



THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 5 OF 1991

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1991 ANNUAL GENERAL MEETING OF THE GLEBE SOCIETY INCORPORATED

A notice of this year's AGM is in this copy of your Bulletin. It is being held in conjunction with the July Happy Hour at 36 Toxteth Road at mid-day on Sunday 21st July 1991.

Reports from the following sub-committees are included in this Bulletin:

- * Harold Park
- * Kingsford Smith Airport & Glebe
- * Planning
- * Wentworth Park

The reports from other sub-committees will be in the July issue of the Bulletin.

Society's Policy on the Bays and Foreshores

Andrew Wood

In this Bulletin you will find a copy of the Society's proposed policy statement on matters affecting Rozelle and Blackwattle Bays and the associated foreshores. The Society is particularly grateful for the enormous amount of work that has been performed by the Bays and Foreshores Subcommittee and its convenor John Buckingham in preparing this statement. Please carefully read the proposed policy giving special attention to those sections marked with an asterisk; then let John or a member of the Management Committee know of any comments or alterations you may have, prior to the meeting of the Management Committee on Wednesday, 17 July 1991. The statement will be considered by the Management Committee at their July meeting and, after incorporating any necessary changes, will be adopted as Society policy.



REPORT ON WENTWORTH PARK

This year has seen considerable improvement in the appearance of Wentworth Park now that the trusteeship is in the hands of the Sydney City Council. Lighting has been upgraded, bare areas turfed and all parking not covered by a lease terminated. The City Engineer now is empowered to decide when and by whom the Park may be used and inspections should take place every race day to ensure no damage to turf.

A Plan of Management has been prepared by Manidis Roberts, landscape architects. The Society strongly supported the plan and we have made several recommendations. We found it well thought out and well researched with intelligent planning of sport and recreation areas.

The major problem in implementing the Plan of Management has been the strong opposition of the greyhound groups to the removal of parking to a secure, undercover garage on the corner of Fig and Wattle Streets, almost opposite the complex. They have lobbied the Government strongly with such success that both the Minister and Shadow Minister for Racing have written to us, in reply to our letters, expressing strong support for the greyhound industry.

We have written numbers of letters and have requested a meeting with Mr. Gary West, Minister for Lands, who will make the final decision. Our letter was written on 8th May and at the time of writing this report (4th June) we have received no reply. The Residents Advisory Committee for Wentworth Park also wrote to each candidate before the State Election on 25th May to ask their opinion on the issue for publication. Mr. Carr, the Leader of the Opposition wrote to Sandra Nori, the Member for Port Jackson, saying he was strongly in favour of the removal of car parking from Wentworth Park. As Sandra was elected overwhelmingly this will give new hope to our campaign for the landscaping of Wattle/Fig Street garage.

The greyhound people have just asked the SCC for \$5 million to build a two storey car park on the southern end of Wentworth Park. As the cost of renovating the Wattle Street garage is \$500,000 the Council have rejected their application.

Christine Stewart

HAROLD PARK PACEWAY 1990/91 REPORT

The past year must have been one of the quietest Harold Park experienced for some time.

Local disruption and noise levels seem to have been kept to a minimum whilst the number of meetings has remained static with only a few extra meetings apart from the regular Friday night race meeting.

All this may shortly change now it seems certain Harold Park Paceway will not now move to Homebush Bay as previously announced by the then Minister for Sport and Recreation, Mr Rowland Smith, in conjunction with the 1996 Olympic bid.

Harold Park Club President Mr Nicholl has just announced Harold Park will be staying put because the committee has decided not to waste further time now the Olympic bid for 1996 has failed.

The Harold Park Paceway will now apply for a \$10 million grant from the Racecourse development fund and resume work to up-grade the track and facilities. Are we going to see another "Wentworth Park" white elephant or will Harold Park finally understand they are in the wrong place to attract major crowds and perhaps if their submission for a grant is successful the monies may be better spent looking to buy a new site.

Gideon Rutherford

PLANNING REPORT

The developments in planning during 1990-91 have been largely political and legal. Fortunately for the Society, these events reflect an increasing maturity by the general public in the determination to participate more fully in the decisions of government. The outstanding symbols of this determination were the humiliating defeats, first in the courts over his intervention in Balmain, and (on 25 May) at the hearings, of the NSW Minister for Planning, David Hay. Considering the role played by racing in Glebe, the dropping of the current Government and Opposition spokespersons, Bob Rowland Smith and Mike Cleary, is also significant.

Diminished public trust in government is reflected in the present instability and confusion of Leichhardt Council, and more recently at higher levels of government as well. Local government elections will take place in September, and it is to be hoped political groups will have the perceptiveness to offer the electorate a high degree of participation and thus ensure stable and popular administration. The new Vice-Chancellor of the University of Sydney, Don McNicol, would also be well advised to seek community involvement and support for his institution's expansion into Glebe.

Increased public participation means extra work for community organisations, and the Society has been very fortunate to be ably represented by Peter Strickland on both the Urban Environment Coalition and the Inner West Strategy Committee.

Almost unnoticed, Glebe has absorbed several thousand new residents over the past few years. The outward signs of this are the renovation and lane closure at Glebe Public School, the progress of infill construction and park renovation, and the increased number of people in the streets. We have done well, and can continue confidently.

Neil Morrison

KSA & Glebe Subcommittee Annual Report, June 1991.

The Glebe Society is working its way through a second year on the "No Third Runway" campaign. Aspects are emerging that indicate the runway proposal is much more than a new stretch of tarmac. Inner-Sydney's future is under scrutiny. We may feel the issue is too big to tackle but the facts are that excellent research and work is continuing, messages are reaching Canberra and the media has taken up the issue.

The Glebe Society has continued to support Second Sydney Airport Coalition's work. Each of four successful public meetings, commencing Sept. '90 to Nov. '90, were publicised - thanks to our many volunteers who leafletted most of Glebe. SSAC's major public meeting at the Opera House on 10th Feb. '91 was a great success, attracting extensive media coverage and further support.

The Society wrote a submission on the draft Environmental Impact Statement (FAC, Sept. '90). John Hoddinott incorporated members' contributions and a creditable submission went to Canberra as a result of their combined expertise and very hard work. The closing date was extended to early Jan. '91. We had confirmation that ours had been received. Here are two points selected at random from our submission:

"...(there is) discussion of possible measures for mitigating aircraft noise but there is no statement anywhere that the FAC would implement even a single one of these measures. The EIS is the instrument in which they must make clear commitments ...their performance can then be measured by the public...in the absence of statements of responsibility, discussion of ameliorative measures becomes an academic exercise in hypocrisy".

"The draft EIS underestimates the risk to life of a crash onto the existing 3 meg.1. and proposed 10 meg.1. fuel storage tanks. It

assumes that the risk is low because residences are 500m away while admitting that fireballs with a radius of over 1km could result from a crash between two aircraft, an incident involving far less fuel". (G.S. submission, pps 21,32).

Many people and organisations have concluded the draft EIS failed to adequately demonstrate the full impact of the third runway proposal. The Minister for the Environment, the Hon. Ros Kelly has not replied to the Society's letter (Mar.91) calling for an inquiry. The supplementary EIS is due for release next month, July, '91.

The subcommittee met on a number of occasions to deal with the draft EIS and other business. Meetings have not been publicised in the Bulletin as the timing has been difficult. Please contact Jenny Pockley or myself if you would like information about subcommittee work (660 3917).

The Society participated in a coordinated letter-writing campaign in Oct. and Nov. '90, generating 4,000 letters to Canberra from suburbs under the flight paths. Volunteers cheerfully worked on the Society's stall at the Glebe Street Fair in November: thank you to a number of people. The stall provided information and the opportunity for people to write their letters immediately (many people said they had recently written).

ACT, SSAC and public meetings on the issue have been attended. The Society's management committee has been regularly informed of actions and developments. Correspondence has been continued. The offices of Peter Baldwin, M.P. and Sandra Nori, M.P. have provided a great deal of help and information. Local schools and pre-schools have been contacted on a number of occasions. Articles in the Bulletin dealt with air quality, crash risk, effects on schools (study, Dr J. Goldberg Nov. '90), possible non-closure of the E-W runway (study, D.Lockwood, Dec. '90), road traffic problems (NRMA advice, Bulletin no. 3 April '91) and the HORSCAN report 149 certificates marked for aircraft noise (Bulletin no.2 March '91).

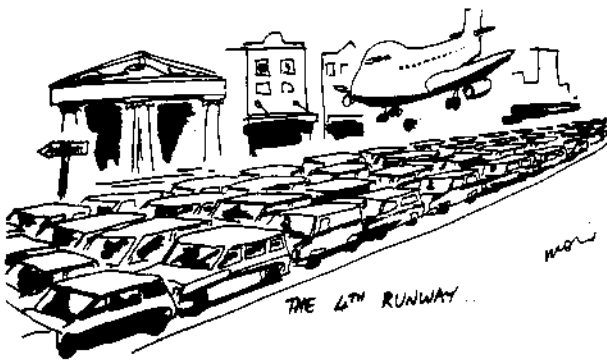
BALMAIN REZONING PUBLIC INQUIRY

Donations kindly given by Glebe residents have been forwarded to SSAC.

Campaigns need their lucky breaks. Recent severe smog coincided with the emergence of a confidential SPCC report on the third runway and air pollution. The Society wrote to the Environment Minister, enclosing a photocopied SMH front-page picture of Sydney city disappearing in the smog.

Glossary of Abbreviations

ACT Airport Coordinating Taskforce,
14 Councils and 16 major community
groups opposed to the 3rd runway.
CAA Civil Aviation Authority.
DASETT Department of Arts, Sport,
the Environment, Tourism &
Territories.
draft EIS draft Environmental
Impact Statement.
FAC Federal Airports Corporation.
KSA Kingsford Smith Airport.
HORSCAN House of Representatives
Select Committee on Aircraft
Noise.
SSAC Second Sydney Airport Coalition.
SPCC State Pollution Control Commission.
SMH Sydney Morning Herald.
Alison McKeown.
Convenor.



For Your Diary.

3-4th August. "Living in Sydney"
seminar - contact Australian Council
of Social Services
24th Aug. forum "Ecologically
Sustainable Development". For
further information on the Community
Consultation near you and to receive
ESD Newsbrief, write to -
Community Consultations,
ESD Secretariat,
P.O.Box 4806,
Kingston. ACT 2604.
tel: (06) 272 3148

The following is the submission presented by Peter Strickland at the Commission of Inquiry into the rezoning of five Balmain sites. The Balmain Association had sought our help on this issue.

----- INTRODUCTION AND BACKGROUND

The Glebe Society Incorporated is making this submission to the Commissioners of Inquiry for rezoning of five sites on the Balmain peninsular because we have values and concerns relating to Glebe which are similar to those of the Balmain Association and the people of Sydney's inner western suburbs generally. We believe that we can help in this inquiry process by expressing our values and experiences. We are also concerned that future major development does not adversely impact on Glebe, and that no undesirable precedents result.

The Glebe is that part of the Municipality of Leichhardt bounded by Wattle Street, Sydney Harbour, Johnston's Creek and Parramatta Road. The suburb contains 6000 dwellings and about 14000 residents. The suburbs of Glebe, Balmain, Rozelle, Lilyfield, Annandale and Leichhardt, which make up the municipality, are each of similar size, population and density and were settled and developed primarily in Victorian, early 20th century times.

Because these suburbs were established before the invention of motor transport and widespread car ownership, and the density of development reflects walking as the main means of transport, there is limited land capacity for roads and parking. Issues relating to roads, traffic, parking and public transport are of major concern to Glebe residents and we see that the people of Balmain share similar concerns, although the details are different.

There are many reasons why people have chosen to live in the inner suburbs, some because their families have been here for generations, others have moved here because there are social, economic, or environmental factors that have attracted them. One has

only to walk around the streets of Glebe and Balmain to appreciate the attractiveness of these suburbs. Unfortunately this attractiveness is

a primary motivator for new development and yet if this development is not carefully planned and controlled it could destroy the qualities that make these desirable places to live.

CITY WEST URBAN STRATEGY

The City West Urban strategy released in draft form late last year shows plans for an additional 30,000 residents and 76,000 new employees in the inner west, mainly in Pyrmont/Ultimo but also in the Glebe Island/White Bay area. Development on this scale will have major impacts on the character and amenity of the existing inner western suburbs and ongoing community involvement in the planning and development processes is essential to ensure that these impacts are beneficial and manageable.

Two sites proposed for rezoning in this Inquiry, Ampol and Unilever are within the City West study area. A regional environmental plan (REP) for City West is currently being prepared for public exhibition later this year. There can be no reason to anticipate this REP by rezoning the Ampol and Unilever sites now.

In late 1989, Dr Peter Strickland, immediate past president of the Glebe Society, was appointed to a Section 22 committee set up by the NSW Department of Planning to bring together representatives of the community, government departments, local government and commercial interests to advise and assist in the working up of plans for development of mainly surplus State--owned land in Pyrmont/Ultimo, Central Railway and Eveleigh, and Glebe Island/White Bay. There was one community representative from each of the municipalities on the original Sect. 22 committee and the Glebe Society's representative was also the representative for Leichhardt generally. Subsequently, the Balmain Association has gained representation on the new City West Section 22 Committee, but only after the rezoning of the five Balmain sites had been originally exhibited and considered.

The City West plans, even if not finalized, make it imperative that the total impacts of new development are considered and not just the marginal effects. A key element of

future City West development is that public transport should be the major mode of travel and that services to encourage this need to be in place at an early stage. There is agreement that the road network does not have capacity for future growth. Therefore, the assumption that development of the five sites will only marginally increase traffic impacts is questionable.

One of the City West objectives is for continuous public access along and to the harbour foreshore from Woollahooloo Bay to Balmain. The Glebe Society strongly supports this view and we are currently preparing a detailed policy statement on our Bays and foreshores to reflect this. There should be no impediments to public access to and around the foreshore associated with each of the five Balmain sites.

PROPOSED RESIDENTIAL DENSITIES

The five Balmain sites have a total area of 23 ha which implies a new population of 4-5000 new residents if zoned for the equivalent of 225 persons per ha, ie 2b3 or higher density. This new population is large compared to the existing population of the peninsular at around 30%, and the potential impacts will be significant.

The existing density of residential parts of Glebe, excluding roads and public open space is probably around 110 persons per ha. Most of Glebe is zoned 2b2 (with the additional constraint that the suburb is recognised now as a Conservation Area) with only minor pockets of 2b3 zoning most of which are aberrations in terms of how they relate to the established parts of the suburb.

Zoning to increase densities over what already exists fails to recognise that the existing scale of buildings and the spaces between these is a primary determinant of the character of the inner western suburbs of Sydney. The existing density is what distinguishes Glebe and Balmain from the quarter acre block suburbs and from the high-rise areas of Kirribilli and some of the eastern suburbs.

The existing actual densities provide for a reasonable amount of private open space with most individual

residences. It is this private open space that is an important feature of Glebe and Balmain and it is highly valued by residents. Residential densities significantly greater than what we have now cannot be achieved without depriving a considerable proportion of new residents of private open space and putting even greater pressure on public open space. The communal open space associated with home units and medium density developments does not readily provide a useful substitute for private and public open space.

MIXED USE ZONING

The Glebe Society supports the idea of people living and working in the same area although we are yet to be convinced that this can be achieved through a simple zoning mechanism alone. The definition and regulation of mixed zones is a current topic of discussion in City West Section 22 meetings, and there appears to be a general view that a high degree of prescription will be required to prevent the residential part becoming substandard or reverting to commercial/industrial.

HERITAGE AND DESIGN MATTERS

The architectural character and heritage of our inner western suburbs is a major valued feature as seen by the extent and enthusiasm people have for authentic restoration and the formal heritage and conservation area classifications in Council planning instruments, eg LEP20, achieved to a large degree as a result of sustained local effort.

We believe that any new development should be sympathetic and generally subordinated to the existing heritage character of our suburbs. Unfortunately, the predominance of poor or unsympathetic design in new buildings is a major factor behind local opposition to new development. There is a need for strict guidelines in the form of a development control plan (DCP) for the five Balmain sites which is at least as prescriptive as DCP1. We find it difficult to see how sympathetic and subordinated design can be achieved for 23 ha of new development at a residential density much greater than the existing density of the suburb as a whole.

Because the loss of heritage and conservation items is irreversible, decisions about demolitions in areas where there is a general historical character, should be based on a presumption of heritage or conservation significance.

URBAN CONSOLIDATION

We support the concept of urban consolidation as more desirable than urban sprawl, but we see suburbs like Glebe and Balmain which are already two to three times as dense as most of Sydney as examples of what might be achieved elsewhere and not as the place for further development in the name of "urban consolidation".

One of the arguments for urban consolidation is that it is cheaper to provide infrastructure, but that is valid only if the existing infrastructure in the form of roads, services, drainage, social facilities, open space, etc all have spare capacity. The City West planning process has already identified water and drainage services as inadequate and requiring augmentation before future major development occurs. The road and transport constraints have already been raised.

If reduced infrastructure costs are proposed as a means of providing lower cost housing, we ask how it is proposed to pass on these savings to future home-owners. Urban consolidation should be used as a tool of social policy and not as an incentive for development where the developers and land speculators are the major beneficiaries and the existing local residents gain nothing.

CONCLUSIONS

The Glebe Society Incorporated supports the concerns of Balmain residents and their local groups that follow from the scale and intensity of development proposed for the five sites. We believe that these concerns should be weighted highly in the overall evaluation of all the facts and opinions relating to these five sites. Any rezoning should be defined to ensure that new development is compatible with the neighbouring areas and contributes net benefits to existing residents.

THE GLEBE SOCIETY Inc

THE BAYS and FORESHORES POLICY (Draft)

The policy of The Glebe Society Incorporated
covering Blackwattle Bay and Rozelle Bay,
and the land adjacent to them.

Committee Members: Bob Armstrong
John Buckingham
Tony Larkum
Neil Macindoe
Peter Strickland
Andrew Wood
Marianne von Knobeldorff

1. PREAMBLE

1.1

This policy has been developed to provide The Glebe Society Incorporated (hereinafter referred to as "The Society") with a single mechanism for responding to proposed developments/activities on the bays, on the adjacent foreshores in Glebe, and on foreshores outside Glebe but which impact on Glebe. Further, in dealing with both land and water based activities, the policy serves to emphasise the link between the water and the foreshores.

1.2

Inherent in this policy is The Society's belief that all relevant authorities should consider the total impact on the bays when considering any individual development proposal. Ideally there should be a moratorium on all development until a total development plan for the bays is conceived. It is suggested that such a plan should be a part of the Sydney Harbour Regional Environmental Plan (or an equivalent plan) provided that such a plan does not remove development consent/rejection power from Leichhardt Municipal Council (hereinafter referred to as "Council").

1.3

This policy emphasises "passive" uses for the bays and foreshores. We understand a "passive" use would: be small scale; be non-alienating; consider the attributes of the waterfront; maximise views to and from the water; maximise the quality of use; be an appropriate use. Such uses would be on a smaller scale than might be considered appropriate for the rest of the harbour; would not conflict with present uses; and would support those genuine waterfront activities at present undertaken in the bays (Glebe Rowing Club, Harbour Lighterage, The Fish Markets, mooring the small fishing fleet, storage and restoration of historical vessels by the Maritime Museum).

2. LAND BASED DEVELOPMENTS

2.1 FORESHORES.

"Foreshores" are regarded as the waterfront land around the bays from the "high water mark" to a ~~minimum~~ of ten metres landward, but generally encompassing those lands designated as being in the "Foreshores Protection Area".

2.1.2 The Glebe Society:

- (a) proposes that the entire length of foreshore from the Fish Markets to White Bay be made accessible to the public;
- (b) proposes that the access be continuous along the foreshore;
- (c) proposes that the access be available for passive use only, and supports the provision of facilities appropriate for passive activities.
- (d) supports waterfront access throughout the municipality;
- (e) supports that part of the City-West Urban Strategy that proposes continuous pedestrian access to and around the foreshores with ready access provided for the disabled;
- (f) supports continuous cycle access appropriately located so that pedestrian footpaths have priority access to the immediate foreshore.

2.2 WATERFRONT OPEN SPACE/PARKS

2.2.1 The Glebe Society

- (a) believes that government and Maritime Services Board owned waterfront land should be

passed to Council forthwith for use as open space;

(b) proposes that where waterfront land becomes available, it should be acquired by Council or the Department of Planning for use as open space;

(c) believes that such acquisition should take place when it is offered for sale and when it is at present being used for non-port purposes;

(d) includes the following sites in these categories: the land adjacent to Bridge Road; Fletcher's; the timber yard in Ferry Road; 29 Cook Street; Hardy's (Fink's) site at the end of Glebe Point Road;.....

(e) recognises the need for land-based team sports and ball games but promotes the immediate waterfront as "passive";

(f) promotes appropriate landscaping which takes account of the natural topography of the area as well as the surrounding developments, and The Society cites Blackwattle Bay Park and the Bicentennial Park as landscaping satisfying the stated criteria;

(g) supports the use of Australian native plants (particularly those originally locally indigenous) where suitable;

(h) promotes landscaping and plantings which enhance views both to and from the water;

(i) urges Council to clean and maintain waterfront parks regularly, including on week-ends when barbecue areas become dirty, garbage containers overflow, and dogs are more likely to roam the parks;

(j) urges Council to establish public toilets which are away from the foreshores, and are regularly maintained and cleaned, including on week-ends when usage is likely to be heaviest.

2.3 EXISTING WATERFRONT INDUSTRY

2.3.1 Where a genuine waterfront industry at present exists in the bays, The Glebe Society:

(a) supports the continued operation of such industry, including Harbour Lighterage, The Maritime Museum and The Sydney Fish Markets;

(b) urges the individual industry and the relevant authorities to ensure the operation does not detract from the bays' attractiveness---the accumulation of rubbish in the water in front of The Fish Markets detracts from the amenity of the area;

(c) understands that such industries are and will remain "small scale";

(d) understands that such industries do not and will not create traffic and access problems for Glebe;

(e) rejects activities which lead to a deterioration of water quality.

2.4 LOCAL BUILDING/DEVELOPMENT CODES.

2.4.1 The Glebe Society

(a) supports the enforcement of the foreshore building line and other controls for waterfront development in LEP 20 and DCP 1, including Foreshore Scenic Protection Areas, and believes that the same provisions should be extended to apply to all existing commercial, industrial and special use sites and all future development of such sites;

(b) believes any development should not obstruct the views of others;

(c) rejects any development which viewed from the water creates an unsympathetic townscape;

- (d) rejects any development which creates a "walled" effect when viewed from the water;
- (e) rejects overly grand individual developments which are out of scale and style with the area and fail to blend in with the character of the area;
- (f) supports the creation of restaurants under only the most stringent conditions, including ready access, sufficient parking (not on parkland), no creation of traffic, subdued external lighting, no advertising on the building, no activities beyond the function of restaurant;
- (g) rejects the erection of advertising or signage generally that can be viewed to or from the water.

3. WATER BASED DEVELOPMENTS

3.1. THE NATURAL COMMUNITIES OF THE BAYS

3.1.1 Originally these bays would have contained mangroves and saltmarsh on the shallower intertidal shores and blackwattle and tea trees on the steeper slopes. Subtidally there would have been extensive beds of the seagrasses *Posidonia australis* and *Zostera capricorni*. These would have supported many animals such as water birds, fish, oysters, bivalves and cockles.

3.1.2 The Glebe Society seeks the restoration of the bays to their original condition by:

- (a) the removal of debris from the bed of the bays;
- (b) the removal of toxic/contaminated sediments from the seabed and the replacement with uncontaminated sediments;
- (c) the more rigorous policing of the illegal dumping of chemically-hazardous substances into drains which connect to the canals around the bays;
- (d) restoring mangroves to selected areas of the bays;
- (e) the re-establishment of specific seagrasses on the seabed;

3.2 GLEBE ROWING CLUB

The Glebe Society

- (a) supports the activities conducted under the auspices of the Glebe Rowing Club;
- (b) believes the activities of the Glebe Rowing Club have priority over other activities in the bays;
- (c) recognises the heritage status and value of the rowing course and that part of the club building facing the water, both of which are over 100 years old;
- (d) recognises the community service the club is providing in training young people, and competing against other areas under the Glebe banner;
- (e) regards the club as unique since it is the only waterfront club in the area.

3.3 SHIPPING AND BOATING

The Glebe Society

- (a) seeks the phasing out of large commercial boats/ships (and the commensurate lowering of the new Glebe Island Bridge);
- (b) seeks a four knots speed limit for all boats;
- (c) points out the enclosed lake-quality of the bays with the attendant attractions and problems of lakes (including a lack of flushing);
- (d) prefers the bays be set aside for the exclusive use of rowed craft and be regarded as an area to nurture rowers;
- (e) recognises that the lack of wind makes the bays inappropriate for sail craft despite their

attractiveness.

3.4. MARINAS AND BOATELS



3.4.1 Without promoting the concept of boatels The Glebe Society

(a) rejects the development of boatels on the southern and western shores (that is, between The Fish Markets and Whites Creek);

(b) insists that any boatels established on the eastern and northern shores meet all anti-pollution measures including no discharging; do not allow permanent mooring; do not allow repairing; do not clutter the water;

3.4.2 The Society rejects the development of marinas anywhere in the bays.

3.5 WHARVES AND RAMPS



3.5.1 The Glebe Society

(a) supports the development of wharves, but only at sites where they were previously located;

(b) believes wharves must be small scale;

(c) rejects their use as regular pick up and set down points for cruise craft;

(d) insists that wharves must not interfere with the rowing course;

(e) supports the use of the ramp between Glebe Rowing Club and Glebe High School for rowed craft only.

3.6. RECREATIONAL FISHING

3.6.1 The Glebe Society

(a) supports the use of the bays for recreational fishing;

(b) encourages the relevant authorities to clean up the bays to ensure the fish catch is uncontaminated;

(c) encourages the development of fishing as a suitable recreational activity to be undertaken from all foreshore areas.

3.7 COMMUTER FERRIES



3.7.1 While The Society supports improvements in public transport systems, especially light rail, it does not encourage the introduction of commuter ferries to the bays.

3.7.2 The Glebe Society

(a) concedes the potential of a ferry service to commuters;

(b) prefers the concept of a regular ferry service to the provision of casual/occasional services;

(c) excludes Leichhardt Street, Cook Street, Forsythe Street and Ferry Road as potential wharf sites;

(d) insists that the potential wharf sites at Glebe Point Road, Johnston Street and The Fish Markets not be considered unless there is a satisfactory resolution of potential traffic and parking problems;

(e) insists that the potential wharf sites not be considered without full consultation with the residents of Glebe;

(f) insists that no wharf site be considered if there is the possibility of interference with the activities of the Glebe Rowing Club.

4. DEVELOPMENT of ROADS AND BRIDGES

4.1. ROADS

4.1.1 The Glebe Society

- (a) rejects perimeter roads around the foreshore;
- (b) rejects new roads parallel to the foreshore;
- (c) supports the realignment of Bridge Road parallel to the viaduct at Wentworth Park together with the lowering of the road and crossings at ground level, allowing Wentworth Park the uninterrupted scope of a waterfront park;
- (d) calls for the deletion of the container access road at the eastern end of Johnston Street.

4.2. BRIDGES

4.2.1 The Glebe Society

- (a) seeks the preservation of the old Glebe Island Bridge for its heritage value;
- (b) seeks the preservation of the old Glebe Island Bridge for its functional value for pedestrians, cyclists, light rail and local traffic;
- (c) urges the lowering of the height of the new bridge to a maximum height of eighteen metres;
- (d) urges road access to the new (lowered) Glebe Island Bridge be at ground level rather than at the proposed, aesthetically disastrous, elevated level.

5. LANDFILL

5.1 The Glebe Society

- (a) insists that no more landfilling be undertaken in the bays: a vast amount of fill has reduced the size of the bays over the last twenty years especially between Johnston Street and White's Creek (western shore), the eastern end of the northern shore, and at the site of the foundations for the new Glebe Island Bridge on the eastern shore;
 - (b) urges that where landfill is no longer required, the fill be removed. For example, much of the fill on the eastern and northern shores was undertaken for the foundations of the new high level Glebe Island Bridge--- much of this fill could be removed if the bridge is redesigned within a reduced height.
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- 89-NEWSAGENT
Alfred Johnston
- 93-97-CONFECTIONER
J. Siddens
- 105-TOBACCONIST
E. Bradbury
- 109-PROVISION SHOP
F. E. Fortescue
- 111-FRUITERER
L. Arena

- 141-PLUMBER
Joseph Holloway
- 151-WINCHESTER HOTEL
W. C. Stewart, licensee
- 153-PAWNBROKER
Fanny Lewis

- 163-FRUITERER
Giovanni Cincotta
- 165-BUTCHER
Oliver Tasker
- 171-HAM & BEEF SHOP
Albert Nixon
- 175-TEA MERCHANT
Miss A. Keppie
- 181-DRAPER
Joseph Ada
- 183-CHEMIST & DENTIST
C. E. West

- 183-CHEMIST & DENTIST
C. E. West

- 183-CHEMIST & DENTIST
C. E. West

The suburb had its own CLAIRVOYANT, Madam Lucine, in Bay Street, and a PALMIST, and, at 30a Parramatta Road, the MACARONI FACTORY of Vi Valdi & Company.

(to be continued)

OLD GLEBE 4 Max Solling

(In the May Bulletin shops on the west side of Glebe Point Road were listed)

And on the east side:

GLEBE PRESBYTERIAN CHURCH
(on Broadway site 1879-1927)

1-FLOUR MERCHANTS
A. Brockhoff

9-CYCLE & MOTOR MECHANIC
Henry Brisbane

13-TAILOR
G. Finch

21-ESTATE AGENT & REGISTRAR BIRTHS, DEATHS & MARRIAGES
F. L. Artlett

33-SYDNEY UNITED FRIENDLY SOCIETY DISPENSARY

41-COSTUMIERE
Mrs P. Connolly

43-CHEMIST
A. H. Newman

47-HOUSE & LAND AGENTS
Joseph Stimson & Sons

49-GROCER
Thomas Thornton

69-FUEL & PRODUCE MERCHANTS
Goodman & White

71-PHOTOGRAPHER
H. E. Davis

MONDAY GROUP

The July meeting of the Monday Group will be at Tattersalls Club in the city (Pitt Street) on July 15th.

Mary Wargenau has invited us. Please meet in the foyer at 12 noon for lunch in the Corinthian Room. Buy your own lunch.

FOR YOUR DIARY

Wednesday 19th June - 7.30pm - Committee meeting at Lyndhurst, Darghan Street.
 Monday 15th July - 12 noon - Monday Group at City Tattersalls Club, Pitt Street
 Wednesday 17th July - 7.30pm - Committee meeting at Lyndhurst, Darghan Street
 Sunday 21st July - 11.00am - Happy Hour at 36 Toxteth Road (the Stewart's house)
 - 12.00 mid-day THE
GLEBE SOCIETY ANNUAL GENERAL MEETING
 at 36 Toxteth Road

GLEBE SOCIETY ITEMS FOR SALE

Pat Jackson has supplies of the following Glebe Society items now available for sale:

- * Glebe Society stickers - \$2.00
- * Glebe walking tour guides - \$3.50
- * correspondence cards - \$5.00/packet

For details phone Pat on 660 8848(H) or 225 3613(W).

GLEBE POINT ROAD PROJECT REPRESENTATIVES:

Peter Strickland - 660 7624(H)
 Ted McKeown - 660 3917(H)
 Anton Crouch - 660 2889(H)

CONVENORS OF SUB-COMMITTEES

(All convenors or ex-officio members of the Management Committee)

BAYS AND FORESHORES

John Buckingham - 660 7780

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

DIGGERS MEMORIAL

Bill Nelson - 660 6138

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

WENTWORTH 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)

IMMEDIATE PAST

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

SECRETARY: vacant

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)

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 membership - \$22.00, additional household members \$5.00 each, student or pensioner - \$8.00, Institutional \$28.00

For information write to P.O. Box 100 Glebe or ring Sue Littleton on 660 5610.