

EXPRESSWAYS

The Glebe Society objects to the routing of major expressways through The Glebe.

We object because these expressways will destroy The Glebe as a suburb and are not in the best long-range interests of Sydney.

We have been told that the two expressways, the North-Western and the Western, are being built to serve the city of Sydney. The Glebe is a living part of this city. Yet the planners think of the city only as the central business district, the ghetto of office buildings in the centre of the city.

The expressways would destroy one-sixth of a suburb expressing the history and character of Sydney, probably more so in its small area than any other area in Sydney, to take motor cars - where?

How many complaints have we heard about the difficulty in driving a car to the city? Most complaints, in fact, are about what to do with a car once it gets there. Land in the city is too valuable to be used for economical parking.

We have also been told that the expressways have been designed to take cars around the city. Dozens of lanes of expressways leading to an eight-lane bridge. The Sydney Harbour Bridge should not continue to be the main crossing of the Parramatta River. Other crossings will have to be considered.

Most expressways are designed to handle a peak-hour traffic load. Therefore they operate for 85% of the week at well below their operational capabilities.

Staggered shopping and office hours would not only encourage varied activity in the city over longer hours, but would also help towards eliminating the peak hour.

We do not believe that expressways, in themselves, solve transport problems but attract more problems.

We do not consider expressways worth the cost of the inevitable social disintegration along the whole route of such expressways.

We do not believe that the expressways would stand up to a total cost study in terms of plain economics.

We deplore the destruction of the irreplaceable historic fabric of a great city.

We believe that there are alternative solutions to Sydney's traffic problems. Alternatives we have discussed at Planning Forum meetings include: (i) Parking stations at railway stations. (ii) Staggered business hours. (iii) More harbour crossings. (iv) Improvement to public transport. (v) A major ring road system. (vi) Decentralisation.

NORTH-WESTERN EXPRESSWAY

The following letter, dated 25 Feb. 1970, was received last year by the Society after the Minister for Highways was asked to give an assurance that the N-W Expressway would go under Glebe:

Dear Dr. Smith,

I refer again to your letter on behalf of the Society enquiring as to the method of construction of the North-Western Expressway through The Glebe.

The Commissioner for Main Roads has informed me that the Department's design is proceeding on the basis that the North-Western Expressway through The Glebe between approximately Lombard and Maxwell Streets will be a driven tunnel.

Yours faithfully,

(signed) P. H. Morton
Minister for Highways

As there have been some rumours circulating that the tunnelling method was going to be dropped and an open cut was to be used instead a further assurance was requested by the Society. The following letter dated 27 Jan. 1971 was received in reply:

Dear Dr. Smith,

I refer to your letter addressed to the Commissioner for Main Roads, Mr. R.J.S. Thomas, concerning the North Western Expressway and the proposed method of its construction between Lombard and Maxwell Streets, Glebe.

The Commissioner has asked me to advise that because of the shallow depth of the Expressway near its eastern portal, it may be necessary to carry out construction in this vicinity by cut and cover method, in which case, the area affected would be that between Lombard Street and Glebe Point Road.

The construction of the balance of the Expressway between Lombard and Maxwell Streets Glebe will be by driven tunnel as advised in the Minister for Highways' letter of 25th February last.

Yours faithfully,

(signed) C.W. Mansfield
Secretary, D.M.R.

EXPRESSWAYS (continued from column 1)

In cities all over the world the craze for inner-city expressways is coming to an end. In the past 18 months disillusioned city officials in New York and Philadelphia have simply cancelled formerly coveted expressways. Greater Boston has called a halt to an \$800 million scheme. Everyone is now waking up to the fact that existing roads can handle MORE traffic than the cities can absorb.

membership

The Society welcomes the following new members who have joined since the last Annual General Meeting:

Mrs. E.M. Allen, Miss G. Banbury,
Mr. J. Barker, Mr. & Mrs. T. Boronovskis,
Mr. G.V. Brandt, Mr. I.B. Burnett,
Mr. & Mrs. R. Carolan, Mrs. D. Cornish,
Sir Norman Cowper, Mrs. C.A. Crowley,
Mr. G. Curran, Mr. R. Donnelly,
Mr. E. Dusk-Cohen, Miss R. Duncan,
Mrs. M. Dunleavy, Mr. B. Dyster,
Miss A. Eager, Dr. & Mrs. F. Fowler,
Mr. & Mrs. L. Foyle, Dr. M.G. Gratton,
Mr. & Mrs. M. Green, Mrs. R.J. Healey,
Dr. & Mrs. S.C. Hill, Mr. T.V. Homan,
Rev. & Mrs. M. Horsburgh, Mr. A. Jurd,
Miss R. Kinnaird, Miss J. Knox,
Dr. A. Larkin, Mr. & Mrs. L. McDonagh,
Mrs. P. McKelvey, Mrs. M. McNamara,
Mr. R. Milosh, Mr. & Mrs. P.C. Moye,
Mr. & Mrs. P. Newland, Miss W. Nicholls,
Drs. P. & M. Papapetros, Mr. R. Purdon,
Mr. & Mrs. P.B. Price, Mrs. A. Rapotec,
Mr. A. Roberts, Miss A. Rogers,
Mr. & Mrs. O. Slight, Mr. & Mrs. O.R. Smee,
Miss S. Solling, Mr. J. Sommerville,
Mr. A. Strachan, Mr. D. Sutherland,
Mr. J.A. Sved, Mr. & Mrs. B. Vaughan,
Miss J. Wade, Miss L. Woodger.

For Your Diary

Saturday, 6th March - the Hunter Valley trip
This has unfortunately been cancelled due to the serious damage caused to this season's vintage first by hail and then by the recent floods. Another date will be fixed later in the year.

Sunday, 7th March, 7-30 p.m. History sub-committee meeting at the home of Beth McIntyre, 28 Ferry Road.

Sunday, 7th March, 8 p.m. Planning sub-committee meeting at the home of David Potter 8 Gottenham Street.

7th - 14th March - Book Drive. The Glebe Public School is badly in need of books for its very poorly equipped library. The Glebe Society has volunteered to collect books from its members to help improve the situation. If you have any suitable books, in particular modern calendars with large pictures, old 'Walkabouts', Australian Museum Journals or Australia's Heritage, you may either deliver them to 28 Ferry Rd. or ring 660-2164 or 660-4824 to arrange for a collector to call. Cash donations will also be accepted - the Education Dept. will match by 50% all contributions.

Monday, 15th March, 8 p.m. Social sub-committee meeting at Janette Knox's, Flat 9 2 Charlton Way.

Saturday, 27th March, 3 p.m. - 5 p.m., Annual Flower Show at Glebe Town Hall. For further details Marie Webb 660-6483.

Tuesday, 30th March, Wine Tasting at McWilliams. Dollar a head. Limit 65.

Saturday, 3rd April - Glebe walk conducted by Max Solling, aft. tea at the Coleman's.

RENOVATING

There's many a good piece of cedar hidden 'neath a dozen coats of paint. Even if it is not cedar, the job of stripping could be well rewarded in restoring the natural grain of the timber ready for french polishing or an oil finish.

Perhaps the most effective way of treating doors (or furniture) is to use a caustic solution. This does mean removing the doors, but is less trouble than the slow arduous work entailed in using most proprietary strippers and - cheaper. Caustic soda costs 30c to 40c per pound which should be adequate for one door.

The caustic soda should be mixed with water in these proportions: 1 lb. caustic to 1 gallon of water. The strength can be varied if necessary.

Lay the door flat on trestles or an old table and apply the solution with a large brush (a car wash brush that can be fitted to a hose is ideal) allowing 10 to 15 minutes, brushing the surface to loosen paint, then hose off thoroughly. Heavy coatings may require 2 or 3 applications, but you should end up with a completely stripped door. If care is taken the grain should not lift, but if it does the surface can be smoothed with sand-paper.

Finally a weak solution of vinegar should be applied to neutralise any remaining caustic.

PRECAUTIONS: Use rubber gloves, long sleeves and trousers to avoid burning. If you do get splashed with caustic, no burning will result if it is promptly washed off.

Due to the large quantities of water required this method is usually unsatisfactory for fixed interior woodwork, so the only answer is to use one of the proprietary brands of stripper together with scrapers, steel wool and perseverance.

Green Thumb

In response to the interest and support that previous competitions have received we are expanding our garden activities this year. Our second Annual Flower Show will be held in the Glebe Town Hall on Saturday 27th March and our third Annual Garden Competition will be judged on Saturday 16th October. Copies of application forms were enclosed in the last Bulletin. Further copies may be obtained from the Opportunity Shop at the corner of Glebe Point Road and St. Johns Road or by phoning Marie Webb 660-6483.

The Royal Easter Show includes an interesting section on Horticulture and a Sectional Schedule - No. 14 - Horticulture may be obtained by writing to The Director, Royal Agricultural Society, Box 4317, G.P.O., Sydney 2001. Entries close as from April 1st. This schedule contains information relevant to those who plan to enter our own Flower Show and it is well worth writing for a copy.

In our next Bulletin we will give details of the Tree Survey which was carried out by Tony Rodd late last year.

Glebe Plan SPECIAL MEETING 10th FEB.

This meeting, held to discuss the Glebe Society Outline Plan, was well attended considering the weather.

Dennis McManus began discussion of the plan by describing the reasons behind it. In his talk he brought up several interesting points.

The plan is to control flat development in Glebe as the area is largely zoned Residential 2b at present. The scheme which operates now allows development with Council approval, although the council can require the developer to form his plan in accordance with the surrounding areas.

Rehabilitation of terraces and other interesting houses of Glebe will further protect the area from ad hoc development as the demand for terraces and their increasing value makes them scarce and not economically feasible for a developer as he would have to buy at least four large terraces for a block of flats. However, in this context, large houses may be threatened.

This plan was submitted to Leichhardt Council in May 1970. The Glebe Society hopes to be represented at discussions between council and the State Planning Authority. It is thought that an alternative approach to planning on the lines of density control, area/plot ratio etc. may be desirable. In discussion of the plan with council it has been emphasised that the Society is not asking for the whole area to be regarded as an historic preservation precinct.

Home unit developers are now required to display their proposed plans, however "a house let in lodging" is not covered by this requirement. An example of this is the construction of a "boarding house" in Glebe Point Road on a block of land less than the required 7000 ft

An interesting discussion followed led by Mr. Burnett who has proposed a development in Ferry Road. He disagreed with the Society's plan and thought that our attempts to limit development in Glebe were undemocratic as they froze home owners properties without their consent. He also stated that developments such as the one he proposed increase the value of adjacent properties, however, most of the meeting disagreed with him.

In reply to a question concerning the method of delineation of boundaries, Mr. McManus replied it was on the basis of visual effect and the standard of particular buildings.

It was also suggested that other plans should be considered on the lines of the 'North Shore Advisory Council' which controls building performance e.g. plans which allow maximum sunlight to adjoining properties. The meeting suggested that if the plan were accepted then the areas set down for development should have development control plans to make sure that the new buildings are in harmony with the rest of Glebe.

After lengthy discussion the following motion was passed by the meeting: "That The Glebe Society interview the Mayor and Glebe ward Aldermen to impress upon them the importance of implementing the Society's Outline Plan."

council rounds

We have revived our roster for Leichhardt Council meetings. This will ensure that the Society keeps up-to-date with the government of Glebe. We hope to make 'Council Rounds' a permanent feature.

1. The Ferry Road Development Application still hangs fire. A petition by 180 local residents, along with 20 individual letters of objection, against the proposed flats was presented to Ald. Foley for submission to Council. We regard this as a test case for our Outline Plan and for the new amendments to the Local Government Act. We trust Council's Town Planner, Mr. Kenna, will endorse this democratic expression of objection by the overwhelming majority of residents affected.

2. COUNCIL MEETING, 19 JANUARY: An Asian Students' Hostel proposed for corner of Mt. Vernon and Catherine Streets in the Church lands. Affected tenants and the Tenants Union irate (see "The Glebe" newspaper 12th February, page 2). What do you think?

3. MEETING, 2 FEBRUARY: Derelict Orphan School Creek land behind Camperdown Childrens Hospital still derelict. Wrangles over ownership have so far prevented Council accepting Water Board's gift of their portion. Council's Works Committee still investigating. We've pressed for a park there. Please examine the area for yourself - it's at the Camperdown end of Hereford Street.

4. Keep your eyes on the Waterfront Land. Note the 'quality' of Parkes Development's flats? Rumours that Hudson's are selling out. And don't think Towrie Developments are beaten yet in their redevelopment of land below Ferry Road.

5. Problems with Glebe Library? Ring Ald. McMahon (Council's Library Committee). Concerned about parks? Ring Ald. Johnson (Parks and Gardens Committee).

Tenants Union

On 13th January our Management Committee met the Executive of the Tenants' Union. As intended, discussion ranged over a variety of issues concerning Glebe. The emphasis was on informal discussion with an eye to future co-operation as emergencies arise. Differences of opinion - for instance, over the rights of tenants, particularly in the Church lands - were frequent. But so, too, were areas of agreement, particularly our opposition to proposed expressways and haphazard development of flats. General agreement was reached on the following:

- Any practical end will best be achieved by both groups continuing to work independently.
- No formal relationship was desirable, though informal meetings on critical issues were essential to maintain The Glebe's community.
- TOTAL redevelopment of the Church Lands, especially without consideration of the tenants was contrary to the future interests of The Glebe.
- Both groups would fight expressways affecting Glebe.

retrospect

GEORGE ALLEN (Continued from last issue)

The Allen's being ardent cricketers had their own cricket ground and pavilion. George Allen enjoyed bathing on summer mornings and going on picnics and fishing trips. However, he disliked racing and strongly disapproved of dancing, "I know of the dreadful consequences to which it often leads ... How many families have been ruined by Balls and assemblies".

In the 1840's George Allen, Solicitor and Mayor of Sydney, held more public and private offices than any other Sydney citizen. He was the founder of the oldest legal firm in the colony, a founding member of the Gas Light Company, a director of the Bank of N.S.W., alderman and parliamentarian and secretary of the Benevolent Society. He was also president of total abstinence and floral societies, promoter of the reclamation of prostitutes and the spiritual nourishment of seamen, patron, preacher and the leading layman in Wesleyan Methodism.

The right to vote during the forties was determined by property qualifications. Allen pressing for extension of the franchise considered "clerks in lodgings and other young men of education but no property would be useful counterweights to the heavy mass of inferior men into whose laps allotments had fallen".

In assessing candidates for parliamentary election Allen tended to prefer "gentlemen" and considered that the classics, for instance should be accessible to children of all origins because "I do not see why they (the humble classes) should not be made as learned as the higher classes of society ... It would afford me much satisfaction to see the lower orders well educated".

Allen's journals reveal him as a rather dogmatic man, prone to self justification. This is particularly noticeable in his attitude towards his servants.

"The servants of this Colony are the greatest drawback to domestic comfort that I know of. It is our plan to treat them with every kindness, but I find we receive only ingratitude in return. By government laws our assigned servants are not entitled to wages but only to certain clothing and rations. I give my servants far beyond the rations allowed and wages and yet I find they are no better than those who are treated with every hardship". In 1835 John Crawley, one of Allen's servants was taken before the Court and given 25 lashes for pretending to be deaf. Of this incident Allen wrote "I am averse to getting my men punished but I think when they are so wicked as to pretend to be sick merely to get rid of their work, they well deserve it".

After Allen's death in 1877 Texteth House passed through several hands until when in 1901 it was purchased by the Sisters of the Good Samaritan and became known as St. Scholastica's College.

Texteth House is the oldest building in Glebe. The only other mansion still in existence and built during the 1830's is another John Verge building, Lyndhurst, (1834) in Darghan Street.

miscellany

Are you a want-to-do-something-active-but-too-busy-to-commit-yourself-type member? Then pick the time you can spare from the list below and contact us.

ONE HOUR PER YEAR: Contribute something to our Bulletin. Write a small article. Sketch a house or street. Sketch a house for our History section of the Bulletin. Knock on a few doors and get one new member. Plant a tree. Take a photo for our collection.

TWO HOURS PER YEAR: Attend a council meeting. The Society now has observers at each meeting of Leichhardt Council. The observers are a small group working on a roster system. We need volunteers to help take notes (and keep the rostered members awake).

ELEVEN HOURS PER YEAR: Help deliver the Bulletin (also a good way of meeting your neighbours). Attend one committee meeting.

THIRTY-SIX HOURS PER YEAR: Attend the monthly meetings of either the Social, History or Planning Committees. They are open to all members.

SEVENTY-TWO HOURS PER YEAR: Become a very active member of a committee - participating in surveys, research etc.

EIGHT THOUSAND SEVEN HUNDRED AND SIXTY HOURS PER YEAR: Definitely for the fanatic. (However, there are a few with a work load which puts them into this class - Please help to ease their burden).

Congratulations to the Wollstonecraft Peninsular Residents Group who have won their fight to stop the building of a plant to produce ready-mixed concrete on the foreshores of Sydney Harbour. Most of the groups efforts went into writing letters in protest to the State Minister for Local Government and the Attorney-General.

Just a year ago the U.S. Department of Transportation Urban Mass Transit Agency was slouching along on a next-to-useless budget of \$160 million a year, now it is close to three billion a year. This increase has been brought about by the crisis in urban transport directly due to over-emphasis on expressways in the past.

The Society has donated \$25 to the Glebe Public School to assist them in their Library Fund.

Sandra and Rob Darroch leave for the U.K. on Monday 22nd February. Sandra was our first Secretary and both have been on the Management Committee since the formation of the Society. Our thanks for the tremendous work they have done and our best wishes go with them.

Do you realise that to get rid of rubbish that the council will not remove it involves a twenty mile trip to the nearest authorised tip? There are tips closer than this, but Leichhardt residents can't use them. No wonder we see so many signs of rubbish dumped in parks etc.