



# The Glebe Society BULLETIN

No. 3 of 1976. (Mar.)

P.O. Box 100, Glebe, 2037. Phone 660-0026

## FERRIES

The Leichhardt Municipality is now connected with the North Shore, by a ferry service operating between Thames St. and Darling St. wharfs in Balmain and McMahons Point. The rush hour services of 8.07 and 8.45 a.m. from Darling St. and 4.35, 5.16 and 5.45 from McMahons Point, are connected with North Sydney station by bus. The ferries take 14 minutes from the Point to Darling St. and 21 minutes to Thames St. making this the fastest connection between the areas. The fare is 30 cents.

Glebe residents would like to see this facility extended to serve our area which, apart from the Society's annual Ferry trip, has been scorned by ferries since the beginning of the century.

Max Solling has been probing into the history of Glebe's Ferry Service and writes:-

"After the first steam-driven paddle-wheelers were introduced in Sydney in the 1830's four main companies competed for many years in providing harbour services.

As Glebe acquired a definite shape on the map in the late 1840's, watermen conveyed passengers to Glebe Point but at 2/- per person a boat ride was restricted to the wealthy.

By 1880 the frequency, speed and fares of the steamboat services compared favourably with the horse omnibus proprietors and claimed a large slice of the lucrative transport industry. Double ended paddle steamers operated on the Glebe run and with a more regular timetable, this service reached its zenith during the 1890's when it was maintained by the Annandale,

Balmain and Glebe Point Steam Company. However, in 1900 the conversion of trams, on the Glebe run, from steam to electric traction, sounded the death knell of the ferry service and by 1903 a number of small ferry companies, unable to compete effectively with the trams, went into liquidation. The ferry thrived as a form of urban transport to and from Balmain. Henry Perdriau held a monopoly of the ferry service there for forty years from 1842 and when Perdriau sold out to the Balmain Steam Ferry Company in 1882 the fare to the city was 3d each way or 7 tickets for one shilling. Many Balmain residents considered these fares too high, and in 1892 formed a co-operative with the sole object of reducing the fare from 3d to 1d each way. The co-operative (known as the Balmain New Ferry Co.) bought out the old service and, in addition to reducing fares, improved the comfort and speed of daily travel to the city.

In 1905, Glebe Council disclaimed responsibility for the cost of removing Glebe Point wharf, the dispute was not resolved and the wharf remained until October 1950, when its proposed demolition stirred the editor of the Glebe Observer, Kevin Gale, to write "Many thousands of Glebe and Point citizens will regret the decision of the City Council, for the wharf has, for most of the people, become part of their lives. On hot summer evenings, hundreds of Glebe residents make it an almost nightly ritual to wander "down to the Point" and on weekends it is not uncommon to find as many as 20 or 30 bathers availing themselves of the opportunity to "take a dip" so close to home."



## LETTER TO THE EDITOR



The Editor,  
The Glebe Society Bulletin.

The last three issues of your bulletin have carried articles attacking current development proposals for the Glebe Point East area.

These articles have substantially misrepresented these proposals. They contain misinformation fostered to a large degree by incorrect and incomplete statements garnished with some innuendo and much emotion. Such tactics are uncalled for.

Apart from being uncalled for they are setting the Society up for any person or organisation who would wish to discredit it. It is only necessary for such a person or organisation to take our own bulletin and to then demonstrate to any assembled motley throng that we are either ignorant or else untruthful.

I could employ a large portion of the bulletin demonstrating the faults in the articles mentioned, (and will be happy to do so with anyone who takes umbrage at my words), but will settle for a couple of glaring examples.

**Traffic.** The articles continually stress the inadequacy of 'the road access to the site via Leichhardt and Stewart Streets.' Perhaps the writer is unaware that the development includes a road through to it from Sheehy Street which is bound to carry most of the traffic.

**Density.** The Society has taken a population figure (427) for the development, less than the developers own figure (445) and then come up with a density per occupied acre of 100 compared with the developers 91. The Society then goes on to claim that that is higher than almost any where else in the suburb, (population dens-

ities in Glebe vary from 55 to 120 per site acre, the average being about 70); and that no previous planning has foreseen such crowding on the area, (The Glebe Study of The State Planning Authority of NSW, April 1972, recommended that this area ought to be developed to a density of 100 persons per site acre.) This density problem could be looked at in the light of the fact that it applies to only 4.9 acres of the total site of 7.53 acres owned by the developers. Of the 7.53 owned by the developers, 2.63 acres are to be given for public parkland; a further 2.33 acres are to be landscaped within the development; and the 2.57 acres remaining are to be built upon.

The Society has failed completely to recognise or act upon two quite serious aspects of the plan to develop this area. The first is the effect that the development will have on residents in the area whose homes will be affected by plans for road widenings associated with the development. The second, and more important one, is the nature of the dedication of the parkland between Cook and Leichhardt Streets. This is apparently to be transferred to the NSW Planning and Environment Commission - "In this regard it is considered that ownership of this land be vested in the Crown to FACILITATE ANY POSSIBLE FUTURE RECLAMATION OF THE FORESHORES OF BLACKWATTLE BAY OR THE USE OF SUCH LANDS FOR MARITIME PURPOSES". Could they mean a container terminal?, or a boat ramp like the one that the Double Bay residents would not have but recommended be put in Pyrmont or Ultimo or some place like that?

There are very good reasons for worrying about the Glebe Point East development but they are not involved with the development itself - it is fairly innocuous and certainly better than any other redevelopment we have had in Glebe - they are involved with the sort of development that can grow outwards from such a development.

Albert Renshaw

## THE '76 PLAN

The 1976 Leichhardt Municipality Plan, passed by Council on 2nd March now goes to the State Planning and Environment Commission for review then to the Minister for Local Government, Mr. Lewis, and it will finally be put on public exhibition. The hastily made modifications to limit development to 4 storeys and to provide for an upper limit floor space ratio of 1.4:1 still leaves the floor space ratio almost double that proposed in the 1974 Plan. A number of other sections of the Plan require to be amended in order to make them compatible with the 1.4:1 floor space ratio, e.g. population density and objectives of the Plan. Historic areas are left open to redevelopment, and objectives for foreshore protection are weaker than in the 1974 Plan. Glebe Society members are asked to write to the S.P.E.C. and to the Minister for Local Government pointing out the above matters and requesting the return to the well considered 1974 Plan.

## CITY LIVING

Excerpts from a speech given recently by the Lord Mayor of Sydney, Alderman Port, on his return from a five week tour of Britain, Holland, West Germany, Switzerland & Israel. Reproduced by kind permission of the Sydney Morning Herald.

Alderman Port, predicted that demand for inner-city residential accommodation would increase to the point where it became a privilege to live in the inner regions as opposed to the suburbs and said that the swing in favour of city life had been evident everywhere he went on his tour.

"I'm still convinced that Sydney itself is the most desirable place in N.S.W. in which to live, but we must reduce noise and air pollution and any activity that you might label as anti-social."

The advantages of living in a central region included less travel, more jobs, and the accessibility of "unique institutions" which only existed in the city itself.

The car was the greatest threat to a pleasant life for people living in inner metropolitan regions.

"We should give priority to every type of transport over the car - even bicycles.

Compared with overseas countries, Australia was not behind in its thinking or planning, but it was behind in the execution of those plans."

## EXPRESSWAYS

Now that the DMR has postponed the construction of the North-Western Expressway, couldn't some of the unoccupied houses in the affected area of Glebe be rented out to provide much needed low-cost accommodation.

The moneys earned by this scheme could be used to offset the much needed renovations to Lyndhurst, which has been deteriorating over the last few years that its future has been in doubt.

## PLANTS NOT TO PLANT

Many plants are often thoughtlessly planted in gardens which become pests later on. Either they grow too big with damaging roots, or stop light and air, such as rubber trees, poplars and willows. Others have terrifying powers of reproduction, such as cestrum and mulberry. If you really must plant a mulberry, put it a long way from the house and clothes lines. Birds will visit daily and leave visiting cards for sure. Any neglected area in this area rapidly becomes infested with cestrum which has roots of iron to remove. Another garden escapee around Glebe is aralia (also known as fatsia). Bamboo is extremely invasive and its territorial ambitions know no bounds. Roots have been known to come up 100 ft. away.

I was once shown "a pretty blue flower" and recognised it as Paterson's Curse, a European garden flower first seen despoiling pastures in Australia in 1896 in the next 8 years it had travelled a further 500 miles.

I suppose, by now, everyone knows not to plant privets or lantanas, though plenty are still seen around. A Balmain lady once told me "I like a touch of green". She opened a back door and showed an impenetrable thicket of lantana about 6 ft. high, even covering the clothes line. Another hazard is kikuyu grass planted for lawns. The climbing fig looks lovely as a 4 in. plant in a nursery, but it is impossible to control or eradicate, and will travel for blocks. Pampas grass is another thing to avoid.

Sometimes people think they will fill a space quickly with large growing plants, but it can be a bad bargain. If you have a postage stampsized front garden and a handkerchief-sized back garden, think before planting trees and ascertain their ultimate height first. Otherwise, you may find you have grown a horrifying monster that shows every intention of fighting you for the house. Sometimes the best tree is a small-growing deciduous tree that lets in light and air in winter, and gives a feeling of cool shade in summer. If after all this you still decide to live dangerously, gardenwise, well, at least you were warned!

J. Murray - Balmain Garden Club

## WELCOME TO NEW MEMBERS

Alexandra & John Rivers  
Lesley & David Lawton  
Roslyn Wheeler  
Margaret & John Beattie  
Margaret & Brian Quartly

If you know of anything that may be of interest to readers of the Bulletin, please contact the editor, Joey Rowden at 4 Leichhardt Avenue; phone 660.5704.

## MISCELLANY

Extracts from Australian Labour Party:  
N.S.W. Branch State Platform and Policy -  
as approved by the 1973 State Congress.

Section XIII Local Government point  
12(d), page 10.

'Residents must be given the opportunity to participate in and have the right to lodge objections to planning for the improvement of their area. There should be public forums and Council surveys from the very beginning of the preparation of the planning scheme not only at the stage when the plan is exhibited.'

The Leichhardt Local is seeking more shareholders. Shares in multiples of \$2.00 can be obtained by writing to the Inner-Sydney Media Co-operative Ltd., 112 Glebe Point Road.

The Annandale Association are selling a set of six black and white sketches of the district for \$2.00. These sketches are the work of a sixth year student in Hurstville and include the Hunter Baillee Church and the Abbey. The artist may also be prepared to undertake contract work sketching houses and landmarks in Glebe. For further information contact Betty Mason at 289 Annandale Street or Paul Storn (660.6675).

A very successful market day was held in Foley Park on the 13th despite the unsettled weather. The Society Stall made about \$25.00 and Dorothy Perkins observed that good second-hand items, which can be sold for under \$2.00 sell best. For the next market day, which will be held in about 3 months time, Dorothy is also hoping to sell home made cakes. Apart from the stalls, a very effective display of folk dancing was performed by the Sebenka Folk Dancers and there was a street theatre sketch on uranium pollution. The market closed with everyone dancing on the grass!

Ratepayers may have received the same pamphlet the editor has, which states that the Council wish to continue to provide the same or better services to residents of the Municipality whilst trying to keep rate increases to the lowest minimum. It also reminds householders that arrangements can be made for the collection of rubbish, other than household garbage and building materials. For this service phone the Council's Health Department, who will collect it on the first possible Wednesday. If you have other problems phone the Aldermen of the Glebe Ward, Messrs. Cawley and Millard.

Membership of the Glebe Society is now approximately 430, compared with 460 members of the Balmain Association and 180 of the Annandale Association.

## FOR YOUR DIARY

Monday, 22nd March - 8.00 p.m. "The Depression Years in Glebe and Local Response". A lighthearted reading by Max Solling of all research on events, local personalities, etc. done to date. Should be illuminating! All welcome at Kate and Bernard Smith's, 23 Avenue Road.

Wednesday, 31st March - 8.00 p.m.  
at Vivienne Clark's, 88 Holden Street, Ashfield. The first playreading of the year will be an exciting mystery. All those interested, ring Vivienne 797.6699. Transport can be arranged by ringing Albert Renshaw 660.0682.

Saturday, 3rd April. A combined coffee morning and gardening group meeting at Pat & Walter Moore's, 12 Alexandra Road. Usual refreshments will be served from 10.30 a.m. to 12.30 p.m. Price 20¢.

Saturday, 1st May - Your diary can be noted well ahead for this combined coffee morning and gardening group meeting to be held at the Robertson's, 148 Hereford Street. 20 cents will buy you tea, coffee and biscuits from 10.30 a.m.-12.30 p.m.

STOP PRESS - All those cricket fans who wish to take part in the match against the Balmain Association on Sunday 28th March, should ring Jim Coombs (660.0026).