



BOX 100
GLEBE 2037

THE GLEBE SOCIETY *bulletin*

9/1979

WATERFRONT

CAMPAIGN FOR PUBLIC ACCESS TO THE WATERFRONT

Our campaign for public access to the harbour foreshores of Glebe received a severe set back when Jack Ferguson, Deputy Premier and Minister for Public Works and Ports, rejected our request for the transfer of the Streetley Industries site in Federal Road to Leichhardt Council for public recreation. The rejection was based on the Maritime Service's Board claim that the land was required for port purposes in the long term. The Maritime Services Board now proposes to lease the site for unloading and storage of timber - hardly a valid port purpose!

A campaign has commenced to reverse the decision. Members can assist by writing to Ferguson and opposing the decision.

Alan Robertson

WENTWORTH PARK GRANDSTAND

Many of you will be aware of and concerned about the National Coursing Association's proposal to build a massive concrete grandstand at Wentworth Park. Quite apart from the devastating effect on the character and scale of the area, the grandstand would attract huge crowds, causing further noise and congestion in surrounding streets. In order to provide sufficient parking space, the N.C.A. also proposes to cover a large area of the park with a trafficable material, such as bitumen or concrete.

At present, Glebe has only 45% of the open space requirements recommended by the Planning and Environment Commission. If the grandstand is built, Wnetworth Park, the largest park in Glebe, will become totally inaccessible to Glebe residents.

Residents in the nearby area have already begun a campaign against the grandstand and the Glebe Society is preparing a report to be submitted to the P.E.C., National Trust and the Heritage Council. A petition is also being organised and volunteers are urgently needed to assist in collecting signatures over a weekend.

For further information, contact Paul Coupe
Ph. 6920716

BLACKWATTLE BAY PARK

On Thursday 25th October, a meeting will be held in the rear hall of Glebe Town Hall to discuss proposals for Blackwattle Bay Park. The meeting will begin at 7.30p.m. and the scheme will be explained using drawings and slides. Everyone is welcome and your comments and criticism are invited.

Hilary Hewitt



MY DEAR, JUST EVERYBODY IS GOING !!

GRAND OPENING

HOUSE AND GARDEN INSPECTION
SUNDAY, 4TH NOVEMBER, 1979

Your help is needed to make our big day the biggest and best ever. Here's how:

Volunteers are needed to mind houses during the day. Please phone Alan Robertson (660 6593) and volunteer your services. Free tickets for volunteers.

Come on the house inspection and bring your friends.

Concession prices on tickets for members:

Individuals: one at \$2.00, others at \$2.50

Households: two at \$2.00, others at \$2.50

Tickets can be obtained in advance from:

Alan Robertson, 148 Hereford Street
John Hoddinott, 30 Wigram Road
Mike Reynolds, 39 Lodge Street

Don't miss this great opportunity to see inside some fascinating houses and meet fellow members of the Society.

THE NEW MANAGEMENT COMMITTEE:

President:	Tony Larkum	660 7030
Immediate Past President:	Eric Sandblom	660 6593
Senior Vice President:	Peter Stanbury	660 1848
Junior Vice President:	David Reeve	660 2207
Secretary:	John Hoddinott	692 0071
Treasurer:	Mike Reynolds	692 0790
Committee:	Betty Wright	660 1875
	Bill Nelson	660 0038
	Alan Roberston	660 6194
	Rosemary Wilkinson	660 4531
	Kemp Fowler	660 8258
	John Buckingham	660 7780
	Paul Coupe	692 0716

MISCELLANY

In his reply (18.9.79) to the Society's waterfront parkland proposal, the Minister for Public Works and Ports, Mr. Jack Ferguson stated: "For reasons set out above I believe that the waterfront area fronting Rozelle Bay between Johnston Creek stormwater channel and Pope Pius VI reserve should remain as at present for port purposes." Port purposes means a scale similar to that existing across the bay.

It is not difficult to imagine the effect of something similar cheek by jowl with a residential area. The trend over the last 20 years has been a larger scale installations, but less actual waterfrontage required overall. How long can the Maritime Services Board selfishly hang on to these sites without good purpose?

Their record over the past 10 years has been almost totally negative with plans for industrial waterfront roads starting at the Glebe High School right to the new park reserve on Blackwattle Bay. The arguments the M.S.B. used then are the same as they are using now - required for some unsubstantiated waterfront industrial purpose.

Members have asked for a Membership Application form to be included in the Bulletin and there may be one in the next issue. Meanwhile it is very simple - just send name and address enclosing \$2 (single), \$3 family, 50 cents students and pensioners, and post to P.O. Box 100, Glebe, 2037.

BOOK NOTICE:

10,000 YEARS OF SYDNEY LIFE
A Guide to Archaeological Discovery
Edited by Peter Stanbury

Sections covering "After 1788", "Before 1788", and "Now". A fascinating book, well illustrated and is available through the Society at the discount price of \$7.00 (\$8.50 is the retail price.)
Contact Peter Stanbury 660 1848.

MANLY COLONIAL DAY:

Members who will be in the vicinity on Manly Saturday 26 January, will have a unique opportunity of inspecting one of Australia's most historic buildings and its collection of outstanding and valuable art treasures.

The imposing St Patrick's College, Manly, opens its doors to the public for the only occasion in the year during Manly's annual Colonial Day, one of the major events of the Australia Day long week-end.

This is a chance not to be missed, especially with the added attractions of choral and organ recitals in the College's beautiful chapel, a colonial dress competition for excellent prizes, and all the family fun of an "old tyme" fair which lasts from 11 am until 9 pm.

Enclosed with this Bulletin is a CAR WINDOW STICKER. This is not a bumper sticker as the glue is on face (printed) side. Display it on the back window of your car and help stamp out commercial radio stickers!!!!

WHITE WINE FOR SALE: Tony Larkum still has a few flagons of Saltram's Rhine Riesling (1978) from the last wine bottling. Cost \$2.00 per flagon - phone 660 7030.

lyndhurst



LYNDHURST GREETING CARD

Lyndhurst, Darghan Street, Glebe

Designed by John Verge, Lyndhurst was built for Dr. James Bowmen from 1833 to 1837. The ornamental iron verandahs which originally covered the terraces on each side and flanked a Tuscan porch on the front, have been demolished. The entrance vestibule leads into a cross hall with a vaulted ceiling. Verge also designed Toxteth Park, Glebe.

Drawing courtesy of Fisher Lucas Architects, 8 Glen Street, Milsons Point, 2061.

Ideal any occasion cards, 10cent each, contact John Hoddinott, 692 0071.

BOOK OFFER

Glebe Society members are invited to take advantage of a special pre-publication offer on "Restoring Old Houses".

The book, written by Society member Ian Evans, deals with the authentic restoration of Victorian and Edwardian houses. It covers every aspect of restoration from curing rising damp to cleaning and polishing marble mantelpieces. Subjects covered include decorative cast iron, architectural hardware, joinery, plaster, paint and wallpaper, decorative tiles, roofing, decorative glass and gardens.

"Restoring Old Houses" aims to promote authentic restoration techniques and to discourage unsympathetic alterations. Published by Macmillan, the book has 144 pages and 230 illustrations and measures 11" by 9". It will be available from October 31 at a recommended retail price of \$19.95.

Glebe Society members who place firm order now can obtain their copies at a pre-publication price of \$16.95. John Hoddinott will accept order on 692 0071. Cheques may be sent to the Society's postal address, box 100 Glebe, 2037

NEW MEMBERS

Welcome to:

Mr. & Mrs. C.M. Hickson
Mr. Roy Brown
Dr. & Mrs. Shboul
Bruce Miles
Peter & Gwenda Kullen

HISTORY OF THE GLEBE SOCIETY

(Part of report given by Max Solling at the last A.G.M.)

Well this is the time of the year for a thing called the History report. On historians Phillip Guedalla wrote "History repeats itself, historians repeat each other". Samuel Butler found them to be funny little people: "It has been said that though God cannot alter the past, historians can, it is because they can be useful to Him in this respect that He tolerates their existence."

Since the Glebe Society has just celebrated its tenth birthday perhaps it's an appropriate time to look back at the early years of its existence. Resident action groups were all the rage in Paddington and Balmain in the mid-sixties where groups of white collar workers got together. The social change in Glebe led to the formation of the Glebe Society. There had been, of course, similar bodies in Glebe this century - The Rate-payers and Property Owners Association formed in 1910, and the Toxteth Progress Association raised its ugly head in 1952. Early in 1969 people gathered at 23 Avenue Road, Glebe, the home of Bernard and Kate Smith, and it was there that schemes were laid to hatch the Glebe Society. The first general meeting was held on 19th June, 1969 and the aims of the Glebe Society as spelt out then were to:

"ensure that adequate thought and planning goes into new projects in the area; and to preserve and conserve what is good in the already existing buildings and places of historic interest".

FEROCIOUS ATTACK

At that meeting, held in this hall, a concerned resident Mr. Tunks launched a ferocious attack on a local alderman for allowing the streets of sunny Glebe to crawl with rats. The absence of Mr. Tunks at later general meetings was to detract from the solemnity of the occasion.

Two main activities were pursued by the Society in 1969 and 1970. The first related to the question of expressways encroaching upon Glebe, the North-Western was the most urgent concern. After the Society received an assurance from the then Minister for Highways that the section of the expressway in Glebe would be a driven tunnel, the Society then began to question the necessity for the location of the North-Western expressway in Glebe. One member of the Society in particular, Albert Mispel, conducted what was virtually a one man campaign, writing and printing a news sheet "Moving and Living", disseminating information and lobbying the authorities. In 1970 the Society published a monograph entitled "An Alternative to Inner Urban Expressways" and the following year Mr. Uren, Federal Minister for Urban and Regional Development, announced that he saw no future for inner city expressways.

MASTER PLAN

The Master Plan, prepared by the Society, expressed the need for the conservation and preservation of Glebe and was presented to Leichhardt Council in September, 1970. Three months after the plan had been returned to Council from the S.P.A. the recommendations had not been considered by Council nor released to the Society. At the Council elections in 1971 candidates under the banner of the Campaign for Better Council, with a conservation, anti-expressway and open platform, were successful in Glebe and in other wards. The election changed the composition of Council which now objected to the inclusion of expressways in the Leichhardt Planning Scheme and called for their deletion. Mayor Origlass

participated in a "paint-in" in which anti-expressway slogans were painted on Bridge Road. Lyndhurst became a symbol of the anti-expressway movement which called on the B.L.F. to prevent further demolition in the Darghan Street area. The B.L.F. responded by placing a green ban on the expressway and on Lyndhurst.

Shortly after the Commonwealth Road Grants Act became law in September, 1974, legislation that gave the Federal Government power over urban arterial roads, the D.M.R. were given orders to move into Fig Street, Ultimo with bulldozers, chains and police and began demolition work. Concerted action by the B.L.F., the Glebe Society and other groups, which prevented further demolition, received national press coverage and strong support from the Federal Government which withdrew finance for the project.

In November, 1974 the Glebe area was listed by the National Trust as a Conservation Area, receiving the highest category of listing indicating that preservation is essential. This added further weight to the case against expressway construction and in 1977 the citizens of Glebe rejoiced when a decision was made to abandon the expressways.

In 1970 the Society marshalled its forces against proposed high rise development in Ferry Road. Foundation president Bernard Smith, armed with a loud hailer that kept making strange noises, led a march from Foley Park down Glebe Road to the park in Ferry Road. There, it was alleged, the Professor of Fine Arts had accused a local worthy of double dealing. An ageing alderman responded by calling our president, among other things, a dastardly plant trampler.

It was the Smiths that got the Society off to a flying start but the fact that the Society has flourished for ten years, with a membership of about 500, is due to the unconcerted efforts of many people who have participated in a wide range of activities - protest meetings, social activities and planning groups, all the work associated with regularly producing a bulletin, coffee mornings, ferry trips, play readings, garden club meetings, musical evenings, drinks at the rowing club and other good things.

ESTRANGED MOTHER

We have had some wonderful history walks, in 1970, for instance, the Blacktown Historical Society gazed in awe at the residence at No.6 Leichhardt Street when informed by the occupant that this stone cottage was thought to have been built as a holiday retreat for Captain Phillip's estranged mother.

Just as the social landscape of Glebe underwent dramatic change between 1890 and 1914, its social pattern has been revised in the last decade or so. The slum stigma that citizens of Glebe have had to live with since the Great War has now been almost entirely eradicated. The movement of middle class professionals into the area has forced up land values and reduced the amount of low price rental accommodation for low income groups. Let us look at the experience of impoverished student Fred. One day a lady driving a large black limousine to Glebe would down the window of her car and enquired of Fred: "Excuse me sir is this the part of Glebe that's booming?" The time had come, he thought, to leave his old student haunt: Glebe was becoming respectable. There was little pretence in Glebe in those days. Few then thought of their place of lodging as a thing of beauty but they do now. Years ago if you lived in Glebe, others thought, you could probably fight or play football, but do blessed little else. On rare occasions the old denizens of Glebe might see a Volvo passing hurriedly through the suburb but they didn't know what an Afghan hound looked like. Today Fred's old street is crawling with them.

While some of the suburb's rich characters still remain we have none to match Chucker Doubler. Chucker sold wood and collected bottles and scrap iron in his horse and cart and was frequently found breating the bar at his favourite watering hole, the Excelsior Hotel. That's not to say Chucker was fussy, he'd try all the pubs. He earned his name from the fact that when hailed by local denizens in the street he would do a back flip off his cart and land standing up on the pavement. This athletic citizen would then proceed to do something much more amazing. He would drink a mug of beer standing on his head amid wild applause from local imbibers. He found it paid well; he got lots of shots for this party trick.

CHURCH LANDS

The continued existence of the oldest residential neighbourhoods in Glebe - Bishopthorpe and St. Phillips was under threat in 1970 when the Glebe Society submitted a detailed case to the Glebe Administration Board for their preservation, but in 1972 the Anglican Synod decided to dispose of its property in Glebe. It brought a swift response from the new rector of St. Johns, B.J. Skellett who asked the church to put people before offices and examine the social consequences of uprooting its residents and urged them to retain as much residential property in its estates as possible. The Glebe Society and Leichhardt Council under Mayor Origlass played major roles in the decision of the Whitlam Government to acquire the church lands in 1974, preventing great dislocation to the lives of a large number of residents. It was a unique venture in Australia, notable for the scale of the scale of the project (28 hectares with 750 houses), for retaining a tract of Glebe composed largely of low income families possessing a vital community life and for being the first example by government of acquisition of property to rehabilitate rather than redevelop. It was also an opportunity to preserve cottages and terraces of the period 1860-1880 forming a continuous townscape and representing a valuable cross-section of Australian domestic architecture.

More immediate is the threat posed by the Leichhardt Town Plan. Again many members of The Glebe Society have participated in an extensive doorknock campaign to oppose the objectionable features of the Town Plan.

Resident action groups in Leichhardt municipality have provided a much needed breath of fresh air to a territory that has been controlled politically for more than half a century by a tired and unimaginative party machine. Products of the machine found on Leichhardt Council have responded negatively in recent times to the important issues that confront the residents. An illustration of the very conservative nature of politics that reigns in Leichhardt municipality was a decision made by Leichhardt Council Labour Caucus in 1967 to accept a development application for a chemical tank farm at Balmain. When Labour aldermen Origlass and Wyner from Balmain crossed the floor to vote against the proposal at a Council meeting they were expelled from the A.L.P. More recently there was an attempt to have proscribed A.L.P. members who were members of local resident action groups.

The illustrations used in this issue are from the period when The Glebe had its major growth-1865 to 1900.

FOR YOUR DIARY

Sunday 4 November: House and Garden Inspection
Promises to be the biggest ever - see article and enclosure in this issue.
Followed by the Guy Fawkes Festival at Blackwattle Bay at 6.00pm (the new park reserve at the end of Oxley Street.)

Sunday 11 November: Coffee Morning and Welcome to New Members,
At the home of Jo Bastien and Graham Budd, 5 Allen Street, 11.00am to 1.00pm.

Monday 12 November: The Monday Group
Meet at Pat Moore's home. Enquiries 660 4171.

Sunday 18 November: Lyndhurst Working Party
Starting at 10.30am cleaning out the cellars to reveal the flagstone. Contact John Hoddinot 692 0071.

Monday December 10: Xmas Party.
Wish your friends a Merry Xmas at the final social activity of the Society for 1979.
7.00pm for 7.30pm at the Glebe Rowing Club.
Hot buffet, wine, beer and soft drinks \$7.50 per head Pensioners \$5.00.
R.S.V.P. (essential for catering purposes) by 2.12.79 to:
Betty Wright - 660 1875
Jeannette Knox - 660 7781
David Reeve - 660 2207

COUNCIL MEETINGS are first and third Tuesday of each month.



HEALTHFUL EXERCISE.

ANYONE FOR TENNIS?

No. 1 Tennis Court Woolley Street, Fridays 5 - 7pm
\$1.00 per head - just turn up.

Festival of Sydney -GLEBE DAY - Australia Day Week-end
Details to be announced. Contact John Hoddinot 660 0071.

THE NATIONAL TRUST has prepared a detailed objection to the LEICHHARDT PLANNING SCHEME. It is very comprehensive, yet only a small segment of this august body's activities. Like to join? Subs are \$12 a year Ordinary, \$18 Household, \$6 Students and Pensioners. Address: Observatory Hill Syd2000

The deadline for inclusion in the next BULLETIN - No.10 the last for 1979 - is October 15.