacant	Aircraft Alison McKeown 9660 3917
Junior Vice President Cynthia Jones 9660 2451	Bays & Foreshores Ian Edwards 9660 3240 (BH)
Immediate Past President Mavis McCarthy 9660 5119	Children & Glebe Penny Haskens 9566 4450
Secretary vacant	Diggers' Memorial Max Solling 9660 1160
Treasurer John Sleeman 9692 9507	Environment Christine Whittemore 9660 7969
Committee John Cody 9692 9364 Ted McKeown 9660 3917 Christine Newton 9660 8349 Marianne von Knobelsdorff 9692 0916	FRROGS Roberta Johnston 9552 3248
Contacts Bulletin Editor: Jan Macindoe 9660 0208 Membership List: Penny Haskens 9566 4450 Archivist Lyn Milton 9660 7930 Historian Max Solling 9660 1160	Light Rail Bruce Davis 9660 7873
	Planning & Harold Park John Hoddinott 9692 0071 9518 9218 (fax)
	Traffic Jeanette Knox 9660 7781
	Wentworth Park Judy Vergison 9692 9200

Membership of The Glebe Society Inc

Costs:	Ordinary	\$30	additional household members \$5 each
	Student/Pensioner	\$15	
	Institution	\$30	

Write to P.O. Box 100, Glebe 2037, or ring Jeanette Knox on 9660 7781