



THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 4 OF 1989

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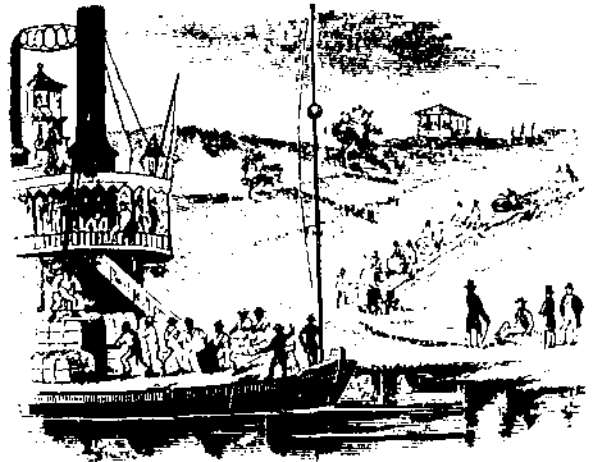
ROZELLE BAY MARINA

Peter Strickland

Our guest speaker meeting on 12 April was timely and helped to establish the Society's position which was to object to the proposal for a 247 berth marina - a scheme essentially the same as the controversial submission put to Council two years ago. This development was pushed to the head of Council's development application queue and heard at a meeting of Leichhardt Council on 26 April, which did not give us much time to prepare our submission. A copy of that submission is reproduced in full in this Bulletin.

Expecting a large public attendance, the Council held the meeting in the Leichhardt Town Hall. Along with other residents of the area, I spoke at the meeting highlighting the potentially adverse consequences of the container link road and the need for an overall plan for the area - a view taken by the Department of Planning in a letter referred to in the Council's 80 page report on the marina. However, we learnt at the meeting that Council had received an eleventh hour letter from the Department saying that the Council could give consent to the marina without this affecting their overall plans. The Department's action is hard to explain since it denies the public any chance of contributing to the overall strategy plan for the inner west bays. The whole purpose of an overall strategy should be to consider the needs of residents and build up consensus.

The Council vote, after ten or twelve presentations from the gallery, none of which favoured the specific proposal, was 6 to 5 in favour of the marina. Kate Butler crossed the floor in defiance of an ALP caucus view, but the aldermen who voted for the proposal took no notice of the public comment. After the vote one resident asked what purpose the principle of open Council served if the individual aldermen had decided how to vote before the meeting and totally ignored the objections made and the very visible public discontent with this particular marina proposal.



Strictly, the Council's consent was needed only for part of the car park and the Maritime Services Board has yet to approve the bulk of the work, including dredging, infill, building and the marina. Members are urged to write to the MSB, State Parliamentarians, Ministers and the press to keep up pressure to stop this unsympathetic development.

A public meeting has been convened by the Sav Rozelle Bay Group, Sandra Nori and Kate Butler to follow up opposition to the marina: 7.30pm on 11 May 1989 at the Annandale Neighbourhood Centre.

SPECIAL GENERAL MEETING

Members are reminded of the meeting announced in last month's Bulletin to consider the adoption of a new constitution as a step towards the incorporation of the Society.

This Special General Meeting will be held at 7.30pm on Tuesday 16 May 1989 at St John's Church hall, on the corner of St John's Road and Derwent Street.

.....CONTINUED ON THE NEXT PAGE

2 SPECIAL GENERAL MEETING (Cont. from P1)

The motion to be put at the meeting, as notified in the April Bulletin, reads:

That the Society adopt the rules and constitution, a copy of which is annexed and marked 'Rules and Constitution of The Glebe Society Incorporated'.

Proposed: Peter Strickland (President)

Seconded: Edwina Doe (Imm. Past Pres.)

Apart from the formal business of the meeting, this will be an opportunity for new and old members to meet and discuss the many issues we face. The committee's priorities depend on which issues members see as important so come along if there is something that concerns you that we might be able to do something about.

COOK STREET MARINA

Leichhardt Council, as reported in the April Bulletin, rejected unanimously the development application for a boat repair shop at 29 Cook Street.

On 7 April 1989 the separate application to the Maritime Services Board for a 14-berth marina at the same site was considered by the Foreshores Building Committee of Advice, consisting of representatives of the Maritime Services Board, the Department of Planning and Leichhardt Municipal Council. Because the two applications were interrelated and because Leichhardt Council had rejected the DA on the land above mean high water mark, the Committee was unable to approve the proposal for the marina.

Provided Leichhardt Council's stance on the proposed development remains unaltered, the marina cannot proceed. The applicant may, however, appeal to the Land and Environment Court against the Council's decision.

GLEBE POINT ROAD PROJECT

The project to improve the character of Glebe Point Road so that we can be proud of this main focus of the Glebe conservation area is now making its first moves to find out what people wish to see happen in the street. A workshop conference is proposed, which would be supported by a firm of heritage and conservation consultants and would focus on the commercial prospects for the street. The proprietors of businesses on our main street will all be invited to attend.

People who are interested in attending the workshop or who could help gather information about the current uses of Glebe Point Road can contact Ian Jones on 660 2451.

PLANNING REPORT

The aluminium window that had been installed at 1B Wigram Road has been removed. Timber sash windows and brickwork have been reinstated. Other violations of Council's building controls still exist in the Glebe Conservation Area, such as the removal of front walls and enclosure of verandahs at 315-317 Glebe Point Road.

The Society has lodged an objection to the development proposal for 335-341 Glebe Point Road (DA 184/89) and at the same time have made some constructive suggestions that would allow redevelopment without the threatened loss of heritage values.

The Society's objections, in summary, are that the proposal entails gross over-development, that it is likely to increase existing traffic problems at the Glebe Point Road/Ferry Road intersection and that it would involve a loss of residential accommodation. The main concern is that an important Regency cottage of 1850 vintage, in reasonably good condition, should be preserved, as should the long-established bootmaker's shop, which may be the oldest continuous small business in Glebe. The cottage is now hidden from view, but there is an opportunity to expose the side of the building facing Ferry Road.

Constructive discussions were held with the Department of Housing regarding their development proposals for Mt Vernon and Derwent Streets. They have rotated by 180 degrees their proposed pair of 5-bedroom houses so that a more interesting facade will face the street rather than a massive roof. They also advised that these relatively dense developments are not the start of a new trend as the Glebe Estate work is nearing completion.

SKATEBOARD RINKS

There was a lengthy discussion at the Leichhardt Council meeting on 26 April following up a previous decision to remove skateboard rink in Piper Street, Annandale. It seems that the site for the rink was poorly chosen and local residents had objected strongly, as did the skateboard riders.



THE GLEBE SOCIETY

BOX 100 GLEBE 2037

The Town Clerk,
Leichhardt Municipal Council,
PO Box 45,
LEICHHARDT NSW 2040

Dear Mr Woodward

19 April 1989

PROPOSED MARINA IN ROZELLE BAY

The Glebe Society objects to the current proposal for a 247 berth marina and associated development in Rozelle Bay which we understand is to be considered by Council on 26th April 1989.

Our previous submissions to Council were made in 1987 and while then not opposing a possible more sympathetic marina development, we are now most disturbed that the current proposal ignores both the constructive comments we made then and the very considerable lack of local support the proposal had among Glebe and Annandale residents at that time.

The very haste at which the proposal is being put to Council seems to go against all the desirable objectives of public participation that we strongly support. When the marina was linked to the transfer of land for the Bicentennial Park, there was a time constraint to achieve the park in time for Bicentennial funding. There is no longer that need for urgency and there should be ample opportunity for resolution of particular concerns and the reaching of consensus before Council makes its final decision. In a discussion of a range of development opportunities in this part of Sydney, State Transport Minister Mr Bruce Baird is quoted in the Sunday Telegraph of 19th March 1989 as saying "It could be completed, Darling Harbour style, in a rush, but that's not our intention. We believe it's important to spend time first and come up with something everyone agrees on." The speed of the current proposal is completely inconsistent with that statement.

We are also disturbed that the marina is now being put as a condition for the transfer of land for the completion of the Annandale part of the park. The residents of Glebe did not depend on the marina in the final decision for the achievement of our part of the park and the residents of Annandale should not be required to make the same trade-off we were spared. By any standards Annandale is poorly provided with public open space and it would seem reasonable for the conversion of the land now used for timber storage into parkland to take place before the marina proposal is considered. Only then can the marina be properly considered on its separate merits

If the justification is economic then the economic arguments should be quantified. There is no evidence of such an analysis.

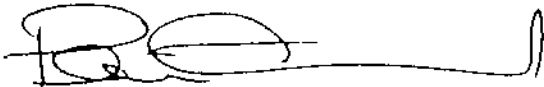
The need to prepare this response quickly has not allowed us time to consider all the specific concerns we may wish to raise (at a Society meeting recently at which the subject was discussed we understood we would at least have received a copy of the sedimentation report and be given opportunity for comment). We make the following points. The marina is too large and a facility for a much smaller number of boats would be more acceptable. We have opposed the proposed container link road both for its potential traffic impacts and the fact that most of the filling in of the bay could be avoided if this link road were eliminated. Alternative means of providing access from Glebe Island to the new Glebe Island Bridge should be considered. A ring road around the perimeter of Glebe Island is one of several options although a low level bridge remains our preference.

There is potential for conflict between container and marina traffic which is most undesirable. We object to the extent of infill required for this development.

Questions have been raised about the validity of the sediment survey data which do not cover sufficient depth to alleviate concerns about the disturbance of contaminants that may have entered the bay in the early days of industrial development. At the very least further, deeper sampling should be carried out.

There is a wide range of options for this area that should be considered before deciding on a proposal that is unsympathetic and unpopular. Among such options are a reduced and redesigned marina, informal moorings, commuter ferry wharf with access from Johnston Street, a TAFE marine college, swimming pool/beach facility (on a reasonable scale, not the token now proposed), all parkland etc etc. With plans for redevelopment of Glebe Island, White Bay and Pyrmont under consideration, there is even the possibility of a more sympathetic location for a marina. The need now is for an integrated land use and traffic/transport plan covering all of the proposed developments in these inner west parts of the harbour. We ask that Council rejects this or any other specific development proposal that anticipates such an overall plan. There is simply no case for approving the current marina proposal now.

Yours faithfully,



Peter Strickland,
President

The above letter was also sent to local MPs and Government Ministers. The following covering letter was added to the copy sent to Mr Wal Murray, Minister for Public Works:

Dear Mr Murray

20 April 1989

RE: PROPOSED MARINA DEVELOPMENT IN ROZELLE BAY

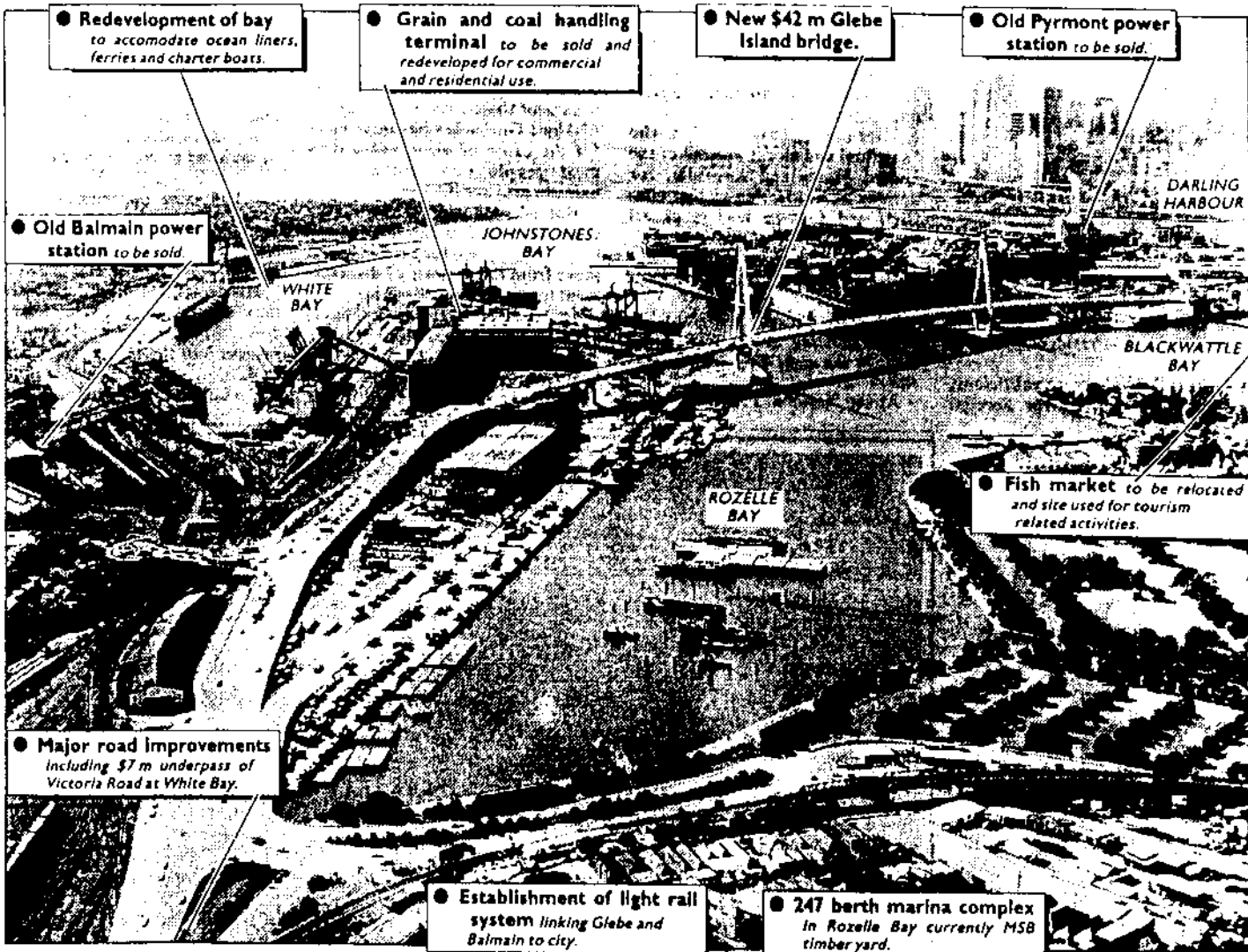
Enclosed for your information, is a letter we have written to Leichhardt Council on this subject.

The push to get this proposal quickly through Council has got everyone off side, including those who are not opposed to some form of marina development in Rozelle Bay.

As the responsible minister, you can see that many of the concerns of local residents are addressed and resolved by directing your staff in the Department of Public Works to withdraw this Development Application from Leichhardt Council's current agenda. Only then will there be the opportunity for reasoned assessment of this and other options for the area (including alternative marina developments and other options not with a marina).

With all the development planned for the inner west parts of Sydney Harbour, the priority would seem to be the preparation of an overall plan for the area that could be used to get public comment and build up acceptance and understanding of what is proposed.

Residents boo council over marina approval



By PAOLA TOTARO
City Reporter

Plans by the State Government to redevelop the Pyrmont-White Bay area received a major boost yesterday following Leichhardt Council's approval of a controversial plan to build a 247-berth marina in Rozelle Bay.

After a stormy meeting lasting nearly two hours, the council agreed to grant development approval for the marina by six votes to five.

More than 200 residents packed the public gallery during the meeting and shouted, booed and hissed when aldermen voted to approve the project.

One Labor alderman, Ms Kate Butler, crossed the floor in defiance of a Caucus motion supporting the marina and now faces ALP disciplinary hearings as a result.

The redevelopment plan was first proposed more than three years ago by the then Labor Minister for Public Works, Mr Laurie Brereton, but was abandoned just weeks before the State election after a bitter and protracted campaign by residents.

The project was revived last month at the request of the Deputy Premier and Minister for Development, Mr Murray.

Yesterday, a spokesman for the Save the Rozelle Bay Committee,

Mr Tom Dan, warned the Government that residents would continue to fight the decision and would appeal to the Land and Environment Court if necessary.

"People are extremely upset that the plan - which we thought had been put to bed by the former Government - has suddenly come back with absolutely no consultation with residents at all," he said.

"What it means is that Annandale, which has very little open space areas as it is, will end up with a car park on the very last remaining piece of harbour foreshore."

The complex - to be put to

tender by the Public Works Department within the next few months - will include 247 berths, a workshop, refuelling points, boat showrooms, a restaurant and a 250-space car park.

It will be on land being used by the Maritime Services Board to store timber and will also include the construction of the second stage of a Bicentennial park.

The project forms part of a major Government plan to redevelop land on and around the foreshores of White Bay and Pyrmont into a high quality commercial, residential, tourist and industrial area similar to Darling Harbour.

Readers will probably notice some errors in the above photograph which names the White Bay power station as 'Old Balmain' and the MSB timber yard as the site for the marina.

The proposed marina would extend to near the label ROZELLE BAY and the infill and

buildings will take up a large part of the end of the bay near where it says 'establishment of light rail system'.

John Gerofi is keen to update the light rail proposal and it is now urgent that we promote this before anything happens to the existing goods rail line.

why do we feel more comfortable with Victorian and Federation architecture and alienated by some modern buildings that do not have the same amount of detailed decoration? This article from a recent issue of *New Scientist* gives an interesting explanation, and makes some novel recommendations for Council planners.

Why can't a building be more like a tree?

Vincent Icke adopts a mathematical approach to "natural" architecture

I SEE that the Prince of Wales has been having a go at the architects again—and rightly so. The building in which I am writing this is ugly. Very ugly. I know it, see it, feel it in my bones. But can I explain it? Can I tell you, or the city council, why Leiden would be more beautiful if such buildings were not built? Better still, can I say how much more beautiful my town would look if we dynamited the Huygens Laboratory? And can I say how much of an improvement a new design for the laboratory would be?

Like Prince Charles, I believe that buildings should look natural. The Huygens lab looks, well, wrong. It looks so much as if it has been put there. Deliberately. It could not possibly have grown there, because it doesn't look like anything that grows. For aeons, we have been conditioned to appreciate an environment of things that have grown, evolved, shaped by a myriad of forces. Buildings are a recent invention, and if they do not match the expectations of an organic environment, they clash, grate on my nerves—as they obviously do on Charles's. Taking this argument further, I have devised a simple formula relating natural objects—trees—to buildings. The results of applying it are shown in the diagram below. I like to think that it demonstrates a clear relationship between a good-looking tree and the kind of building that Charles, or I, would feel comfortable with.

I asked myself, what does a tree look like? What is the treeness in a tree? A tree has a trunk, from which sprout thick branches; from these sprout smaller branches, and so forth, right down to the leaves. In other words, a tree is a structure with a great many length scales. Furthermore, there is a geometric similarity in the successive branchings that means there are many

more small-sized items than big ones. The same is true of mountains, clouds and other natural things. Such objects have the right mix of sizes—"right" in the eyes of a species that has lived among trees, rivers and mountains for many millions of years.

A given size doesn't repeat itself very often in a tree. In those cases where it does, the tree is decidedly boring—hence my preference for forests made up of broad-leaved trees rather than pine. And the smaller a twig, the more there are of them. Now this is a basis for a quantitative measure of treeness. We just ask: how many twigs are there in a given size range? Set out a number of bins, destined to hold objects of steadily increasing size. Take a tree, and an axe. Cut off the smallest twigs at their branch points, and sort them into the bins. Then repeat this for the remaining branches, all the way to the trunk.

A graph of the number of twigs per bin versus the number of bins looks like a power law: if L is the twig length and N is the number of twigs of a given length, then N is proportional to some power of L : $N \propto L^a$. More precisely, the number dN of twigs with a length between L and $L + dL$ is $dN \propto L^{-a} dL$. This power-law distribution becomes particularly apparent on a logarithmic scale, where we plot $\log N$ against $\log L$: this gives a straight line, with a slope equal to $1 - a$. Note that this slope is negative, because there are more small twigs than big ones.

Incidentally, the many length scales in trees and other living things are a consequence of growth processes, whereas in other natural objects such as mountains and rivers they normally arise through demolition: the size distribution of, say, a broken glass also gives a pretty good power law. When you partly break something up and then put new structures over it, you

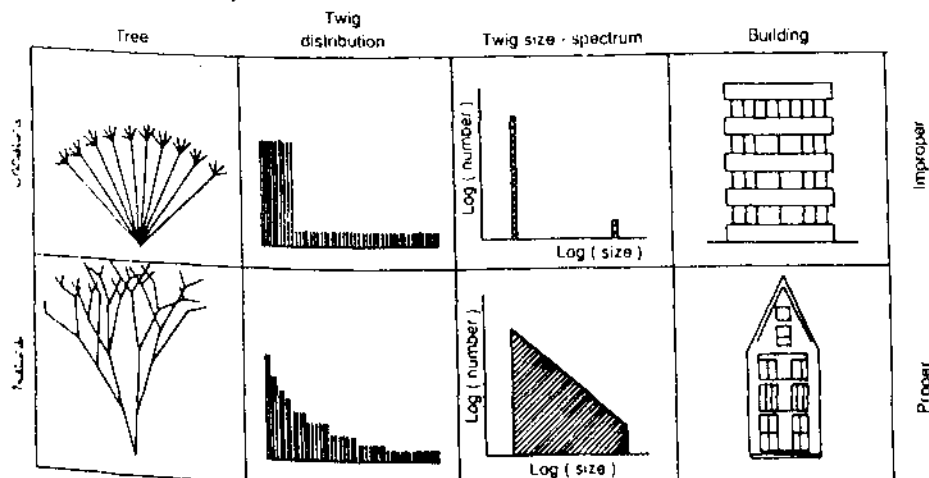
automatically generate a great many length scales. But you mustn't remove all the rubble: that is why a city that has been razed and rebuilt looks so impoverished, so unnatural, as if it hasn't grown.

Of course, there are utilitarian reasons that prevent us from making buildings exactly like trees or mountains (although the Eiffel Tower would seem a step in that direction). But surely a building can be made tree-like by including a suitable range of length scales in its design. What we need is power architecture, where the aesthetic judgment of a design takes account of its distribution of length scales, its $N(L)$ -spectrum. I suspect that the rules of proportion that have dominated many classical schools of architecture were invented because the outcome of applying them was a power-law size spectrum.

The extent to which a building looks organic is entirely quantitative in this sense. Perhaps what we need is a standardised letter that the city ordinance people could put out: "Dear . . . We regret to inform you that your building project cannot be approved until its size spectrum deviates less than one-third decade from a power law, measured over a length scale interval of two decades . . ." I'd be happy to help to provide the requisite software.

But, of course, if I gave anyone a power-law construction kit, it would still be possible to come up with an infinite variety of abominable designs. The adoption of power architecture should not put all architects out of business—just the kind that were responsible for the concrete cube in which I type this final sentence. □

Vincent Icke works in the Faculty of Mathematical and Natural Sciences at Leiden University in the Netherlands



Getting it right: a simple formula could help us to design more natural buildings

FOUNDATION DAY LECTURE

On the 201st anniversary of the laying of the foundation stone of the first Government House, Professor Brian Fletcher, Bicentennial Professor of Australian History, University of Sydney, will deliver the sixth Foundation Day Lecture on 'The First Government House and Sydney Society from 1788 to 1845'. The lecture series is arranged by the Friends of the First Government House Site. The lecture will be held at the State Office Block Theatre, Phillip Street, at 8pm on Monday 15 May.

If you are interested, ring Nell Sanson 524 4255

CHANGES TO THE COMMITTEE

Christine O'Brien and Cynthia Jones have joined the Society's Management Committee as Secretary and Minute Secretary respectively and we welcome them.

Good luck to Jeff Ibbotson (our former Secretary), Gerda and their two daughters. They left last week for six months in Darwin.

Col and Jean MacKenzie are once again able to be our Social Secretaries. Welcome back, and thank you Isobel Dupree for holding the fort.

ARCHITECTURAL CHARACTER OF GLEBE

A reprinting of Bernard and Kate Smith's book on Glebe's houses is now in progress. This edition will include a preface by your President summarising what has happened since the book was written almost 20 years ago. Copies will be available at a special discount price for Society members.

WELCOME TO NEW MEMBERS

We welcome the following new members to the Society and look forward to seeing them at the Society's functions:

Raymond & Helen Ainsworth
Maria Kourt
Gai & John Mather
Elaine Petherbridge
Sandra Tracey
G.L. Wilson

MONDAY GROUP

The Monday Group will meet at 12 noon on 15 May at 1 Allen Street, Glebe Point, the home of Sally Nelson. Bring lunch for one.

Any members of the Glebe Society who would like to come along are very welcome. Ring Sally Nelson (660.6138) for more information.

CONSERVATION AT HOME WORKSHOP

The Historic Houses Trust has arranged a workshop to give practical advice on how to care for and frame precious photographs and documents, to be held at Lyndhurst on Saturday morning 13 May. It will be conducted by Sharon Towns and Peter Shaw of the Museums Association of Australia (NSW Branch). Bring a 'problem item' for discussion. Morning tea provided.

For inquiries ring 692 8366. The fee is \$30.

HAPPY HOURS

The Happy Hour on Sunday 7th May will be at Edwina Doe's home, 224 Bridge Road, Glebe, near Ross Street. In the unlikely event that the weather is fine, we will gather in the garden. Champagne and home made Minestrone soup will be served.

Gwen and Jeanette Knox will be our hosts on Sunday 4th June. Their address is 26 Victoria Road.

Happy Hours are held each month from 11am to about 1.30pm. There is a charge of \$2 per person. Everyone is welcome, especially new members and any friends who are interested in finding out more about the Society. Come along at about 11am.

Volunteers are needed to host future Happy Hours. Please contact any Committee member for further details.

DINING OUT IN GLEBE

We will visit the Saigon Pearl, 207 Glebe Point Road, at 6.30pm on Tuesday 30th May.

The Nag's Head, 162 St Johns Road, is our venue for Tuesday 27th June, also at 6.30.

Ring Col or Jean MacKenzie (660 0492) if you are coming to either of these evenings, so they can book a table.

FOR SALE

Don't forget the Correspondence Cards and Guide Books which the Society produced last year.

The Correspondence Cards, with original drawings of Bidura and Toxteth Park (Saint Scholastica's) cost \$5.00 for a packet of six.

The Guide Books are \$3.50 each or \$2.50 each if you buy four or more. They are ideal if you are showing visitors around Glebe and no member should be without one.

Copies of the Guide Book are now available at Gleebooks, or cards and Guide Books can be ordered from Peter Strickland (660 7624).



CONVENORS OF SUB-COMMITTEES

All Convenors are ex-officio members of the Management Committee

BICENTENNIAL PARK

John Buckingham - 660 7780

PLANNING

Contact a Committee Member

TRAFFIC

Jeanette Knox - 660 7781

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

HAROLD PARK

Gideon Rutherford - 692 0239

JUBILEE PARK

Tony Larkum - 660 2302

WENTWORTH PARK

Contact a Committee Member

LIGHT RAIL

John Hoddinott - 692 0071

HERITAGE

Contact a Committee Member

PUBLIC TRANSPORT

Contact a Committee Member

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

FOR YOUR DIARY

Saturday 6 May - 8.30am - Urban Transport Conference, Maiden Theatre, Botanic Gardens.

Sunday 7 May - 11am - Happy Hour - 224 Bridge Road (Edwina Doe's home - near Ross Street).

Saturday 13 May - 9am - Conservation at Home Workshop - Lyndhurst, Darghan St. See P7.

Monday 15 May - 12 noon - Monday Group - 1 Allen Street (Sally Nelson's home).

Monday 15 May - 8pm - Foundation Day Lecture - State Office Block Theatre. See P7.

Tuesday 16 May - 7.30pm - **SPECIAL GENERAL MEETING - INCORPORATION** - St John's Church Hall, corner St Johns Road and Derwent St.

Wednesday 24 May - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street.

Tuesday 30 May - 6.30pm - Dining Out - Saigon Pearl, 207 Glebe Point Road.

Saturday 3 June - 10am - History Walk - St Peter's, Tempe. (Ring 51 2332 for info.)

Sunday 4 June - 11am - Happy Hour - 26 Victoria Road (Gwen & Jeanette Knox's).

Tuesday 27 June - Dining Out - Nag's Head.

MANAGEMENT COMMITTEE

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

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

IMM. PAST PRES: Edwina Doe 660 7066 (H)
929 9348 (W)

SECRETARY: Christine O'Brien 660 2165 (H)

MIN. SECRETARY: Cynthia Jones 660 2451 (H)

TREASURER: Peter Kolbe 660 8807 (H)

COMMITTEE: Marianne von Knobelsdorff 692 9916 (H)

Social Sec.: 'The MacKenzies' 660 0492

Bulletin Editor: Jeremy Long 692 8742

Membership List: Andrew Wood 660 2194

New Members Rep: Sue Littleton 660 5610

Monday Group: Sally Nelson 660 6138

MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Household \$15, Individual \$12, Student or Pensioner \$5. Write to P.O. Box 100, Glebe 2037 or ring Sue Littleton on 660 5610 for information.