



# THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

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## GLEBE COMMUNITY AWARDS 1991

Beau Olsen

Saturday 6 April was a great day for the presentation of the inaugural Glebe Community awards at a well attended meeting at the Bidura Auditorium.

Certificates of appreciation were presented to a total of 34 of our very community spirited citizens for a whole range of voluntary community services, such as assistance to the elderly, the infirm, our youth and children, to Neighbourhood Watch areas, Witness Watch, the business houses that support us in our endeavours, and the government services that assist us in ways beyond the scope of government policies, and the many, many more ways in which these caring people help. We the community of Glebe decided that people deserved to know of our heartfelt gratitude to these wonderfully generous and caring people and I think that we gave them a service of recognition on this occasion.

The Glebe Society received an award and our special congratulations go to two individual members of the Society, Max Solling and Hazel Henry, who also received awards.



## Community Awards



To  
Glebe Citizens

### SPECIAL GENERAL MEETING

12.00PM, SUNDAY, 5TH MAY 1991

30 TOXTETH ROAD, GLEBE

#### AGENDA:

1. Present
2. Apologies
3. Election of Neil Macindoe, Convenor of the Planning Sub-committee and former President, as an honorary life member of the Glebe Society Inc. in recognition of the extra ordinary services he has rendered to the Society.
4. Any other business properly brought forward

## ROZELLE/BLACKWATTLE BAYS POLICY

We find ourselves at regular intervals responding to proposals for specific developments in the bays. Several authorities are involved. Each authority needs to be approached in relation to its role in each specific development.

At the time the Foreshore Advisory Committee to the MSB was considering the proposal to build a wharf at 'Bellevue' in Blackwattle Bay Park we made a brief submission asking the committee to consider the following legitimate concerns of residents:

\* The failure of the relevant planning authority to develop a cohesive plan for development in Rozelle/Blackwattle Bays. The present ad hoc approach results in a series of 'one-off' proposals which take on a different complexion when viewed together. To our knowledge there are several developments in the bays either begun or before the authorities for consideration. In this category are included:

- Glebe Island bridge;
- Rozelle Bay marina;
- MSB workshops;
- Cook Street marina;
- Glebe Point Road wharf;
- Blackwattle Bay Park wharf.

Further to these, there are several other wharf/marina developments mooted and rumoured.

In the absence of an overall plan, no individual application for development in the bays can receive proper consideration.

\* The threat to The Glebe Rowing Club posed by this (and other) wharf/marina developments referred to above. The activities of this historic sporting body are being fettered by actual and proposed developments in the bays. The Blackwattle Bay wharf proposal represents a particular threat because of its size and its proximity to the rowing course.

The viability of the historic Glebe Rowing Club should be a prime consideration when examining the wharf proposal.

\* Leichhardt Council papers (Municipal Town Planners Report 26.2.91, page 56) refer to the wharf as a 'jetty for commuter ferries'. Without entering the debate on the merits of the commuter wharf facility it is fair to say that the mere suggestion that the wharf could become a commuter facility should result in the proposal being halted until all relevant reports can be compiled and all relevant authorities can be consulted.

The MSB should not consider this proposal in isolation from other relevant authorities (including those concerned with traffic, transport, parking) and should consult the opinions of the local residents in this area of dense population and narrow streets.

In summary, it is our belief that the present ad hoc approach to development in Rozelle/Blackwattle Bay should be replaced by an integrated plan that clearly defines acceptable development in designated areas. In the absence of the total concept, there should be a moratorium on the approval of proposals such as the one for Blackwattle Bay Park, Glebe.

Each time we make such a submission, we are conscious that in the absence of an integrated plan for the bays to which we can respond, we need to set out in writing our own policy for the bays and the adjacent foreshores. To this end a sub-committee met for the first time on Sunday, 7 April 1991. If you'd like to contribute to the exercise, please indicate this to John Buckingham (660 7780).

Members will be delighted by the intended clean-up of the bays by the MSB. All derelict vessels (sunken or afloat) and all poles are to be removed by the end of June. No longer will Rozelle Bay be the graveyard for any rotting hulk an owner wants to be rid of. We are assured there is no hidden agenda in the clean-up.



## PLANNING SEMINAR

On 11 April Neil Macindoe attended a seminar on reform of the NSW planning system at the University of Sydney. The seminar concentrated on the Environmental Planning and Assessment Act (1979) and procedures for processing development proposals, including the proposed changes to the Local Government Act mentioned elsewhere in this Bulletin. It did not discuss broader planning issues.

It became clear that in the present economic circumstances there will be pressure on the NSW Government from developers for deregulation and restriction on public participation. An Upper House that reflects a broad range of public opinion would enable the Government to resist this pressure.

Justice Cripps, the Chief Judge of the Land and Environment Court, made it clear that the right of public participation was enshrined in the Act. Other speakers noted the increased awareness and willingness to participate of the general public, a phenomenon already noted in Glebe and becoming very widespread. One inner city planner estimated that over 80% of objections to development since the Act came into force had been well-founded. Members should note that the fact that a development meets council requirements, or that the council planners recommend it, in no way obliges a Council to approve it (the reverse is also true).

Justice Cripps foreshadowed new rules for the Court that will make hearings faster and cheaper. Members may be interested to learn that less than 1% of proposals ever reach the Court, a figure that does not suggest excessive use.

The Assistant Director of the NSW Department of Planning, Neville Apter, said the intention of the Act had not been fulfilled because councils were not exercising their powers of forward and pro-active planning. The Department in turn attracted criticism for its excessive involvement in vetting council plans and its use of State Environmental Planning Policies as a method of enforcing the Government's will. There was some support for extending public participation through increasing the opportunity for third party appeals.

One matter that was not discussed was the cumulative effect of development on the infrastructure of an area. This has been the cause of the present outcry in Balmain, and the Society is already considering its implications for Glebe.

The Balmain Association is to be congratulated on its success in appealing against the Minister of Planning's intervention, and the Society is supporting the Association in the resulting Public Enquiry. However, it will be a great relief when Balmain's problems are sorted out because they have been occupying most of the time and energy of both aldermen and employees, to the detriment of the rest of the Municipality.

The Press has recently reported that the growth rate of Sydney is fairly low (about 1% p.a.) compared with coastal districts (up to 4%). The inner city population continued to decline as a result of smaller households occupying more living space. Leichhardt Municipality's population dropped less than other areas, mainly because of extensive renovation and extension of existing housing stock in Glebe, and various types of multiple occupancy, especially of large houses.

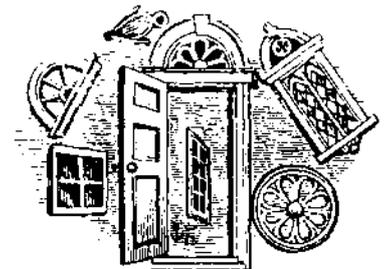
## GLEBE POINT ROAD

The sub-committee has raised with Council the extent of unauthorised building work in commercial premises in Glebe Point Road.

## GLEBE POINT ROAD PROJECT

A workshop will be held on Saturday 20 April from 10am to 3pm at the old Fire Station in Mitchell Street. The guest speaker will be Liz Vines, an architect who has been involved in main street projects in Broken Hill and Maryborough.

Glebe residents are particularly welcome at the workshop. For further information contact Peter Strickland (660 7624) or Judy McCumstie at the Glebe Chamber of Commerce (552 1546).



SASH-MAKER

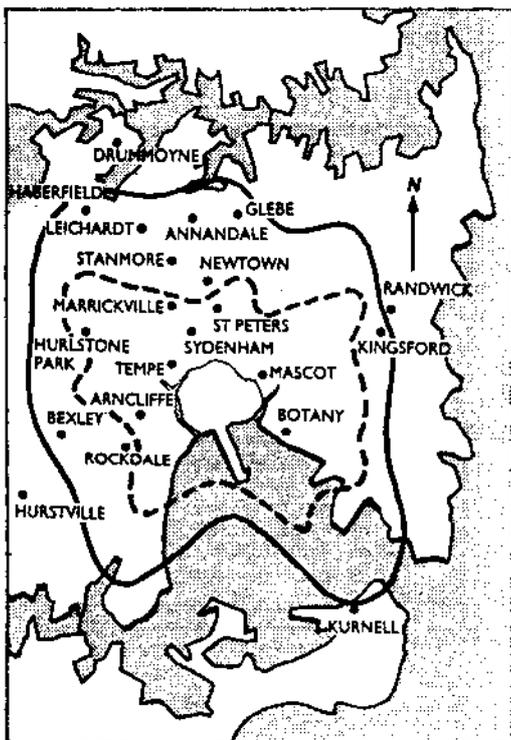
## NEW MEMBERS

We welcome the following new members to the Society:

Anthony James Currie  
Edwina Artigas  
Amanda Beech  
Rachel Dawson  
Ian & Marylou Kay  
Janice Kay (rejoining)  
Genevieve Campbell  
Jennifer D'Arcy  
Geoffrey Robin Falle  
Robyn Guthrie  
David William Laidley  
Yvonne Preston  
Alan Hunt (rejoining)  
Stephen Burroughs  
Leone Hutchinson  
Joyce Belfrage

Air Quality. The 3rd runway & KSA expansion is not a safe, attractive proposal. Dr Fred Bell, consultant to the combined municipal councils' Airport Coordinating Taskforce has demonstrated levels of nitrogen dioxide from airport operations that would reach levels 4 times higher than acceptable standards allow. St. Peter's & Marrickville's exposure would be 2.0mg per cubic metre for three months of an average year, which exceeds Japan's emergency levels. Botany, Arncliffe, Hurlstone Park & Marrickville would suffer 0.5mg per m<sup>3</sup> in every month of an average year which is beyond safe health levels. Glebe, Leichhardt & Randwick's nitrogen dioxide levels would exceed 0.3mg per m<sup>3</sup> in three months of an average year - a level that industries in Victoria are not allowed to emit. People's respiration is affected by short-term exposure to high levels of nitrogen dioxide and it can bring serious problems to people suffering from asthma. Exposure for longer periods has been linked to cardio-vascular disease. Inanimate things rust & corrode at faster rates when exposed to the levels mentioned.

High & medium exposure to nitrogen dioxide pollution levels with the 3rd runway - Dr. Bell's assessment:



Some preliminary SSAC analysis is defining high annual operating costs at KSA with the 3rd runway partly due to a very impractical airport layout. Landing on the runway would occur over terminals (northern end) which is a dubious situation. If the olympic games came to Sydney it would be goodbye to the curfew and hello to northerly take-offs (over us) in an effort to make KSA cope with the volumes of air traffic.

Melbourne & Brisbane airports are being planned 50 years ahead. Who considers it good enough to plan Sydney (tiny KSA) for 10-20 years with an accompanying bill of \$1.7 billion or more? The 3rd runway is an albatross that would place Sydney at risk of losing a premier position in the east-coast aviation stakes.

KSA airport closes when a big Russian cargo plane comes in. The plane has to be towed on the ground. Three hours of operating time is estimated to be taken up with this antiquated operation. SSAC is invited to discussions with the Hon. Ros Kelly (Environment), the FAC, Kin hills and others, that will take place shortly. Assurances have been given that it is not a public inquiry.

What has been achieved, so far?

The 3rd runway is no longer a "forgone conclusion". 7,000 submissions on the draft EIS, of which 1,900 were more than 3 pages in length, were sent to Canberra. The numbers of pro and anti submissions are not yet available although at this stage the anti submissions of substantial length outnumber those in favour.

Politicians in Canberra are beginning to understand the magnitude of the problem.

This issue is immense yet the community has managed to challenge the proposal with solid facts. Let's continue to do so! Congratulations to SSAC for its accurate predictions, achievements to date, diligent research & extremely hard work. Congratulations also are due to Glebe Society members for the work you have done.

Stop-press. Desmond Kennedy, a barrister from Annandale, is planning to stand for the seat of Port Jackson as an independent candidate whose interest is the urban environment and, in particular the third runway

The decision-making process:  
letter from the Hon. Tom Uren to  
the Sydney Morning Herald, 27.3.91.

## Genesis of runway

SIR: Alan Ramsey wrote about the Federal Government's procrastination on the future of the Sydney Airport, (*Herald*, March 16).

The Parliamentary Labor Caucus met before the autumn session of 1989. At the meeting the Prime Minister commented, "Who would want the problem of the Sydney Airport!"

In questioning Mr Hawke I commented, "Bob, what worries me about this Government is it is without vision. Your decision on the second Sydney airport, something which the Gorton, McMahon, Whitlam and Fraser Governments failed to do, has failed to make any connection with the future development of Sydney.

"The two positive decisions your Government made for the people of Western Sydney are the Badgerys Creek airport and a university in Western Sydney.

"They will both be catalysts for employment.

"There are few employment opportunities for the young people in western and south-western Sydney. Most are forced to travel up to 100 kilometres a day to their employment.

"The Badgerys Creek airport should be developed with a vision for the future. We should draw from the construction of modern world international airports. When people alight from the aircraft, they go underground by escalators to a train station. A rapid train service would then connect them to the central city.

"It would be environmentally sound. The alternative would be a third runway at the existing Sydney Airport, which would crush the minds of so many Sydney people living in inner Sydney with excessive noise problems."

Mr Hawke and many of his ministers thanked me personally after the meeting. Some supported my approach.

The following week I left for overseas. On my return, they had taken their "most decisive action".

I was informed "the world's greatest environmental government" was threatened in Cabinet by one of their then economic ministers that if they proceeded with Badgerys Creek he would resign from Cabinet. Hawke crumbled and agreed with the third runway proposal.

Tom Uren,  
Gilchrist Place,  
Balmain.

March 19

## What About the Roads?

Richard Cox, General Manager of NRMA wrote to Kim Beazley, Fed. Minister for Transport, Bruce Baird, State Minister for Transport and Wal Murray, State Minister for Roads:

"The existing road network surrounding and serving (KSA) is badly congested (Table 27.1) and several intersections occur in the State crash blackspot listing. The traffic management measures referred to in the (draft) EIS are designed to relieve these congestion and safety problems and not to cater for the considerable additional traffic demands generated by the third runway.

"Also, many of the works currently proposed are subject to funding availability, which is not necessarily guaranteed given the current financial constraints on the State budget for capital works.

"Furthermore, many of these projects are not expected to be completed for some 10 to 20 years or beyond, which is well after the completion of the third runway.

"The capacity problems contributed to by the third runway proposal are clearly displayed in Table 27.15, where the major approaches to the airport are oversaturated midblock. Future intersection capacities are even more likely to cause critical problems, but have not been estimated in the EIS.

"It is further noted that only a 75 percentile day is used as a basis may be appropriate for air traffic control and air passenger control at terminals, surface traffic operations are normally based on 85 percentile estimates. Using the low 75 percentile basis means that traffic conditions will be worse almost twice every week, as opposed to just once. This means capacity problems will occur twice as often."

(ACTUALLY speaking newsletter February, 1991)

(Continued on P.6)

Stop-press. The conceptual designs for Badgerys Creek airport alternatives have been substantially completed by the Domestic Aviation Division of the Dept. of Transport & Communications. SSAC is requesting details.

## For Your Diary.

Seminar: "Planning, have we lost our way?" Hunters Hill Town Hall Tues. 23rd April at 7.30pm.

SSAC Dinner, Sat. 27th April, 7pm Annandale Neighbourhood Centre \$25. Concessions. 6603917.

Hunters Hill Trust

Public Seminar:

"Planning; have we lost our way?"

Hunters Hill Town Hall, tuesday  
23rd April, 7.30pm.

Speakers: Alderman Ross Williams,  
Mayor of Hunters Hill Council;  
Paul Schofield, solicitor, Pike &  
Pike; Lawrence Nield, architect &  
past President, RAIA; Jim Barrett,  
Managing Director, Ipoh Gardens;  
Charles Hill, Northern Regional  
Director, Dept. of Planning.

Agenda: speakers, questions and  
discussion. Phone 817 1712 (ah)  
or 238 2380(bh) for details.

What you can do.

- \* help SSAC. Working meetings now held fortnightly at Glebe Community Centre, 113 Mitchell St, 7.15pm Wednesdays. Ring 660-3917 for details.
- \* yes, keep on writing to Canberra, send copies to Peter Baldwin, MP, Sandra Nori MP, & the Hon. Nick Greiner, Premier NSW. Write also to the Hon. Peter Collins, NSW Minister for Health.
- \* keep up the good work informing people who are at-least half prepared to listen to you.
- \* write to the press, ring the media; give them feedback.

SSAC's mailing list from the Opera House meeting, as well as other lists have now been organised on to computer (hours of work).



**REUSS FAMILY HISTORY**

The Society has been given a copy of a family history compiled by Laurence Halloran and entitled 'Reuss Family, Frankfurt - London - Sydney. chronological notes'. Max Solling is looking after the Society's copy and anyone interested to see it should contact him (660 1160).

The Town Clerk, Leichhardt Municipal Council, wrote on 20 February making the following comments on matters we had raised in a letter of 11 December 1990:

'Two pedestrian refuge islands have been installed in Glebe Point Road, one at Mitchell Street and the other at Leichhardt Street. These facilities were installed because investigations of both sites revealed that the number of pedestrians crossing the road were insufficient to meet the warrant for a marked pedestrian crossing established by the Roads and Traffic Authority of NSW.

With regard to your second suggestion, parking on Glebe Point Road, north of Bridge Road (outside the "Pudding Shop"), is not considered to be a significant problem. A small, but sufficient "No Standing" zone exists immediately north of Bridge Road which appears to satisfy the requirements of merging traffic and vehicles turning right from Bridge Road. However, it is acknowledged that if a vehicle is illegally parked in the "No Standing" zone, traffic congestion quickly arises. In these instances, your Society's members should alert the Inner West Police Traffic Office on 550-7949 for enforcement of the parking restriction.

With regard to your comment about delays to southbound traffic in Glebe Point Road between Francis Street and Broadway during the evening peak period, it is noted that approximately 50m of "No Standing" between 3.30pm and 6.30pm, Monday - Friday exists at this location.

Whilst this parking restriction may not fully cater for traffic at the height of the evening peak period, it is considered to be a reasonable compromise between the needs of through traffic and local shopkeeper's parking requirements. Once again, should illegal parking take place in the subject "No Standing" zone, please advise the Inner West Police Traffic Office.

Should you wish to discuss any of these matters further, please contact Council's Traffic Engineer, Trevor Jennings on 367-9007.'



(continued from March issue)

Forest Lodge had sufficient inhabitants to justify its incorporation as a separate ward within the municipality of Glebe in 1871 and here too, by 1880, a pattern of shopping areas could be discerned. A cluster of shops meeting the needs of customers appeared on the southern side of St John's Road between Lodge and Ross Streets in 1880: fruiterer, produce and fuel store, grocer, and two butchers. And in Ross Street between Arundel Street and St John's Road there was a grocer's shop, draper, and butcher. Just around the corner in Ross Street, near the tram terminus, there were shops on either side of the road by 1891: a provision shop, tobacconist, painter, bootmaker, grocer, ham shop, and confectioner.

At the end of the nineteenth century not more than one third of Sydney's breadwinners regularly used public transport. Glebe was a predominantly pedestrian community (even though its horse population was 931 in 1891) and housewives, children and old people especially were closely tied to their neighbourhoods. The business fraternity and professional men exerted social leadership through Council, the churches, and the local voluntary associations.

Along Glebe Road and St John's Road could be found the main institutions of suburban life - banks, shops, pubs, churches, post office, town hall, court, library, school, and school of arts - all of which could be reached on foot within a relatively short time.

Glebe had resisted intrusion of industry. Only 13 industrial concerns, employing 362 people in 1891, were located on the perimeter of the suburb: Hackshall's biscuits, Lackersteen's jam, and the Upton Marvel Soap Works in Parramatta Road near Ross Street, the NSW Magic Soap Works,

Sydney Lead Works and Abrams' broom factory in Wentworth Park Road, and just around the corner in Bridge Road, Brady's revolving shutter factory, Kauri timber mills, coach builders, and blacksmith Luke Muras. Within a stone's throw of Franklyn Place was Dunn's tannery, Conlon's Broughton Street pottery, Wearne's locomotive works, and the four-storey Sydney Tram and Omnibus Company's coachworks.

From the Edwardian era new commercial and industrial users increasingly invaded the older residential neighbourhoods of Glebe. In 1944, when figures for the number of factories and people in municipal areas were again published after a lapse of more than fifty years, Glebe had 156 factories employing 4278 people.

(to be continued)

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**HAPPY HOUR**

This month's gathering is being held at Patricia Jackson's house, 30 Toxteth Road, on Sunday 5 May. This will also be the occasion for the special general meeting of the Society, advertised elsewhere in the Bulletin, to elect Neil Macindoe to honorary life membership of the Society.

**DINING OUT**

This month Glebe Society members dined out at Aniello's excellent Italian restaurant (Bridge Road & Junction Street) on Wednesday 10 April.

The venue for next month will be Ragtime, at 85 Darling Street, again on the second Wednesday of the month, 8 May. Do join us there!

**MONDAY GROUP**

This month's meeting of the Monday Group is to be held on 15 April, before we go to press, when the group plans to meet and take a ferry from Circular Quay to Manly and have lunch in a cafe there.

The May meeting of the Monday Group will be at 12 noon on 20 May in the common room at 4 Mount Vernon Street, on the invitation of Betty Wright and Sue Stainer. As usual please bring lunch for one.



**'A GRAVE LOOK AT HISTORY'**

An open afternoon is to be held at St Peter's Anglican Church, 187 Princes Highway, St Peters, beginning at 1 pm on Saturday, 11 May 1991.

The afternoon begins with an audio-visual presentation on local and church history, followed by a guided tour of the historic graveyard. At 2.30pm Michael Deasey, organist at St Andrew's Cathedral, will give an organ recital. The audio-visual presentation and guided tour will be repeated at 3.15pm and 3.30pm.

**FOR YOUR DIARY**

Thursday 18 April - 7.30pm - Committee Meeting - 25 Toxteth Road

Sunday 5 May - 11am - Happy Hour - 30 Toxteth Road (Patricia Jackson's house)

12 noon - Special General Meeting of the Glebe Society Inc - 30 Toxteth Road

Wednesday 8 May - 6.30pm - Dining Out - Ragtime, 85 Darling Street

Thursday 16 May - 7.30pm - Committee Meeting - venue to be advised

Monday 20 May - 12 noon - Monday Group - Common Room, 4 Mount Vernon Street

Wednesday 12 June - 6.30pm - Dining Out - Sival Thai, 185 Glebe Point Road

**GLEBE POINT ROAD PROJECT REPRESENTATIVES**

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

**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

**JUBILER 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)



**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)  
922 3877 (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)

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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

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**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.