

## Boarding & Lodging Houses

At the moment "developers" are putting up boarding houses and lodging houses all over Glebe. People have been shocked by these buildings. Further they have no way of knowing that such a structure may be erected next door to them until building commences. Some examples are as follows:

- (a) 276 Glebe Point Rd. (lodging house, under construction)
- (b) 146 Glebe Point Road (lodging house, under construction)
- (c) 83/85 Hereford Street (lodging house, disapproved)
- (d) 1/3 Woolley Street (probably a boarding house, approved)
- (e) 108 Darghan Street (boarding house, not yet approved)

A boarding house contains up to 15 bedrooms while a lodging house has more than 15. Although there is an obvious necessity for some such accommodation in Glebe, especially for elderly couples, unmarried people and students, the present situation has many appalling aspects.

### DENSITY OF PEOPLE

The number of rooms in each of the new buildings will greatly increase the density of people in its area. Thus there were 90 rooms proposed for (a), 39 for (b) and 101 for (c). The number of rooms for (d) is about 14 and is very reasonable for the size of the block. The 15 rooms proposed in (e), together with the 8 (16?) flats being constructed at 83/85 Darghan St., directly opposite, will treble the density of people in the cul-de-sac at the end of Darghan Street.

People must not be herded like this into multi-storey boxes. Such concentrated and close living cannot be good either for the residents or for the neighbourhood.

The number of flats and the proportion of type of flats in a residential flat building (or home unit block) are controlled by Council regulations. A whole area is planned according to maximum population densities. However neither of these restrictions applies to lodging houses. Why?

### PROPORTION OF SITE

In general boarding houses and lodging houses cover up to 2/3 of the site area, irrespective of the number of storeys. Further, if a lodging house is within 500 feet of a shopping area it can occupy 4/5 of the site.

It is really worthwhile visiting 276 Glebe Pt. Rd. to appreciate what 2/3 site coverage means. The rear can be conveniently seen from Pendrill St. and Eglinton Lane. Being in a shopping area, 146 Glebe Pt. Rd. would be allowed a 4/5 coverage.

Yet the corresponding municipal specification for residential flat buildings is for a maximum of 50% for one storey, 40% for two storeys and 35% for more than two storeys.

### SITE AREA

The minimum site area for a boarding house is 2500 sq. ft. and for a lodging house it is 3000 sq. ft. 108 Darghan St. is to be built upon 2640 sq. ft.

Yet in Glebe the minimum size of area on which one can build a dwelling house is 3500 sq. ft. and 7000 sq. ft. is required for flats.

### OFF-STREET PARKING

No specification for this has come to light. Most young people these days have cars and are always having visitors. Further such houses must have managers and staff. Thus a reasonable figure would be the number of rooms plus 25%.

In 83/85 Hereford St. the allotment of parking for the 101 rooms was as follows:

|                                               |    |
|-----------------------------------------------|----|
| One space for every 3 persons or part thereof | 34 |
| For exclusive use of visitors                 | 4  |
| Manager                                       | 1  |
| One space for every 4 employees or " "        | 2  |

This gives a total of 41 spaces proposed. As there were no relevant comments by the town planner concerning these proposals on the Council Agenda (1820, 20/4/71) one assumes that this corresponds to Council policy. Neither did the SPA or Police Department make any relevant comments. Thus we have 41 spaces for 114 possible people. In all fairness to the Aldermen who spoke against this proposal raised this point. However Council's general policy as discerned above is ridiculous. To confirm this there are 48 parking spaces for 90 rooms in 276 Glebe Pt. Rd., about 18 spaces for 39 rooms in 146 Glebe Pt. Rd. and 5 spaces for 15 rooms in 108 Darghan Street. For flats, one space for each flat plus 25% for visitors must be provided.

### POSITION OF BUILDING ON SITE

For boarding houses, the only restrictions are 3 feet from boundaries for one or two storeys and 5 feet for more than two storeys. They can be built to boundaries of public areas (foot-paths, roads). Considering that such a building may have 15 bedrooms and three other common rooms, such a large building would appear to be on the boundaries.

A lodging house with one storey must be 3 feet from the boundary and an additional 18" is required for each extra storey. It can be built to a boundary of a public place. Walls with no doors or windows can be built to the boundaries. There are also restrictions concerning the size of balconies above windows and sighting of clear space horizontal and parallel to the building →

## Membership

Again we record a big increase in membership. Those listed below together with a few that joined too late to be included bring the membership to over 300! This means we are well on the way to our target of 500 members by the Annual General Meeting. Remember - even if you are not active, your membership fee assists the Society greatly.

Mr. A. J. Henderson, Mrs. Iris Austin,  
Mr. & Mrs. Richard Zee, Miss Bronwen Geering,  
Mr. Richard Basto, Mr. J. P. O'Reilly,  
Mr. & Mrs. K. Vok, Miss M. Heinig,  
Mr. & Mrs. B. Campbell, Mr. & Mrs. E. Graf,  
Mr. Ian Hardy, Mr. Lawrence,  
Mrs. G. Dawes, Mr. D. Cameron  
Mr. & Mrs. Craig Osment, Mrs. Rae Richardson,  
Mrs. L. Gurr, Miss Lisa Craven-Sands,  
Mrs. J. Hutchinson, Mr. J. Hutchinson,  
Mrs. C. J. O'Connell, Mr. Mick Fleming,  
Mr. & Mrs. Roger Holt, Mr. Kevin Couzens,  
Mrs. G. Cruise, Mrs. E. Scoble,  
Mrs. L. Poole, Mrs. L. Linnane,  
Mr. & Mrs. J. Mason, Miss M. T. Robinson,  
Mrs. F. Abberton, Mrs. M. Ferguson,  
Mrs. B. Smith, Miss Bronwen Geering,  
Mrs. McArdle, Miss Cheryl Gray,  
Miss Karen Bate, Miss Anne Briggs,  
Mr. Bruce Miller, Mrs. Jan Lee,  
Miss M. Diven, Miss J. Diven, Mrs. D. Rudd

The Society has received the following letter from The Civic Design Society:

The Hon. Secretary,

Dear Madam,

The Civic Design Society cordially extends an invitation to the Glebe Society to take part in a meeting at 8 p.m. on Monday 31st May in the Main Building, University of N.S.W.

The meeting will be called "Planning by Local Civic Societies" and as discussed with Mr. Smith and Mr. McManus, we would appreciate your providing a speaker who could outline in 15-20 minutes some experiences of the Glebe Society in what may be regarded as "town planning" matters.

Essentially we are looking for the identification of the conditions for success of the aims of local civic groups.

It is expected that representatives of two other groups shall briefly outline their experiences up to date and that the meeting will conclude with a discussion period.

(signed) A. C. Strachan, President

## BOARDING HOUSES & LODGING HOUSES (Cont. from Page 1)

from each window or door.

276 Glebe Point Road is an example of a structure built just within these limits. Each side has about 24 feet of plain wall on the boundary. There being 4 storeys, walls with windows must be 9 feet from the boundary and the balconies are allowed to stick out  $\frac{1}{4}$  of this distance from the building. Surprisingly the Council allowed a 2 foot protrusion above the footpath at the front. One resident of 278 Glebe Point Road said that his room became darker each day as the storeys mounted beside him.

All residential flat buildings must be a minimum of 10 feet instead of 3 feet from side boundaries and the 18" per additional storey also applies.

## RESIDENTIAL FLAT CODE

In summary so far, one could say that there is little reason to maintain Council regulations for residential flat buildings as they are being compromised so much by the boarding houses and lodging houses being erected.

## TRAFFIC

The insertion of 146 Glebe Point Road with its 39 rooms into the highly active shopping area is hard to understand. The intersection with Pymont Bridge Road is one of the busiest and most constricted in Glebe. Yet traffic generated would further interfere with conditions on Glebe Pt. Rd.

The cul-de-sac at the end of Darghan St, was very pleasant and ideal for children (although the stairway could be in better condition). Together with the flats at 83/85 Darghan St. the new proposal will add at least 20 cars to this area. This will quadruple the traffic in the cul-de-sac.

Although the police department did not object, Glebe Aldermen advanced traffic as one reason against the Hereford Street proposal. ●

## ● ALDERMEN

Indeed, in the Council discussion concerning 83/85 Hereford St. on 20/4/71, most of the above considerations were put forward to reject the application. It was also stated that it was the 7th such application for the Glebe area! Other points mentioned were - out of character with surrounds - factory in area - artistic appearance of building - proposed as a hostel for students, but how can one ensure that this will be so - size of rooms - size of halls - toilet facilities - jammed in (101 rooms on 66' x 231') - must be set back 7'6" from boundaries - a maximum plot ratio of 2 to 1. It is to be hoped that in the future these considerations are not overlooked. They won't be forgotten.

## NOTICE OF DEVELOPMENT

It is quite underhand not to serve notice on affected persons simply because a boarding house or lodging house is proposed instead of a residential flat building. It is entirely against the spirit of the recent amendment of the local government act concerning notice of flat or unit development. There is no reason why Council should not exercise its prerogative concerning such notice and it would be liable to severe criticism for not serving notice in such cases. The first neighbours would learn of the project is when the demolishers arrive. Surely residents of Glebe are entitled to fair treatment. Further, an affected person has no right to inspect plans.

## ACTION

The regulations concerning lodging houses must be brought up to a standard at least comparable to the present residential flat code for Leichhardt (Glebe is still under City Council regulations for lodging houses).

The Local Government Act must again be amended to provide that due notice be given for boarding house and lodging house developments and that plans be available for inspection.

# COUNCILS AND UNITS

Local government's first concern must be for people living and intending to remain in its area. Those who live elsewhere and intend to profit from that area, even those who intend to "sell themselves out" of the area should not be given priority.

We live in a country where every man, woman and child could lord over 160 acres - yet young couples today find they have to live in a unit because there is a shortage of houses, (It is presumed that future generations will be childless - ever dragged a pram up five flights of stairs?) And if there is such a shortage of homes, why are good houses being demolished all around us?

The interests of a few are ruining suburbs and councils have been fighting to regain control of their municipalities from the developers.

Woollahra Council significantly reduced the flat development density in February this year. They also restricted all high rise development to the top of a few ridges.

Strathfield Council imposed stringent controls in March this year under which only one and two storey buildings can be built alongside single dwellings.

North Sydney is still fighting the developers even after losing in an appeal to the Land and Valuation Court. They lost because the developers paid \$5,000 to a panel of experts to fight their case. Still, North Sydney Council in April this year refused development applications worth more than \$20 million on the grounds that the buildings would either spoil the amenity of the neighbourhood or would be radically different from existing structures.

Again in April this year, Hunters Hill Council restricted developments to a maximum height of two storeys. They hope to encourage town house and villa-type development, if any at all.

There is hardly a council in Sydney that has not taken a serious look at what developers have been doing. While a need exists for a certain amount of high rise development there is a far greater need for one's own backyard and one's own front door. At the rate things are going it will be too late in three years time.



## For Your Diary

Monday 17th May at 8 p.m. Social Activities Group meeting at Anna Forknall's, 21 Ferry Rd.

Friday 28th May at 8 p.m. A welcome to New Members will be held at the McIntyres' 28 Ferry Road. Group Conveners will speak about the work of their groups and tea and sandwiches will be served. Vintage members are welcome too.

The drive for books for the Glebe Primary School was a success. We were able to give the school a few hundred books and magazines, and \$50.00 in cash. It would be invidious to single out anyone especially. Sincere thanks to everyone who contributed so generously.

# Orphan School Creek

For some time the Society has been making representations to council about turning the waste land known as Orphan School Creek into a park. It now appears that progress is being made as is shown by the following letter received from Leichhardt Council:

Convenor of the Planning Sub-Committee

Dear Sir,

I refer to previous correspondence regarding the use of land known as Orphan School Creek, on the border of Glebe and Camperdown and in particular to Council's letter dated 5th February, 1971, advising that its Engineer and Town Planner were to submit a report on all aspects as to the ownership of the land.

I have to advise that Council at its Meeting held on 6th April, 1971, decided that portion of land owned by the Boy Scouts Association (N.S.W. Branch) and the Metropolitan Water Sewerage and Drainage Board on the south-eastern side of Hereford Street, Glebe, near Wood Street, could be beautified and developed as a rest park, but Council could not be involved in any expenditure unless it arranged leases or obtained ownership of the land concerned.

Council has written to the Metropolitan Water Sewerage and Drainage Board and the Boy Scouts Association (N.S.W. Branch) asking whether they would be prepared to sell or lease the land concerned to Council.

Yours faithfully,

(signed) E.A. Bassett, Town Clerk.



## Green Thumb

On April 18, Tony Rodd led a walk around Glebe, pointing out the advantages and disadvantages of different varieties of trees for street planting. We would like to thank Tony for his interesting comments and time. A full report will be published in a future Bulletin, but meanwhile, recommendations are being submitted to council regarding the planting of trees in the following streets:- Alexandra Rd., Victoria Road, Cook St, Forsyth St., Ferry Rd., Taylor St., Hereford St. St. John's Rd.

It is anticipated that there may be some objections from tenants in these streets or enquiries about the types of trees and their various attributes.

In addition, there are other streets in Glebe which have no trees, and in this case, residents may wish to add their street to the existing table of recommendations.

If you have any objections or any further suggestions to add, you can write to Mrs. M. Champion 17 Charles St., Forest Lodge 2037. Details of recommendations will be published in a later Bulletin, and will also appear in the local paper.

Our next big activity is the garden competition in October. Other interesting meetings are being organised - more details in the next Bulletin.



## retrospect

GEORGE WIGRAM ALLEN Continued

Wigram Allen was prominent in the movement to have Glebe incorporated as a municipality. Leading the anti municipal faction was Geoffrey Dybbs who contended that if a municipality was established, the principal burden of taxation would fall upon the working classes.

Glebe was incorporated as a municipality on 2nd August 1859 and like his father, Wigram Allen was active in many religious and charitable societies and regularly read the liturgy in the Toxteth Wesleyan Chapel. He took a keen interest in primary and secondary education. He served as a commissioner of National Education from 1853-1867, supported the incorporation of Sydney Grammar School in 1854, and lent money for the building of Newington College.

In 1878 he succeeded to his fathers seat on the Senate of Sydney University and served until his death.

As Magistrate, Mayor of Glebe (for 18 consecutive terms) and as Glebe's member of the legislative Assembly from 1869 to 1882 he sponsored such local improvement societies as the Wentworth Club, the Y.M.C.A. and land reclamation schemes.

Allen whose political convictions were conservative was knighted in 1877 for his services as Speaker of the Legislative Assembly. As Speaker he revealed a "clear intellect and was gifted with patience and perseverance". In one bitterly fought campaign in the political arena, opponents alleged that Allen had sixty relatives in the public service.

Allen was the director of many public companies and a number of Building Societies which financed the construction of many Glebe dwellings particularly in the early 1880's. Testimony of his astute business brain is the fact that on his death in 1885, his estate exceeded £300,000.

Allen lent his considerable entrepreneurial skills and business acumen to the administration of Glebe Council.

Assisted by two other talented aldermen, Edmund Blacket and Michael Chapman, this trio made Glebe Council an example of efficient municipal administration for other Municipal corporations in N.S.W. to follow.

In 1867 the streets of Glebe were curbed and guttered and the Glebe road ballasted and macadamised. Water from the city was laid on and gas connected. "No corporate body could have worked more unostentatiously, more harmoniously or with greater success than Glebe Council", and seven years later Glebe Council financially, was the healthiest municipal authority in N.S.W.

## miscellany

What havoc the threat of expressways is causing Glebe! Pabco are spending nothing to stop their well-known pollution for the simple reason that their factory is in the path of the proposed Western Expressway. So its 10 to 15 more years of their filth.

The Royal Australian Institute of Architects have a plan for Sydney. They are the group that recently decried "bloody greedy developers". Their plan is the only one for Sydney that is not basically motivated by selfish interests. They recognise Glebe as a unique area which should be "regenerated". They do not see Glebe as a "slum", to be knocked down.

Out of all the fashions in terrace restoration, Spanish adobe, rustic cabin, Mediterranean, Miami modern and the aluminium fishbowl, has come the "restore to original" style. Watch for pumpkin coloured houses.

As he washed his surplus cement onto the middle of a Glebe street last week, the driver of a Marley cement truck informed us that it was standard procedure.

Thank you to those members who joined our little membership drive. The results of your efforts are shown in our very healthy new members list.

The stars are going out in the great cities of the world. It's caused by a combination of electric light glare and smog. "Twinkle, twinkle" has been dropped from Chicago childrens' nursery rhymes. Sydney 2000 here we come!

Support your local corner stores. They are one of Glebe's greatest assets.

Historians tell that Sydney's crazy twisted street patterns are due to the fact that they were originally livestock tracks. Historians of the future note; the pattern of proposed expressways follow the line of least resistance - homes and parks.

Glendenning, 393 Darling St., Balmain, was designed, and lived in for several years by the distinguished architect Edmund Blacket. Until recently it was owned by the Methodist Church and was called the West Side Centre. It has now been purchased by Balmain Properties Pty. Ltd., which wished to use it for a restaurant. Leichhardt Council has rejected an application for this use and the matter has been referred to the State Planning Authority.

Unless economic uses for buildings of historic or architectural importance such as "Glendenning" can be found they are likely to be demolished for home units, offices etc. In such cases uses contrary to a planning scheme should be permitted under appropriate conditions to allow them to survive.

