

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 4 OF 1988

JUNE

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19th BIRTHDAY PARTY - SUNDAY 24th JULY

Following the success of recent parties at the Glebe Rowing Club, we will celebrate the Society's birthday with a lunch in their front area - the room looking over Blackwattle Bay and the City.

TIME: 12.30 for 1 pm.

MENU: Pumpkin Soup, Rack of Lamb, Black Forest Cake and Coffee.

PRICE: \$12.00 (Drinks extra).

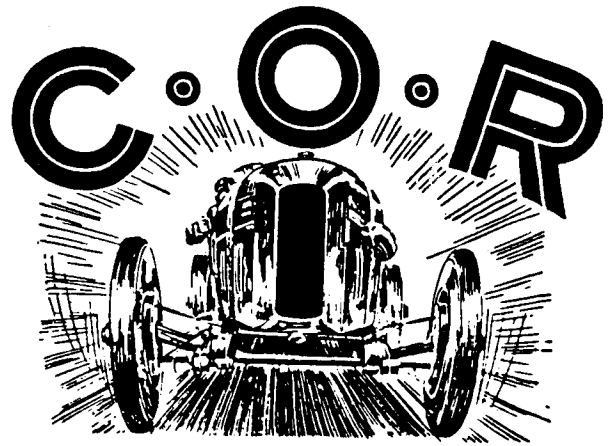
Pay at the door, but please phone Col or Jean MacKenzie on 660 0492 by Tuesday 19th July to make your booking. Space is limited and this will be a popular function, so do book early.

TRAFFIC PLANNING FOR GLEBE

On Thursday 26th May three representatives of the Glebe Society, residents representing other areas of Glebe who have brought their traffic problems to the attention of Leichhardt Council, and Aldermen from the Council (Betty Leone, Chair of the Municipality's Traffic Committee, Issy Weiner and Brian Thompson), met with Michael Colston, one of the Consultants engaged by Council to advise on the feasibility of a traffic plan for Glebe.

The meeting was part of the first stage of the study and was designed to assist the Consultants in identifying the suburb's traffic problems as a basis for preparing a brief for a second stage of planning.

As well as identifying specific locations which are, or have been, traffic trouble spots, such as Ferry Road and Forsyth Street and left-hand turn prohibitions in Wigram Road and Hereford Street, considerable difficulties were identified in the use of routes which were judged to be half way to becoming major roads (eg Glebe Point Rd, Wigram Rd, The Crescent and St Johns Road). The impact of factors outside either the suburb or the Municipality (DMR planning etc) was also noted as a substantial difficulty.



SPECIAL TRAFFIC ISSUE

Considerable stress was laid on the need for a co-ordinated plan, rather than a series of ad hoc decisions. Suggestions were made for co-operation with adjacent Councils such as Ashfield, particularly in an endeavour to devise means of stopping traffic 'at source' rather than at the barriers of Glebe. Problems in maintaining adequate bus services and parking difficulties were raised.

Overall, as a problem identification exercise, the meeting was a productive and co-operative one. Its true usefulness will be measured by what happens next. What kind of study will the Consultants suggest? Will the Council go ahead? Given that traffic has been identified in a number of meetings over the past year as a major, in fact the major concern of so many residents, the Council is urged to proceed with all due expedition. Glebe could have a plan within six months. A plan could start to be implemented before the end of the year. Members are urged to do all they can by participating in any meetings that are organised (e.g. on a precinct basis), by making views known to the Consultants and by encouraging any Alderpersons of their acquaintance to keep traffic planning as a high priority for action.

MORE ABOUT TRAFFIC ON PAGES 4 AND 5.

TRAFFIC STUDY AND PLAN FOR GLEBE

The Consultants engaged for the Traffic Study and Plan for Glebe are:

COLSTON, BUDD, WARDROP & HUNT P/L.
SUITE 71, CHATSWOOD VILLAGE,
47 NERIDAH STREET,
CHATSWOOD 2074.
PHONE: 411 7922.

We urge all members and residents who have views on traffic matters in Glebe to write to the Consultants as soon as possible.

SEE PAGES 4 AND 5 FOR FURTHER INFORMATIONSQUATTERS PLACE BICENTENNIAL PARK IN JEOPARDY

The squatters in the Steetley Industries building in Federal Road are refusing to vacate the premises to allow the demolition that will enable the construction of the Park to commence.

Council, at its meeting of 24th May, accepted the Maritime Services Board's arrangements for the demolition of all structures between Federal Road and Rozelle Bay. The demolition of the buildings along Federal Road must be completed for the construction of the park to begin on 18th July. The park must be completed by the end of 1988 to qualify for Bicentennial funding. Without Bicentennial funding, the ratepayers of Leichhardt Municipality must foot the entire bill for the park.

The squatters argue that they are not stopping the park and would be quite happy to have the park built around them. However even if their arguments had merit (and I believe they have none), the change in park plans to accommodate them would result in:

- demolition money being returned to the Maritime Services Board and Leichhardt Council making alternative arrangements, and ratepayers paying the entire demolition bill.

- the tendering documents being revised around new plans (two months' work). The advertising placed from 11th June would be wasted and new advertisements would have to be placed in August.
- the commencement of the park being postponed from 11th July to September.
- completion of the park being delayed until mid-1989.
- the loss of Bicentennial funding with Leichhardt ratepayers paying for the whole park.
- the refurbishing and ongoing maintenance of the Steetley Industries building at ratepayers' expense to house a few individuals (who certainly cannot be classed as 'needy') in a waterfront building within several acres of parkland.
- the retention of Federal Road cutting through the Bicentennial Park with the inherent risk that Federal Road Bridge could be reopened in the future allowing large trucks to find a short route between The Crescent and the City via Glebe Point Road.

We are so close to getting our park. We must not allow a few selfish individuals to compromise it now.

John Buckingham

URGENT

Please write to:

The Mayor and Council,
Leichhardt Municipal Council,
Wetherill Street,
Leichhardt, 2040.

Support Council's efforts to get the park started.

Advise Aldermen to support the MSB in its efforts to get rid of the squatters and to desist from any encouragement or support that some of the Aldermen are offering the squatters.

Indicate that you do not want Bruce McKenzie's plans compromised by the retention of the Steetley's building in the middle of the park. Also indicate that you do not think that Bicentennial funding should be put at risk by delaying the starting date.

PLEASE WRITE IMMEDIATELY. THE COUNCIL NEEDS OUR SUPPORT IN ITS EFFORTS TO GET THE PARK BUILT THIS YEAR.

Members will have noticed the change in appearance of our suburb as a result of extensive repainting of buildings of all periods, especially when whole streets are done together, as is the case in Bishopthorpe and St Phillips. In these areas in particular, the Dept of Housing has used uniform colour schemes for houses of similar design and has followed the 19th century tradition of using contrasting colours for joinery and decorative mouldings, and as alternating stripes on verandah roofs. There is no doubt that following the traditional scheme greatly enriches the streetscape and enhances the proportions and details of all types of housing.

Until now, Pascol has dominated the scene through its Heritage Colour Card, but now Dulux has also entered the field with a larger card that covers all the major periods represented in Glebe. A Melbourne firm, Haines, has also entered the scene and some of their products are also available in Sydney. Members are encouraged to examine all Heritage cards before repainting their houses and to take a walk around the streets to see what can be done. Further advice is available in the book Colour Schemes for Old Australian Houses, by Ian Evans et al.

If you are unable to repaint your house yourself, you should obtain at least three quotes, as charges vary greatly depending on the current state of your house and the degree of preparation. The importance of good preparation cannot be over emphasised. Without it, an otherwise good paint job will not last and you will be up for a repaint in a few years.

Before the last State Election, the Minister for Heritage, Bob Carr, announced a scheme to repaint the section of Glebe Point Road towards Parramatta Road, as has been done in Oxford Street, Darlinghurst. The Society will pursue the matter and see if it can still go ahead.



The National Estate Grants Programme has supported the development of plans for the main commercial streets of conservation areas in the past. The Glebe Point Road and St Johns Road streetscapes could be much more sympathetic to the heritage character of the area than they are at present and could benefit from such a study.

The Glebe Society is preparing an application for a grant under this Federally funded programme to have a plan drawn up by a firm of architects. Such a plan, if followed through by shop owners and the Leichhardt Council, would increase the income of the shopkeepers, the value of properties and the general amenity of the area for all Glebe residents.

Already Glebe Point Road has a significant character and the Glebe Food Fair helps to attract wide attention.

How much better if the main streets of Glebe were painted with a consistent colour scheme, with missing trees replaced and 'period' seats, rubbish bins, carriage lights and so on installed. Can it be done?

Ian Jones is preparing the Society's submission. Any members who would like to contribute to the submission should contact Ian on 660 2451 now as he is preparing the submission for approval at the Society's next Committee meeting on 21st June.

ROYAL AUSTRALIAN HISTORICAL SOCIETY - CULTURAL GRANTS

The RAHS is also trying to give money away. As a Society affiliated to the RAHS, the Glebe Society is eligible to apply for a grant which will make a significant contribution to the study of Australian history.

The grants are restricted to research projects and to the publication of the results of research. A variety of approaches to this aim may be undertaken.

The Committee has no specific project in mind at this stage and seeks the views of members as to any project which may merit such a grant.

If you have a proposal ring Jeff Ibbotson now as a detailed submission, including budget detailing, must be lodged by 31st July. As the grant may only finance a proportion of the cost of the project, additional sources of funding should also be considered.

As announced in the May Bulletin, as a result of Glebe Society efforts, traffic consultants have been appointed to conduct a study of traffic in Glebe and to make recommendations to Leichhardt Council. A report of the first meeting between the consultants and residents, on 26th May, appears elsewhere in this Bulletin.

Members in some seriously affected areas of Glebe have already been working alongside other residents for particular improvements. However if a traffic plan for Glebe is to be effective it is very important that members understand the general issues for the whole of Glebe. It is the lack of a broader vision that explains why Glebe has not had a traffic plan, while so many areas of Sydney have used one to improve their quality of life markedly.

For 150 years local politicians and State and Council employees have been playing off one small section of the community against another in order to avoid having to do anything or spend any money. Occasionally, one especially vocal group forces the authorities to act, and the wily politicians move the problems to a less well organised area, or starve someone else of amenities, until they in turn rebel, or their area suffers permanent deterioration to the detriment of the entire community. The formation of the Glebe Society was an attempt to combat this slippery tactic and the achievements of the Society are a monument to the benefits of unity in debate and action.

The Consultants' assessment of traffic problems that concern the residents of Glebe will be based very much on the comments they receive. They are not formally seeking submissions at this stage but we urge all members of the Society to write to the Consultants. Only then will they get a total picture from which an overall approach to traffic management can be developed and implemented.

For your guidance, we list below some of the major general traffic issues in Glebe. You can draw attention to any of these in your letter. It is especially important to draw attention to the problems you experience not only near your home but also in other parts of Glebe, whether on foot, on bicycle, by car or by bus. And please don't assume your problems are too hard to do anything about. Remember that in the early 1970's it was seen as inevitable that Glebe would be sliced up by two major freeways. The Society's efforts changed that.

GENERAL TRAFFIC ISSUES IN GLEBE

1. COMMUTER TRAFFIC IN RESIDENTIAL STREETS

Glebe has a high population density (in many areas over 200 or even 300 persons per hectare), and most of its streets are residential. Large numbers of people are affected by noise, vibration and fumes, and many people, especially the young and the old, have their mobility restricted or are exposed to daily danger by commuter traffic in their own street or those they must cross to reach their goals. There are many institutions in the area, including five major schools, and attendance is rendered difficult and hazardous.

2. PEDESTRIAN SAFETY

Glebe was built before the advent of cars and there are many areas where vehicle volume, lack of safety measures, speed, lack of room to manoeuvre, poor sight-lines or parked vehicles make roads and even footpaths hazardous.

3. SLOW PUBLIC TRANSPORT

High volume commuter traffic slows buses. This is a disadvantage for those without a car, and encourages car-owners to use their vehicles even on well-serviced routes. e.g. to the Central Business District.

4. ACCESS TO GLEBE

Many residents experience difficulty entering or leaving Glebe because of the volume of through traffic on access routes. Short cuts through residential streets create further problems.

5. TRAVEL ACROSS GLEBE

Commuter traffic travelling east-west or north-south can make movement from one part of Glebe to another difficult at various times of day.

6. DAMAGE, ACCIDENTS AND HEALTH

The death rate from traffic accidents has doubled in Leichhardt Municipality over the last twelve months. Damage to property (vehicles and houses), is frequently caused by heavy vehicles negotiating narrow streets, or aggressive driving. The health of all Glebe residents is affected by exhaust fumes from excessive commuter traffic.

7. TRAFFIC NOISE

The noise generated by traffic in some roads is persistent and exceeds reasonable levels. It has led to such 'solutions' as high brick walls which are incompatible with the architectural character of Glebe.

8. MAIN ROADS THROUGH GLEBE

About one in five of Glebe's residents lives on a main road and diverting problems from other areas to these roads will be divisive. The aim of the traffic study should be to reduce traffic volumes, not just to redirect what is already there.

9. CYCLIST SAFETY

A cycle route has recently been marked out in St Johns Road. However high traffic volumes make this healthy, efficient form of transport hazardous.

10. COMMUTER AND VISITOR PARKING

It has become common for commuters to use Glebe as a car park, catching buses to the City. Streets and parks are jammed with vehicles in some areas when events are being held, or where local institutions fail to provide adequate off-street parking.

11. AD HOC TRAFFIC MANAGEMENT

The opposition of local politicians and State and Council employees to a traffic plan has encouraged commuter traffic to use the streets of Glebe as de facto freeways. The volume of through traffic has increased rapidly over the past twelve years and although Council has received numerous complaints, its actions have been slow, very restricted in effect and totally unco-ordinated. The result has been a general failure to reduce commuter traffic volumes, the overflow of commuter traffic into residential streets and the transfer of traffic

problems from one area to another.

12. DEPARTMENT OF MAIN ROADS INACTION

Unfinished freeways at Concord and Darling Harbour pour commuter traffic into Glebe. No attempt has been made by the DMR to fulfil its statutory obligation to keep commuter traffic out of residential streets. Alternatives to destructive inner city freeways, such as ring roads, have been delayed or include elements unacceptable to residents. Partially completed major road-works can generate severe problems where several lanes of 'freeway' traffic converge into existing, narrower roads.

13. POOR PUBLIC TRANSPORT

The failure of successive governments to upgrade and extend existing public transport systems, or to introduce modern, innovative methods using existing resources, as outlined in the Glebe Society's Light Rail proposal, has resulted in increased dependence on cars. The notion of driving to work in the CBD alongside public transport systems should be seriously challenged. The building of more car parks in or near the CBD adds to this problem.

Write **now** to the Traffic Consultants about any of these issues, or others, which worry you. Their address is on P.2.

Also, if you have any suggestions for what might be done, include these in your letter. And please let the Society have a copy of your letter. (To P.O. Box 100, Glebe.)

The new Glebe Island Bridge that is envisaged at present is a high level one, and correspondingly high in cost. Apart from the costs of its own construction, it has further implications for the design of the City-West Link Road in the area of Glebe and Annandale. Because of the height of the planned bridge and consequent road gradients, a loop access road is a feature of the road design, to enable trucks to enter and leave container wharves in Rozelle.

Recently, the existing low-level opening bridge at Glebe Island has been declared of heritage significance. In view of this it would seem appropriate for plans for a new bridge to be re-assessed. If the present bridge remains, the value of a high level bridge beside it becomes questionable.

The Society would be pleased to have your comments on the propositions that

- 1) any new Glebe Island Bridge be built before work begins on the City-West Link Road, i.e. development should be from the City outwards;
- 2) any new bridge be substantially lower than the one currently planned
- 3) present plans for the arterial road from the new bridge to White Bay be re-examined with a view to lowering the overall height of the road, eliminating the loop access road at the bottom of Johnston Street, Annandale, and re-assessing the desirability of using traffic lights rather than merging lanes as a means for traffic to join the arterial road.

Extract from a letter to The Hon. B. Baird, MHR., the new Minister for Transport. 6th June 1988.

The Society would contend that a re-evaluation taking these elements into account might well prove less costly to construct than the current design. At the same time the character and amenity of a historic area of Sydney would be better preserved.

The Committee has been considering whether or not the Society should incorporate.

At present the Society is an unincorporated association. As such, the members are all legally responsible for the acts of the Society. The primary benefit of incorporation is that the Society would gain a separate legal personality, i.e. it can legally act in its own name. Now it acts through the Committee on behalf of the members.

Associations as diverse as sporting bodies and bird watchers have been incorporating since the State Government passed the enabling legislation in 1984.

The main benefit which results from having a 'separate legal personality' is that members' liability for the Society is limited. One aspect of this is that if the Society is sued, only the Society's assets are at risk, not those of the members.

To be eligible for incorporation the Society must, among other things, have insurance for no less than \$2M. The Society has recently arranged such a cover through the R.A.H.S. Adequate insurance overcomes one of the problems about being an unincorporated association.

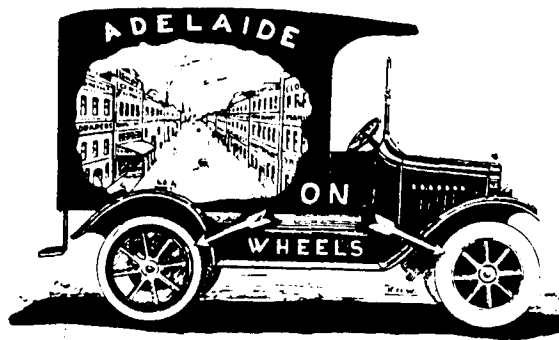
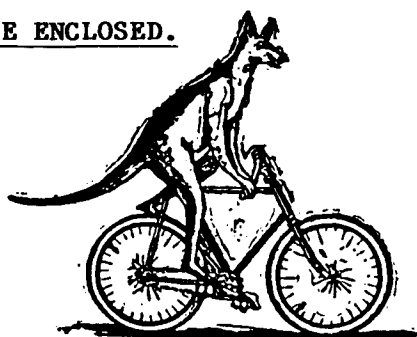
Another reason for incorporation is that it may enhance the Society's chances of being awarded grants for various projects, such as the National Estate grant mentioned elsewhere in this Bulletin.

A Motion for incorporation must be passed by a majority of members at an AGM or at a Special General Meeting.

The Committee is still considering the matter. If you have any comments, ring Jeff Ibbotson on 660 1773 or come to the next Committee Meeting to discuss the matter.

(You may have seen an item in 'The Investigators' on ABC TV on this topic - Ed.)

**DON'T FORGET TO RENEW YOUR
MEMBERSHIP. INVOICE ENCLOSED.**



HOUSE INSPECTION - SUNDAY 16th OCTOBER 1988

Planning is under way. We are awaiting responses from the various institutions whose buildings we wish to include in the inspection.

We need a co-ordinator to organize this event. Jeff Ibbotson is holding the reigns but needs help.

Ring him now if you can:

1. Can be Co-ordinator.
2. Have a house to inspect.
3. Know a house worth inspecting (and its owner).
4. Can type, photocopy, mail out correspondence.
5. Can help with publicity through media, work, membership of other organisations etc.
6. Can help on the day by-
 - co-ordinating a particular building's inspection
 - being a house-sitter for part of the day
 - assisting with selling programmes at the starting point.

As mentioned previously on this page, the Society has recently taken out public liability insurance which would cover any accidents which could occur on the day. Any building owners who are concerned about insurance cover can be supplied with a copy.

As this event is a major fund-raiser, awareness raiser and publicity exercise for the Society, all Members are needed to help in some way.

As in the past, we are also seeking co-operation from local businesses wishing to open on the day to provide services such as food, and refreshment, books, antiques, renovation material etc.

PLEASE RING JEFF NOW ON 660 1773 TO OFFER YOUR HELP.

WELCOME TO NEW MEMBERS

We welcome the following new members to the Society and look forward to seeing them at our coming activities:

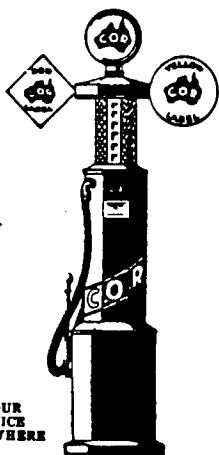
Una	Edmonds
Michael	Fischer
Irma	Frommer
Sandra	Nori
Paul & Anita	Sutherland

HELP NEEDED WITH THE BULLETIN

Several members have made complimentary comments about recent Bulletins. An enthusiastic Committee, plus the need to publicise so many important issues, means that I am receiving much more material for inclusion.

The trouble is, I'm a 'two-finger typist' and desperately need the help of a 'real' typist to get Bulletins out on time. If you can help, please ring me on 922 3387 or 660 7066.

Edwina Doe - Editor.



AGM WEDNESDAY 10th AUGUST

ST JOHNS CHURCH

There was a full house on Sunday 17th April for the service to mark the 120th Anniversary of the laying of the Foundation Stone. After the service the Governor, Sir James Rowland, unveiled a commemorative plaque.

On Saturday 14th May a fund-raising dinner was held in the Church Hall. This was a successful and delightful evening for the 100 or so present. Several members of the Glebe Society attended both functions, demonstrating their concern and interest in the preservation of St Johns Church, a vital part of our local heritage.

ANYONE FOR BRIDGE?

Betty Wright is keen to find other members who would like to play Bridge. Please ring her on 660 1875 if you are interested.

MONDAY GROUP

7

The next meeting of the Monday Group will be held on Monday 20th June at 12 noon at the home of Marion Harris; 280 Glebe Point Road. Please bring lunch for one person.

NEW SOCIAL SECRETARIES

Betty Wright has asked to be replaced as our Social Secretary. We thank Betty for all her hard work in the past.

Col and Jean MacKenzie have kindly volunteered to take over this sometimes rewarding, sometimes thankless, task.

THE HAPPY HOUR REVISITED

Bill Nelson

Literally, Sally and I did that on Sunday 5th June, when we and some twenty other Glebe folk joined Col and Jean MacKenzie in their unit looking east over Sydney. The Society's Coffee Morning, as it was first called in the early days of the Glebe Society has not had a better turn-out than it did on this occasion. Encouraged by two such friendly people, there was a great gathering of folk who found an excellent opportunity to renew old friendships and to make new ones with others living in the area.

'Try it. You'll like it

The next Happy Hour is at the home of our President, Peter Strickland, 207 Bridge Road, on Sunday 10th July at 11 am. The August Happy Hour will be on Sunday 14th at Gwen and Jeanette Knox's home, 26 Victoria Road, also at 11 am.

Wine, soft drinks and 'nibblies' will be provided and there will be a charge of \$1 to cover expenses. Everyone is welcome.

DINING OUT IN GLEBE

We were one day too late to dine 'Chez Pierre'. Pierre closed his doors for good on Monday 30th May. We solved the problem by going next door to 'Il Crostino', where we were given a most friendly reception by the proprietor.

Our next two restaurants are:

Lien - 331 Glebe Point Road - BYO - on Tuesday 5th July.

Daniel's Garden Restaurant - 79 Glebe Point Road - BYO - Tuesday 2nd August.

Please ring Col or Jean MacKenzie (660 0492) if you are coming to either of these dinners,

MEMBERSHIP FEES 1988/89

There has been a small rise in fees, to \$15 for households, \$12 for individual members and \$5 for pensioners and students.

Membership fees are due on 1st July and an invoice is enclosed with this Bulletin for those to whom it applies. Anyone who joined after 1st April does not have to pay again.

The AGM is on Wednesday 10th April and only financial members are eligible to vote.

BIRTHDAY PARTY SUNDAY 24th JULY.

BOOKINGS CLOSE TUESDAY 19th.

FOR YOUR DIARY

Monday 20th June - 12 noon - Monday Group - 280 Glebe Point Road.

Tuesday 21st June - 7.30 pm - Committee Meeting - Lyndhurst, Darghan Street

BULLETIN DEADLINE

Tuesday 5th July - 6.30 pm - Dining Out - Lien - 331 Glebe Point Road (BYO).

Sunday 10th July - 11 am - Happy Hour - 207 Bridge Road.

Monday 18th July - Monday Group

Tuesday 19th July - 7.30 pm - Committee Meeting - Lyndhurst.

Sunday 24th July - 12.30 pm - Birthday Party - Glebe Rowing Club - Ferry Road.

Tuesday 2nd August - 6.30 pm - Dining Out - Daniel's Garden Rest. - 79 Glebe Point Rd.

Wednesday 10th August - 7.30 pm - AGM - St Johns Church Hall.

Sunday 21st August - 11 am - Happy Hour - 26 Victoria Road.

Sunday 16th October - House Inspection.

CONVENORS OF SUB-COMMITTEES

(All Convenors are ex-officio members of the Management Committee)

BICENTENNIAL PARK

John Buckingham - 660 7780

PLANNING

John Tinkler - 692 9032

TRAFFIC

Jeanette Knox - 660 7781

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

HAROLD PARK

Gideon Rutherford - 692 0239

WENTWORTH PARK

Maureen Colman - 660 2302

JUBILEE PARK

Tony Larkum - 660 7030

LIGHT RAIL

John Hoddinott - 692 0071

CONTACT THE PEOPLE LISTED ABOVE IF YOU WANT TO OBTAIN OR GIVE INFORMATION.

The Committee is anxious to form groups to cover other areas of interest. If you are willing to help form a sub-committee on any matter concerning The Glebe, contact Peter Strickland on 660 7624 (H) or 964 1729 (W).

MANAGEMENT COMMITTEE

PRESIDENT: Peter Strickland 660 7624 (H)
964 1729 (W)

IMM. PAST PRES: Edwina Doe 660 7066 (H)
922 3877 (W)

VICE PRESIDENT: Andrew Wood 660 2194 (H)
692 2451 (W)

SECRETARY: Jeff Ibbotson 660 7713 (H)
237 7578 (W)

TREASURER: Peter O'Gorman 660 0302 (H)
925 9759 (W)

COMMITTEE: Sue Littleton 660 5610
John Tinkler 692 9032 (H)

Social Secs: Col & Jean MacKenzie 660 0492

Bulletin Editor: Edwina Doe 660 7066

Membership List: Andrew Wood 660 2194

New Members' Rep: Sue Littleton 660 5610

Monday Group: Sally Nelson 660 6138

Playreading Group: Ian Edwards 660 6406

MEMBERSHIP OF THE GLEBE SOCIETY COSTS: HOUSEHOLD \$15; INDIVIDUAL \$12; PENSIONER OR STUDENT \$5. Write to P.O. Box 100, Glebe 2037 or ring Sue Littleton on 660 5610 for information.