



THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 1 OF 1991

JANUARY

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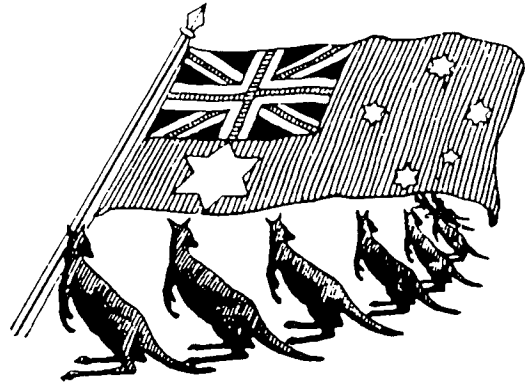
DIGGERS MEMORIAL SUB-COMMITTEE

Bill Nelson

Just off Glebe Point Road, on the fringe of the park which fronts that road and Bridge Road, stands a modest but fitting memorial to the diggers of the Glebe area who fell in the First World War. Leichhardt Council has recently attended to the shrubbery in which it is set and has made some new plantings, so that the memorial is better seen. Closer inspection, however, shows that the ornamentation of the crown of the memorial is sadly defaced. Originally there was on the left side the bust of a digger and on the right that of a sailor. These have been prised off. At the front the head and the wings of an angel, and the text held by the angel, are broken away. Also lost is a copper clasp which adorned the orb at the summit of the memorial.

The Committee of the Glebe Society decided to form a sub-committee to concern itself with the memorial, relating as appropriate to interested parties such as Council and the Australian War Memorial. Max Solling has done much valuable research and he notes that a memorial committee was established in 1916 and the foundation stone was laid by the Governor-General in June 1921. It is dedicated to the citizens of the Glebe area: 800 men enlisted and 200 were killed! The memorial was designed by Glebe architect William Martin.

The sub-committee wishes to gain more information about the early history of the memorial including descriptions of ceremonies, plans and photographs, especially those with detail of the statuary. The Committee of the Society is keen to see the damaged memorial restored. Offers of assistance and support are sought. Any member who may be interested to join the sub-committee is invited to contact the convenor, Bill Nelson (phone 660 6138).



MELOYS SITE

Bobbie Burke

Last year the new owners of the Meloy's site, Blackwattle Hill Pty.Ltd., spent a deal of time and effort attempting to convince residents that industrial use was an inappropriate, even dangerous, use for this site. They were applying to Leichhardt Council for rezoning to Residential 2 (b) 3, and wanted residents' support.

The residents were not opposed to residential rezoning, but requested the lower residential ratio of 2 (b) 1 - and Council agreed. (The Department of Environmental Planning has since approved the rezoning from industrial to residential, but at the 2 (b) 2 level.)

Not willing to proceed unless they had 2 (b) 3 approval, Blackwattle Hill Pty. Ltd. then submitted an application for construction of additional factory buildings on the site, thus increasing the (inappropriate and dangerous ??) industrial use. On 11 December Council refused this application.

The owners have made application to the Land and Environment Court, appealing against Council's decision. The matter is to be heard in early February, and the Society will support the Residents' Action Group and the Council in this matter.

29 COOK STREET BOAT REPAIR SHOP & MARINA
Marianne von Knobelsdorff

The above site was put up for auction on Friday, 14 December, 1990. Richardson & Wrench's auctioneer announced that an approval for a floating 8-berth marina had been given, even though, as the MSB confirmed to the Society in writing, the determination is still under consideration. The reserve price - believed to be about \$1.5 million - was not reached.

The Society has written to Mr. Hay, the Minister for Planning, asking that the State Government buy the Cook Street site in order to add it to the Blackwattle Bay Park along the foreshore.

Following a MSB meeting on 24 January, 1991, the applicant has been asked to provide more technical details before any final decision on the marina is to be made.

Dear Mr Hay

Auction of foreshore land, Blackwattle Bay, 29 Cook Street, Glebe

Background

The State Government's City West Urban Strategy Plan proposed that public access should be provided to the entire foreshore of Blackwattle Bay, Glebe. Further, the Plan recommends "places for people" by the establishment of "major pedestrian routes" linking the foreshores of Blackwattle Bay with those of Darling Harbour and Balmain.

About 8 years ago Blackwattle Bay Park was established on the foreshore when derelict industrial sites were rezoned for residential and open spaces. More recently, in 1985, the Department of Planning purchased the Stride's Yard site on the foreshores of Blackwattle Bay in Leichhardt Street, Glebe. The foreshore land of this latter site is about to be added to the Blackwattle Bay Park; the historic residences on the site will be sold and the resultant revenue will be returned to the Department of Planning.

29 Cook Street, Glebe

At 10.30 am on Friday, 14 December 1990, the above foreshore land will be auctioned by Richardson and Wrench's Double Bay Office (telephone 327-5825; contact - Mr Michael Garnett). We ask that the NSW State Government purchase this foreshore land, as it did the Stride's Yard site, on behalf of the people of NSW for the following reasons -

- a) the Government should take the unique opportunity, provided by the change in ownership, to add further foreshore land to the Blackwattle Bay Park
- b) the purchase of the Cook Street land could be financed by the sale of houses on the former Stride's Yard site
- c) once the foreshore land of 29 Cook Street has been rezoned as open space and added to Blackwattle Bay Park the remaining, major part of the land could be sold by the Government for residential purposes.

As you may be aware there has been enormous interest and concern in Glebe about proposed developments at 29 Cook Street. The Society has made numerous representations to Leichhardt Municipal Council, the Minister for Transport, the Department of Planning, the Maritime Services Board and the Land and Environment Court about the provision of public access to the foreshore of Blackwattle Bay at this site. We would be grateful if you could act urgently to consider our request to secure this important parcel of foreshore land as "places for people".

With kind regards,

Yours sincerely,



(Dr) A.K.W. Wood
President.

cc: Mr N.Greiner, MP, Premier
Mr B.Baird, MP, Minister for Transport
Mr A.Woodward, Town Clerk, Leichhardt Municipal Council
Mr Michael Garnett, Richardson and Wrench

THE GLEBE CONSERVATION AREA

In 1974 the National Trust designated the Glebe as an Urban Conservation Area. This Area was adopted by Leichhardt Council as a Conservation Area in Local Environmental Plan No. 20, along with similar areas in Annandale and Balmain (gazetted 15 June 1984). Included in LEP 20 is a Schedule of Items of Environmental Heritage. LEP 20 is designed to cover residential areas: commercial and industrial zonings are still covered by Interim Development Order No. 27.

Any alterations to an Item of Environmental Heritage must be approved by Council - at present that means by a majority of aldermen. The recent Leichhardt Heritage Study has extended the schedule of items and recommended increases in the size and number of Conservation Areas.

The demolition of existing buildings and erection of new ones within a Conservation Area must also be approved by Council. In making a decision Council is supposed to consider the matters listed in Division 2 of LEP 20.

Keep their hands off our city

SIR: There is much dissatisfaction in your columns with the state of development in Sydney, and many calls for more and better town planning. Considering the time and money that has been put into town planning in Sydney in recent years, it appears more likely that town planning is the problem, not the cure.

Virtually all the cities thought of as desirable in the world - London, Paris, Rome, and even Sydney - are essentially unplanned. Planned cities like Canberra, despite enormous subsidies, do not warm many hearts, and their inhabitants are dull and boring.

In September this year residents will be asked to elect a new Council for Leichhardt Municipality. Local government does not enjoy the same prestige as the state of federal levels, but this does not mean it has no impact on our lives. In fact, in terms of our immediate surroundings, its impact is greater than the other two.

The letter reproduced above (SMH 11 January 1991) calls for abolition of all planning guidelines and, by implication, the abolition of the conservation controls

In reality LEP 20 has prevented the continuation of large scale demolition that took place in the 1960s and 1970s. However, few aldermen or Council employees know or care anything about the heritage of the municipality and buildings continue to be lost or ruined. Consequently conservation continues mainly through the efforts of residents.

Members who are interested in conservation in Glebe should purchase and study:

* LEP 20

* Development Control Plan No. 1

(both obtainable from Leichhardt Council in Wetherill Street) and borrow the recent Leichhardt Heritage Study from any local municipal library. Bernard and Kate Smith's seminal study of what was to become the Glebe Conservation Area, 'The Architectural Character of Glebe', has been reprinted and is available from Gleebooks.

The great streetscapes of the world were created by developers seeking a profit, including the terraces of Bath and London, and of course Paddington and Balmain. No government planner created the charming cities of southern Germany, the Italian piazza, the villages of the Greek islands.

In Sydney the ugliest features - the grey brick and tile of the 1930s suburbs, the free-standing three-storey red-brick blocks of units in Randwick and the like with grease-spotted concrete aprons - were imposed on developers by the town planners, not the other way round. Developers must sell their product to make a profit and therefore make it as attractive as possible in terms of the prevailing fashion. Planners whose jobs do not depend on the market aim to please only themselves.

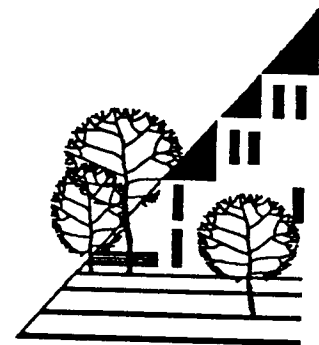
Thirty years ago terraces in the inner city suburbs were labelled slums, and any town planner worth his salt attempted to force their demolition. Now nothing else is permitted in the

same suburbs.

Town planning is carried out through an enormously time-wasting and expensive bureaucracy and court system. It enriches the town planning professionals and impoverishes the rest of us. We could not do worse without it.

Rodney Henderson,
Taylor Street,
Annandale.

January 6



of the present Leichhardt Town Plan. The policy of the mayor's group is clearly to give major developers open slather to do whatever they like with the municipality at the expense of residents.

Of course State legislation prevents such a policy from being put into effect at present. However, once developers catch a whiff of sentiments that place their interests above everything else, they would be much harder to oppose.

New Tree Preservation Order

There is a new tree preservation order, advertised last December in *The Glebe* and reproduced in this bulletin.

Planting Street Trees the Glebe Estate

The Glebe also publicised results of a council decision late last year to plant street trees in the Glebe Estate. After endorsement by council's Tree Preservation and Conservation Committee, the plans for this were exhibited for public comment late last year. The Society also submitted a strong endorsement.

There have already been street tree planting days enthusiastically supported by residents (with around 50 people attending each) held to plant Glebe Street and then Campbell Street in the Estate. These days were a joint activity between council (which removed bitumen for the holes) and the Department of Housing. The DoH was represented by several members of the Design Branch (who sweated all day, both days, gratis) and also provided some thousands of dollars worth of plants for residents' gardens. Members of the Tree Preservation and Conservation Committee also brought their spades to the Campbell Street day.

This is the first plan, to my knowledge, to landscape a precinct of streets in a co-ordinated manner since early this century. In this context, the initiative and work of the landscape architects in the Department of Housing Design Branch, Mora Main and Jillian Walliss who prepared the plan (and who, along with Alan Bright, co-ordinated the previous street tree plantings), is to be appreciated.

Council's Street Trees overseer, Mick Koefed, has questioned selection of some of the species and I anticipate he will be liaising with the people who prepared the plan, on the final selection.

Glebe Point Road street trees

The poplars along Glebe Point Road are in great need of attention. While some people are passionate about them, others are lobbying for their removal, mostly on the basis of damage caused by their roots. There seems to be a lot of differing accounts about their supposed age. Representatives of council's Tree Preservation and Conservation Committee are planning to inspect some of the poplars which appear to be causing problems soon.

Last year Ryde Horticultural College students provided a study of a decision making process on 'What to Do With the Street Trees?' to the Glebe Point Road Project. The Group has now asked a horticulturalist to provide a quote on an assessment of their health and age and suggestions of removal of unhealthy specimens, on future management techniques (existing problems could be argued to relate to a lack of management) and for further street tree plantings. I anticipate a quote will be ready for the Glebe Point Road Project meeting at the end of January.

DoH Glebe Point Road plantings

Late last year Department of Housing staff and residents also planted out the rather naked gardens of some blocks of the Department's flats near the Valhalla and corner of Palmerston Road as part of a

Glebe Point Road project initiative.

Despite the theft of one jacaranda (what will people stop at?) the balance are doing well – just watch those blue gums grow!

The 'committee'

While there are several supporters for the Trees and Landscaping Group of the Glebe Point Road Project, there is only one person working at the moment for the Environment subcommittee for the Glebe Society. I am having difficulties juggling time to keep up with even basic needs of reporting, letter writing, etc for this. Are there any other people who want to support this committee?

Support your local council committee

... There is also council's Tree Preservation and Conservation Committee, ably chaired by Kate Butler, which holds monthly meetings on Thursday evenings and is open to any interested people.

This committee has created an impressive list of achievements and initiatives in improving our environment (have you noticed the hundreds of young trees now planted in Marion and Norton Street, Leichhardt, for example?). Among other plans, the committee is looking to introduce a significant tree register and a twelve month plan. Council also refers relevant issues to the committee for comment.

While the committee is enthusiastically supported by Leichhardt residents and council staff (including the street trees overseer, Mick Koefed) and aldermen – *where are the Glebe representatives ????*

The next meeting is 7 pm Thursday 31 January in the main council chamber. If you have any enquiries, Glen McLennan, at council, assists with the committee's administration.

LEICHHARDT MUNICIPAL COUNCIL

TREE PRESERVATION ORDER

Notice is hereby given that the Council of the Municipality has made a Tree Preservation Order under the provisions of the Environmental Planning and Assessment Act, 1979.

1. This order applies to the whole of the Municipality of Leichhardt and includes all trees listed in Council's significant tree register.
2. Subject to the exclusions listed in Clause 3 hereunder, this Order prohibits the ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any tree or trees except with the consent of the Council. Any such consent may be given subject to such conditions as the Council thinks fit.
3. Excluded from the provisions of this Order are the following:
 - 3.1 Trees less than 6 metres in height with the diameter of less than 150mm measured 1 metre from the base.
 - 3.2 Any topping, lopping or removing of trees required to comply with any obligation imposed under any Act of parliament.
 - 3.3 Removal of dead wood.
4. Any person who contravenes, or causes, or permits to be contravened, the provisions of this Tree Preservation Order, shall be guilty of an offence.
5. For the purpose of this Order, a tree is defined as a perennial plant generally with a single woody stem or trunk, usually unbranched for some distance above the ground, but does not include the following:
 - a. Bamboo (all species)
 - b. Genus Eriobotrya (Loquat)
 - c. Ficus Elastica (rubber plant)
 - d. Genus Ligustrum (including large and small leaf privet)
 - e. Genus Musa (Banana)
 - f. Nerium Oleander (Oleander)
 - g. Genus Rhus (Rhus)

All applications for consent pursuant to the provisions of this order, shall be made to the Council in writing.

Administrative Centre
7-15 Wetherill Street
LEICHHARDT 2040

A. W. Woodward
TOWN CLERK

Alison McKeown

The Sydney Morning Herald gave extensive coverage to the third runway issue leading upto the closing date for submissions on the draft EIS. An Editorial on 7.1.91 wrote "There are cheap efficient alternatives to an early start on the third runway taxpayers are being invited to believe that there is no alternative to spending a fortune on an extra runway, which is nonsense".

Last minute independent studies included David Lockwood's work on wind systems at KSA. He referred to 96 wind tables and meteorological data covering 50 years, in contrast to the draft EIS use of 1 wind table and 10 years of data. The east-west runway would not be closed, as promised by the FAC because it is a necessary runway. There are other indicators for its continued use in the "Sydney Airport Draft Strategy Plan", Sept. 1990.

Dr. J. Goldbery's statistical survey of Sydney metropolitan schools, released in November 1990, reveals that substantial to severe disruptions are already occuring due to noise from aircraft fly-overs. The draft EIS failed to study these existing conditions and it made no reference to the number of children who are learning English language at school.

The Glebe Society's 37 page submission reached Canberra. John Hoddinott finalised the submission which was a mammoth task. He collated information provided by members who made their expertise available. Thank you John and friends.

Copies of all substantial submissions (5 or more pages) recieved by DASETT up to 18th Dec. are now available for inspection at Peter Baldwin's office, 158 Norton St. Leich-

hardt. Submissions made after that date should be available soon. **5**

The Glebe Society has a summary of ACT's expert's submissions.

A video of the 3rd runway issue will shortly be available. If members would like to borrow it or other materials such as the above-mentioned submissions, please contact me on 660 3917.

Coming Up;

- * SSAC FUND RAISING DINNER,
Saturday 2nd February,
7pm.
Annandale Neighbourhood Centre,
79 Johnston St,
Annandale.
\$20.

Several members attended last year's dinner. Funds are desperately needed so please consider coming to this event. Meet some of the high-fliers on this issue (yourselves included).
Tickets - 660 3917 after 4pm & evenings.

**NO THIRD RUNWAY
BIG PUBLIC MEETING
SYDNEY OPERA HOUSE
(Concert Hall)
Sunday, 10 February, 11 am**

We urge you to come. It is very important that the Concert Hall is filled with people. Leaflets are being extensively distributed north, south, east and west of the airport.

STOP PRESS

It has been drawn to our attention that geotechnical drilling for the 3rd runway commenced on 14th Jan. 1991. DASETT hasn't even finished sifting through all the submissions on the draft EIS!

WENTWORTH PARK

The Sub-committee prepared the following comments on the Wentworth Park Draft Plan of Management:

1. We commend the consultants for their thoroughness, their understanding of the many sensitive issues involved and their suggested resolution.

2. We recognise that the parking of motor vehicles in Wentworth Park is the most important issue to be resolved. From pages 15 and 21 of the Report it is obvious that the vehicles of patrons of the greyhound races cause considerable damage to the Park surface. It should be noted that at present after heavy rain the Park cannot be used by motor vehicles. Such continued motor vehicles access to the Park is incompatible with the restoration of the Park and its return to use by surrounding residents and other Sydneysiders.

The problem of car parking for those attending the greyhound races can be solved by the offer of car parking space in adjacent garages in Wentworth Park Road. Good access should be provided from these garages to the greyhound complex. In the future, the provision of a light rail system (along the existing viaduct) including a "Wentworth Park" station, would permit greyhound patrons to arrive at the complex by public transport so reducing the need for motor vehicle parking spaces.

3. We agree on the necessity for adequate lighting to ensure the Park is a safe area and to expose unsavoury practices which apparently occur. The lighting should not cause glare to residences nearby.

4. We agree that the proposed earth banks will minimise traffic noise, give the Park more character and also shelter people from wind. On the other hand it would be important not to create hidden areas where security may become a problem.

5. We believe that the centre of the greyhound complex is underutilised and suggest that a hockey field with synthetic turf be built in the middle of this space. At present this site is used for growing turf for the greyhound track. We have heard comment that those using the Park for games of touch football will lose their space at the Broadway end of the Park and would need to find somewhere else to play. They could use this field as could the Glebe Hockey Club and local schools.

6. We question whether there is enough shade for picnickers at the Blackwattle Bay end of the Park. Could additional trees be planted near the picnic facilities without detracting from the viaduct? It could even enhance the viaduct to break the visual line sympathetically.

7. We re-affirm our strong support for the eventual removal of the industrial buildings along the Blackwattle Bay foreshore. This will give water views from the Park and provide a further section of the Foreshore Walkway proposed in the City West Urban Strategy Plan that will eventually link the Opera House and Glebe.

8. We would stress the need for separate pedestrian and bicycle paths. The Glebe Housing Estate has many elderly people as well as many children and it would be important to cater for the needs of both. The children have nowhere else to ride bikes and the elderly need paths and seats along the way where they will not be annoyed by bicycles. Special thought should be given to the design of these pathways where the corner of the greyhound stand comes close to Wentworth Park.

9. We note that it is suggested that parking be allowed during transport strikes. We assume that this would only be possible on the soccer fields. Why would not similar damage be caused to that already being experienced at the eastern end of the Park?



10. We support the idea of allowing appropriate group use of the Park as this encourages good community feeling. Would this include continued use by circuses?

Once again we wish to state that we fully support the Sydney City Council for initiating the project and commend the consultants for their excellent work. We hope that the Trustees of the Greyhound Complex will recognise the needs of this community and be generous enough to accept the alternative parking offered.

CITY WEST URBAN STRATEGY PLAN

(Details from the draft of the Society's submission, being prepared by Peter Strickland)

The Glebe Society Incorporated, the residents' group for Glebe and Forest Lodge, welcomes the opportunity offered by the City West Urban Strategy for a coordinated approach to the planning and development of the study area.

... we would like to see an ongoing and expanded process of community and public participation in the key decisions which will result from this Strategy.

PUBLIC TRANSPORT

The Glebe Society actively supports the introduction of a light rail public transport service utilising the existing goods rail lines through Wentworth Park, under Glebe and beyond to Annandale and Leichhardt. We recognise the critical importance of the Pymont section of this line for public transport to the proposed development at Pymont. However we cannot agree with the conclusion expressed in the Strategy that extension of a light rail service west of the Fish Markets is only 'a long term option and not critical to the development of Ultimo/Pymont as only 3% of public transport commuters are expected from the west'.

If the light rail service is critical for successful development of Pymont, then the service should be provided before that development, both as a demonstration of the Government's commitment to the provision of infrastructure and to ensure that development is focussed around the opportunities provided by the light rail service. The early development of a service through

Glebe and beyond to the city would provide the initial market which could be used to establish an economically viable service between Pymont and the city.

ZONING

We support the concept of people living and working in the same area but see considerable difficulties in achieving this objective. There is a long tradition in local government of separating land uses by zoning and as a result there are economic differences (land values, rates etc) and allowable use differences, with impacts on noise, traffic and privacy, that distinguish different zones. We need to see how such combined use zones would be formally defined and managed before we can make further comment. We would particularly like to see how it is intended to prevent a combined zone evolving into a purely commercial zone or in becoming an inferior living area for its residents.

The strategy talks of a thirty year time frame for development. The thought of people living in a permanent construction zone for thirty years appals us. This is an issue which needs to be addressed in the working up of implementation plans.

HERITAGE CONSIDERATIONS

The greater part of Glebe is recognised by Leichhardt Council, the NSW and Australian Heritage Councils and the National Trust as a conservation area. The study area surrounds and adjoins Glebe and so we see there being a heritage issue in the compatibility with and recognition of the major heritage value of a whole area of Victorian and early 20th century housing. This is an opportunity to provide design standards which encourage some architectural variety but which discourage the style of glass/aluminium development which has occurred in, for example, Chatswood.

MONDAY GROUP

The first Monday Group meeting for 1991 will be held on 11 February at the home of Pat Moore, 7/26 Cook Street, Glebe Point, at 12 noon.

Please have some suggestions for this year's program ready. Bring lunch for one person.

SOCIETY LOGO

In this issue of the Bulletin you will find a complimentary Glebe Society sticker featuring our new logo. Please display it in your car or house window.

The original suggestion, for what was intended to be a Society badge, came from Edna Gregory. The Society held a design competition which was judged by Elizabeth Cummings. The winning entry was submitted by Christine Stewart. Patricia Jackson was responsible for the final sticker.

Additional stickers may be purchased from Patricia at \$2 each.

GLEBE POINT ROAD PROJECT REPRESENTATIVES

Peter Strickland - 660 7624 (H)
Ted McKeown - 660 3917 (H)
Beverley Horsburgh

CONVENORS OF SUB-COMMITTEES

All convenors are ex-officio members of the Management Committee

BAYS & FORESHORES

John Buckingham - 660 7780

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

DIGGERS MEMORIAL

Bill Nelson - 660 6138 (H)

ENVIRONMENT

Fiona Campbell - 891 8284 (W)

HAROLD PARK

Gideon Rutherford - 692 0239

JUBILEE PARK

Tony Larkum - 660 7030

KINGSFORD SMITH AIRPORT & GLEBE

Alison McKeown - 660 3917

LIGHT RAIL

John Hoddinott - 692 0071

PLANNING

Neil Macindoe - 660 0208

TRAFFIC

Jeanette Knox - 660 7781

VENTWORTH PARK

Christine Stewart - 660 8324

ARCHIVIST

Clive Smith - 692 0846 (H)

FOR YOUR DIARY

Sunday 10 February - 11am - No Third Runway Public Meeting - Opera House

Monday 11 February - 12 noon - Monday Group - 7/26 Cook Street, Glebe Point (Pat Moore's home)

Wednesday 13 February - 6.30pm - Dining Out - Flavour of India, Cnr Glebe Point Road and Bridge Road

Wednesday 20 February - 7.30pm - Committee Meeting - Lyndhurst

Sunday 3rd March - 11am - Happy Hour - 224 Bridge Road, Glebe (Edwina Doe's home)

Third Runway Impact Exhibition: Vienna Cottage, 38 Alexandra St, Hunters Hill. Sat 2-4, Sun 11-4.



THE GLEBE SOCIETY inc.

MANAGEMENT COMMITTEE

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

VICE PRESIDENT: Marianne von Knobelsdorff 692 0916 (H)

IMM. PAST PRES: Peter Strickland 660 7624 (H)
964 1729 (W)

SECRETARY:

TREASURER: Edwina Doe 660 7066 (H)
955 9848 (W)

COMMITTEE: Ann Disher 552 2061 (H)
Patricia Jackson 660 8849 (H)
Cynthia Jones 660 2451 (H)
Jeanette Knox 660 7781 (H)
Frank Navin 660 5432 (H)

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:

Ordinary \$20, Additional Household \$4 each,
Student/Pensioner \$7, Institutional \$25.
Write to P.O.Box 100, Glebe 2037 or ring Sue Littleton on 660 5610 for information.