



THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 8 OF 1991

NOVEMBER

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SOCIAL ACTIVITIES - ANY VOLUNTEERS?

The Glebe Society Inc. has always had a number of social activities in addition to its committee work on issues such as planning, parks, etc. and these are important not only so that members of the Society can become better acquainted with each other, but also as a means for exchanges of opinions and information between members of the Management Committee, sub-committee conveners and members. They help develop that informal network that is so useful if the Society needs to call on the support of members at short notice.

Currently, in addition to the mid-year Birthday Party and a Christmas Party, the 'regular' social activities are the monthly 'Happy Hours' at members' homes on Sundays (11-1), the monthly dining out group, and the 'Monday Group' which is convened by Sally Nelson. This is also a monthly event for members who are free during the day to join each other for lunch or, from time to time, an excursion to a gallery or museum.

Organisation of social activities other than the Monday Group has been shared by various members of the Management Committee on an informal basis, with Jeanette Knox taking general responsibility for Happy Hours and Dining. However, Jeanette agreed at the last Management meeting to take on the secretary's duties and asked that someone else might do more of the social organising. We have a regular core of happy hour and dining out activists, but someone new could have some different ideas that might bring more people together.

Any volunteers? Expressions of interest welcomed by Jeanette (660 7781), Ted McKeown (660 3917) or any other member of the Management Committee.



CHRISTMAS PARTY

Sunday 8 December 1991

Glebe Rowing Club, Ferry Road

1.00pm - 4.00pm

BOOK NOW!

NEW PRESIDENT & SECRETARY

At the last management Committee meeting, Ted McKeown agreed to step in as President. Ted and Alison (who is convenor of the KSA and Glebe Sub-committee) have been Glebe residents and members of the Society for about 20 years, and Ted has served in various capacities, including Treasurer and Bulletin editor, in the past.

Jeanette Knox, a former President of the Society, has agreed to take over as Secretary. Jeanette, who is a life member of the Society, brings a wealth of experience to this role.

The appointment of our new President and Secretary creates two casual vacancies on the Management Committee. One of these has been filled by the appointment of Jenny Pockley, a foundation member of the Society, whose knowledge and experience will be very welcome.

SOME GOOD IDEAS SEEN OVERSEAS

Marianne von Knobelsdorff

CHRISTCHURCH, NEW ZEALAND: Wires have been put underground by council. The costs were met by regular council rates and no levy has been imposed. The trees have since been allowed to grow which has beautified the city remarkably.

RIO, BRAZIL: Every Sunday one direction of the road that runs alongside the beaches is blocked off to cars. The street is then used by bicycle riders, roller skaters, joggers and the like.

GERMANY: When a building with a facade of heritage value is pulled down in order to be replaced with a new one, the facade must be retained and if it should be damaged or destroyed in the process the developer has to rebuild the old facade exactly as it was. Since this would be exorbitantly expensive, developers take extra care not to damage the facades.

Nearly all German towns, except the capital Berlin, have transformed their city centre into pedestrian zones. In the residential suburbs the special speed limit is 30km per hour (see photo taken in Hamburg).



Germans have more bicycles than cars, using them not only for recreational purposes but also as an efficient means of transport - non-polluting, not noisy, easy to get around with in town, doesn't get stuck in traffic jams, carries a lot and is good exercise. Cycle ways are everywhere, generally marked by a different kind of pavement or white markings on crossings. They have separate smaller traffic lights with pictures of bicycles in the red, yellow and green lights.

There are walkways along some foreshores with separate cycle ways nearly parallel to them, seen, for example, in Hamburg (photo) and along the Rhine. The cycle ways along the river Mosel attract week long cycle tours through beautiful scenery away from car emissions.



The government exercises strict control over the safety of old and new cars. If a car does not meet the high standards set, it will fail the government test and has to be taken off the road. The car fleet on the road is much younger than in Australia. New cars have to be fitted with a catalyst to reduce dangerous emissions and can only run on leadfree petrol which is generally cheaper than other petrol.

If a driver is stuck in traffic, for example, at the end of a long queue at a red light, he/she will stop the motor to avoid unnecessary pollution.

The streets are extremely clean. The council cleaning trucks and street sweepers are ever present. In smaller towns the residents clean in front of their houses themselves. They now all have the Otto garbage bins, neatly tucked away in garbage bays with doors fitted. When the bins need to be cleaned, residents ring the council which sends cleaners to scrub the inside of the bins.

Take-away food shops are required by law to provide garbage bins outside their shops.

Harbor land sale bungle

By WARREN OWENS

Seen in London and Switzerland as well as Germany were special garbage bins dedicated to dog excrement (see photo). The label reads 'no paper basket - robidog'. On the side is a dispenser for plastic bags and the dog owner uses the bag like a glove to pick up the excrement and throws it in the bin.

In smaller towns residents have a green Otto bin alongside the normal grey one, for the disposal of compost material which the council also collects.

To reduce the use of plastic bags, shops charge 10c for a good plastic bag. Lightweight shoulder bags made from natural fibres are now fashionable. Bottles are not only recyclable but also returnable for about 10c a bottle.



29 COOK STREET & JOHN FLETCHERS
Marianne von Knobelsdorff

The Harbour Group of Companies, owners of the 29 Cook Street block, applied to Leichhardt Municipal Council to have the site rezoned from 'Industrial Waterfront' to 'Residential and Open Space'. At its meeting on 15 October 1991, Council resolved that its town planners should prepare (1) a draft local environmental plan to rezone not only 29 Cook Street but also John Fletcher's and the Council Depot, and (2) a development control plan.

Both plans should be on exhibition in the very near future and the public will be invited to comment.

The application for a marina at 29 Cook Street has not yet been approved by the MSE.

AN Asian developer has snapped up three State Government-owned properties with spectacular harbor views after a public service tender bungle.

A senior bureaucrat admitted to The Sunday Telegraph the State Government properties had been sold "fairly cheaply" because of an ill-advised decision by a public service committee.

An Indonesian developer, Dr Pandean, and his wife have grabbed three historic cottages fronting Blackwattle Bay for only \$300,000.

The Planning Department has admitted this was well below the highest bidder - about \$1 million - and below bids of several others.

But a spokesman said the higher bidders did not meet all tender conditions, a claim certain to be contested by some unsuccessful contenders.

Dr Pandean has already re-sold one of the three Glebe Point properties to a fellow tenderer for at least \$600,000, according to an agent linked to the sale.

This means that he has effectively bought two waterfront cottages for little more than \$100,000, a price that has stunned local real estate agents.

"It's a real steal at that price," one agent said.

Planning Department chief Gabrielle Kibble admitted she had heard of the re-sale - made before unsuccessful tenderers were even notified - for about \$600,000.

Ms Kibble also confirmed a departmental valuer had placed a \$1.2 million "estimate" on the properties, but this had been disregarded by senior officers who felt it under-estimated certain costs involved in the project.

The tender requires the restoration of three historic houses on the Glebe Point site, a cost which could run to more than \$1 million; the departmental valuer had estimated this cost at \$600,000.

Asked if that deal made a mockery of her department's sale price, she admitted: "It certainly means that two houses were bought fairly cheaply."

- SUNDAY TELEGRAPH,

OCTOBER 27, 1991

LIGHT RAIL REPORT

John Hoddinott

While there are some hopeful signs, it would be hard to say that the implementation of a Light Rail system is about to burst out over Sydney.

There are five issues on which I can make some comments:

- The MetroWest proposal, based around the redevelopment of the Pymont-Ultimo area and White Bay, offers the most likely potential. The final State Government plans, following submissions, will be released I understand in November. The Glebe Society has been represented in the considerations of the plan, and Peter Strickland was the Society's representative. I once took part in an informal discussion about transport. As all Society members know, the track exists through much of the development area. However it is my impression that the Government would like the tracked system to be taken up by private enterprise. This is unlikely, in my opinion.

One proposal in the MetroWest plan is to move the country train terminals to the Everleigh Yards, and there has been a suggestion that the goods line may be used as an alternative heavy rail loop. Heavy and light cannot safely run on the same track unless separated in strict time divisions (say Heavy from 2am to 5am only), so such a scheme could sink the Light Rail possibility.

My other fear about MetroWest is that the assumptions about private/public transport ratios are unrealistic. I will wait for the final report before making some arithmetical calculations about private car movements and parking. Pymont-Ultimo presents a fairly difficult area to service easily by buses. The existing track should be used, and perhaps those in authority will finally face this obvious fact.

- A recent State Government report investigated the possibility of reinstating the old tram track system in the Eastern Suburbs area (Anzac Parade, etc.). The

conclusion, briefly, was that the area was well served by buses and the upgrading to Light Rail could not be justified. The important issue here is to keep the right-of-way intact and this seems to be succeeding.

- The continuing controversy about the five Balmain development sites rages. I believe that these proposals cover only about 30% of potential rezoning in that suburb. (Some of this potential area are included in the above MetroWest plan). It is possible that, if fully implemented, development in Balmain could increase its present population by between 60% to 100% and its car population by marginally more - the developments could be expected to attract fairly wealthy inhabitants who may have a slightly higher car/person ratio than at present. Private transport access to the Balmain peninsular is difficult now and any significant increase will paralyse traffic movement there.

The Glebe Society's Light Rail monograph written by Dr John Gerofi suggested a branch line to Balmain. My worry is that those who will make the final decisions about Balmain redevelopment are not ever to be affected by the dreadful traffic problems they will create. Better public transport will alleviate the situation.

- There has been a proposal for a Light Rail link between Circular Quay and Darling Harbour via Hickson Road. Trouble is that the vehicles which could run on the tracks are old trams. While this may be a 'fun fun fun' tourist trip, it will reinforce the incorrect view that Light Rail has not moved on from the 'toast racks' of the 1950s. I think it was a politician who denigrated Light Rail by saying that 'the trams' (sic) got in the way of cars. Until we reverse that concept we will suffer from more pollution, more traffic ongestion and more frustration. The solution is that Light Rail (and public transport generally) has to get in the way of cars.

- I travelled with my wife to some European countries earlier this year plus a touch of Asia. Generally, Sydney's traffic is pretty good in comparison with the many cities and towns we visited. We used the excellent Light Rail and Metropolitana (medium rail, let's say!) systems in Milan in northern Italy where we lived for six years some time ago. In a words, terrific. There are alternatives to cars, cheaper too. Many European cities are restricting car traffic in city centres. Sydney should try such a solution before the likely difficulties arrive.

If you visit Singapore, I recommend a trip on the city's rail system. It is not Light Rail, but it is wonderful. If only Sydney could enjoy such an innovation.

GLEBE FESTIVAL - 17-24 NOVEMBER

ALL-WEEK EVENTS:

Glebe Art Competition & Show: For the third annual competition, the theme is the spirit of Glebe past or present. Official opening at Gallery 77 on Friday 15 November at 6.30pm.

Glebe Photography Competition & Show: A new event open to amateur and professional photographers. The themes this year are the architecture of Glebe and the faces, places and moods of Glebe. Showing all week at the Glebe Courthouse, cnr of Talfourd Street and St Johns Road, with the official opening at 6.30pm on Thursday 21 November.

SPECIFIC EVENTS:

Saturday 16 November - 6.30pm - L'Atelier Art Studio, 84 Glebe Point Road - Multi-cultural Art exhibition opening. Show and studio open Sunday all day (\$5).

Sunday 17 November - 10am-6pm - Glebe Street Fair: Cars are out and people are in as Glebe Point Road celebrates. Street stalls, cafes and shops, bands, clowns, dancers, and acrobats and a Kids' Fair at Foley Park.

7pm - Music at St Scholastica's - the Goodchild Ensemble in the Chapel, 2 Avenue Road (\$10; children free).

Monday 18 November - 6pm - Cocktail Party at Lyndhurst, Darghan Street, with Marcia Capelli on Irish harp (booking essential: tickets \$15)

Tuesday 19 November - 7pm - Organ music at St Scholastica's Chapel; 8.30pm - St John's Bishopthorpe - organ recital & chamber music; 9.15pm - supper (tickets \$20; students \$10).

7pm - Sacred Theatre - L'Atelier (\$10)

7.30pm - Trivia Night at the Excelsior Hotel

7.30pm - Glebe Festival Gala Dinner - Darling Mills - music & fashion parade (Booking essential: \$50)

Wednesday 20 November - 6pm - Mass at St James, Woolley Street, with St Mary's Cathedral Choir

8pm - Magic lantern Show - L'Atelier

8pm - Music at Margaretta Cottage, 6 Leichhardt Street - The Reluctant Consort & Minisingers perform medieval & Renaissance music (\$40 includes drinks & supper)

Thursday 21 November - 7-11pm - Bands in the Pub - Excelsior Hotel

7.30pm - Celebration of Sound - Glebe Public School (outdoors) - (bookings \$12 from L'Atelier or \$15 at the door)

Friday 22 November - 7.30pm - Music at Sydney University - St Andrew's College, Carillon Avenue (\$20 includes supper; students \$10)

8pm - Full Moon Dance Party - L'Atelier (\$10)

Saturday 23 November - 2pm - Living History - walking tour of Victorian Glebe with Max Solling from Record Reign Hall, St Johns Road (\$7 includes afternoon tea at St John's)

8pm - Gala Musical Soiree - Margaretta Cottage (black tie, tickets \$40; concession \$20)

Sunday 24 November - 10am - Picnic in the Park and watch the Festival Regatta from Bicentennial Park

KSA & GLEBE.

Recent initiatives met with great success in the campaign to stop the Third Runway and ensure Badgery's Creek development takes place. The Canberra trip coincided with Sydney Morning Herald aviation writer Tom Ballentyne's coverage of David Lockwood's wind studies. The public meeting at Leichhardt Town Hall on 29.10.91 was very well-attended. Street stalls in Glebe Pt Rd attracted people, thereby helping to spread the message that it's not "fait accompli". The Mayor of Liverpool City Council, Mr Mark Latham, is calling for an immediate start to Badgery's Creek airport to kick-start jobs in the western suburbs. The next trip to Canberra happens shortly. More people are offering help on the campaign.

What's New?

We are now fighting to ensure no further changes to KSA's curfew are approved by the Minister for Aviation, Senator Bob Collins. He is toying with the idea of "noise caps", thus exempting aircraft presently restricted and allowing in many more planes. If you would like to use the Society's letter as a guide, please do so and write to the Minister: it is vital that as many people as possible tell him we reject any changes.

"Dear Minister,

Your letter of 17th September comments on proposed "noise cap" arrangements during Kingsford Smith Airport (Sydney) curfew hours, your commitment to protecting the community "as far as is practicable", community consultation and the community's fears.

**SYDNEY AIRPORT
AIRCRAFT NOISE
COMPLAINTS
ALL HOURS
TEL. 211 4570**

The Glebe Society repeats that there can be no more changes, allowances or exceptions to KSA's curfew. Sydney's inner-city community has conceded enough and from here on your Government needs to look after the community's interests, not those of the aviation industry.

We support residents who are closer and more immediately affected by aircraft movements during curfew hours. We are well aware of the likely long term effects of any further changes to the curfew; it seems that there is a strong push for KSA to become a twenty-four hour airport.

Badgery's Creek second Sydney airport is obviously needed now to cater for growth in air cargo, cheap flights and larger aircraft on an efficient, twenty-four hour operating basis.

The community would welcome a Ministerial Statement from you that no curfew reduction of any kind is under consideration."

We understand Senator Collins decided not to buy a home in the flight path of Darwin Airport because of aircraft noise, yet the Third Runway "would blast people out of existence"!

If you have signatures on the petition enclosed in the last edition of The Glebe Society Bulletin, please forward them soon to SSAC - address on the petition.

Alison McKeown. 660 3917.

Manage Kingsford Smith better...



FOR YOUR DIARY. PUBLIC MEETING, NO THIRD RUNWAY, THE GREAT HALL at SYDNEY UNIVERSITY, 18th NOVEMBER, 7.30pm. Politicians must hear our noise - our opposition - BE THERE !!

OLD GLEBE

7

Max Solling

THE PUB

A fundamental and important social institution at every level of suburban life was the pub, frequently occupying a corner site and, if evidence was needed of its position in the community, the growing number of pubs - rising from 13 in 1858, to 22 in 1880, to 27 in 1892 (632 persons per pub) - was ample proof. Working men referred to it as 'the local', a term signifying patronage by an established clientele from the immediate neighbourhood who shaped its drinking patterns. But the pub was attacked by the dedicated temperance forces who remained convinced that drink was ruining the country.

Their campaigns were successful in forcing a drastic reduction in the number of pubs in New South Wales and between 1901 and 1914 Glebe's pub population fell from 23 to 16. The Town Barrel Beer books reveal that drinking beer occupied pride of place in the leisure time of many Glebe men, and in 1914 they loyally supported their 16 pubs.

Though the pub remained very much a masculine republic in a male-dominated society, among the well-known licences of Glebe pubs were:

VICTORIA INN
Bay Street
Margaret Onan

CENTENNIAL HOTEL
(later the Harold Park)
Ross Street
Elizabeth Saunders

THE BRITISH LION
St Johns Road & Forest Street
Margaret Smyth

THE IMPERIAL
106 Glebe Street
Annie Brennan

THE CURRENCY LASS
Glebe Rd & Mitchell St
Margaret & Kathleen Toohy

THE FOREST LODGE
Arundel & Forest Sts
Anne Egerton

THE EXCELSIOR
101 Bridge Road
Mary Gee & Kate Dinan

THE GLEBE TAVERN

Greek St & Franklin Place
Mary Hanratty & Elizabeth O'Brien

THE KAURI

2 Bridge Road
Mrs R. Mulholland

THE KENTISH

67 Broadway
Mary Tye

THE SYDNEY

35 Glebe Street
Mrs A. Walters

More local pubs closed their doors for the last time in the early 1920s.

After 6 o'clock closing was introduced in 1916, the bottle and jug departments of pubs experienced a substantial increase in sales. Occasionally tripping home from the Burton Family hotel on the corner of St Johns Road and Gottenham Street, jug of beer in one hand, it needed a bold face to weave through a street gathering to listen to a City Mission temperance orator telling the crowd about the evils of drink. Housewives generally hid the ale under their black aprons.

(to be continued)

COMING EVENTS

FOLK ART: The Folk Art Group is having its Christmas exhibition and sale of members' work at 'Wychwood', St Scholastica's College, 4 Avenue Road, on Saturday 30 November. 10am-4pm.

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 8849(H) or 225 3613(W).

FOR YOUR DIARY

Wednesday 13 November - 6.30pm - Dining Out
at Rose Blues, 23 Glebe Point Road

Sunday 17 November - 10am - GLEBE STREET
FAIR and GLEBE MUSIC FESTIVAL begin

Monday 18 November - 12 noon - Monday Group
Christmas lunch at Sally Nelson's house, 1
Allen Street, Glebe Point

Wednesday 20 November - 7.30pm - Committee
meeting - Lyndhurst, Darghan Street

Sunday 8 December - - Glebe Society Inc.
Christmas Party - Glebe Rowing Club

Wednesday 18 December - 7.30pm - Committee
meeting - Lyndhurst, Darghan Street



THE GLEBE SOCIETY inc.

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 are ex-officio members of the
Management Committee

BAYS & FORESHORES

John Buckingham - 660 7780

BLACKVATTLE 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

Peter Strickland - 660 7624

TRAFFIC

Jeanette Knox - 660 7781

VENTWORTH PARK

Christine Stewart - 660 8324

ARCHIVIST

Lyn Milton - 660 7930 (H)

MANAGEMENT COMMITTEE

PRESIDENT: Ted McKeown 660 3917 (H)

SENIOR VICE PRESIDENT: Marianne
von Knobelsdorff 692 0916 (H)

JUNIOR VICE PRESIDENT:
Cynthia Jones 660 2451 (H)

IMM. PAST PRES: Andrew Wood 660 2194 (H)

SECRETARY: Jeanette Knox 660 7781 (H)

TREASURER: Edwina Doe 660 7066 (H)
922 3877 (W)

COMMITTEE:
Mavis McCarthy 660 5119 (H)
Jenny Pockley
Peter Strickland 660 7624 (H)
Christine Whittemore 660 7969 (H)

Bulletin Editor: Jeremy Long 692 8742
Membership List: Patricia Jackson 660 8849
New Members Rep: Sue Littleton 660 5610
Monday Group: Sally Nelson 660 6138

MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Ordinary \$22, Additional household members \$5
each, Student/Pensioner \$8, Institutional \$28.

Write to P.O. Box 100, Glebe 2037 or ring Sue
Littleton on 660 5610 for information.