

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

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DIGGERS MEMORIAL AT GLEBE

Bill Nelson

Present at a recent review meeting of the subcommittee was Alex Kolozsy, sculptor, whose most recent relevant commission was a rebuilding and restoration of 'Winged Victory', a war memorial statue standing outside Marrickville Council Chambers. Our meeting included an inspection of the memorial. Dr Kolozsy is now to submit a quote to carry out the restoration sculptures.

We have been able at last to get to this point since an archival inquiry commenced some months ago has at last, and even unexpectedly, borne fruit. Eventually, Council of the City of Sydney Archives indicated that they held photographs of the memorial. On making a visit, these proved to be black and white negatives of good size showing clear detail of the memorial from two angles taken in 1952 or 1953. In particular, it is confidently expected that enlargements, which are in process, will give us the detail needed to enable reconstruction of the Digger - formerly we held only blurred images of this missing bust.

With quotes in hand we can proceed to make submissions to funding or other relevant bodies, for example, Heritage Small Grants, RSL, and Glebe Chamber of Commerce. There should be the widest possible community involvement - both to achieve continuing awareness and interest in a revitalised memorial and to win financial support for the restoration work.

Advice and suggestions by members on this program will be welcomed.



PUBLIC ENQUIRY INTO LEICHHARDT COUNCIL

Peter Strickland

The Commission of Enquiry into Leichhardt Council has now made its report which, while criticising some aspects of the effectiveness of Open Council, gives some encouragement to the continuation of the public participation processes started by Council. Its recommendations include the setting up of precinct committees, an overall strategic plan and a clearer definition of how Open Council should work.

Andrew Wood made a key presentation to the Commissioners, which was published in the December 1990 Bulletin.

We have a copy of the recommendations and findings of the Commission. Full copies of the report are available at Council offices and local libraries or can be obtained from the Department of Local Government and Co-operatives for \$10. Phone 793 0793 if you want one.

Ald. Neil Macindoe

This is the first time I am being published by the Bulletin as an alderman, and I shall try to give you some idea of what is happening at Council.

Most of you will have received a copy of The Leichhardt Leader, a Council newsletter that will be published six times each year. There you will have read about the main initiatives the new Council is taking: greater consultation with residents through precinct committees, greater concern for the environment, including increased recycling, and improved planning.

The most positive aspect of the new Council is that there is so much agreement about what needs to be done, and strong support from Council staff for reform. However, these changes have to be pursued at the same time as lifting Council performance generally. It is a massive task.

I am the only alderman from Glebe, although one other lived here many years ago as a student. Being on Council gives me the opportunity to push along numerous schemes for improvement, many of them originating with the Glebe Society. Quite frankly, I believe Glebe has been neglected by Council for many years, and there is scope for a great deal to be achieved. I am glad to say that so far I am satisfied at the level of support my efforts on Glebe's behalf have received, from both aldermen and staff.

BICENTENNIAL PARK, STAGE 2

It is very gratifying that this major project of the Glebe Society has been completed with the addition of the Annandale side of Johnston's Creek. John Buckingham proposed the motion that got us the park at the public meeting on Monday, 4 November, 1991. Council will seek funds for landscaping, but in the meantime it should be possible to have it turfed in the autumn.

There are extracts from newspapers in this Bulletin showing my efforts on your behalf. Congestion at the present bridge causes traffic to divert through residential streets in Glebe. A new bridge is necessary to obtain any benefit from the new road construction at White Bay and the City-West Link Road.

DEVELOPMENT

For the last three years Glebe has been extraordinarily lucky in fending off unwelcome developments. However, it is clearly State government policy to push development in the inner city as hard as possible, no matter what its effect on existing residents and the heritage of the area may be. The Abbey Restaurant, Mandelbaum College, Meloy's, 28 Allen Street and the corner of Ferry and Glebe Point Roads have all been given the green light. Others may quickly follow. Both Council and resident groups must intensify their efforts if we are to save what we love from incremental destruction.

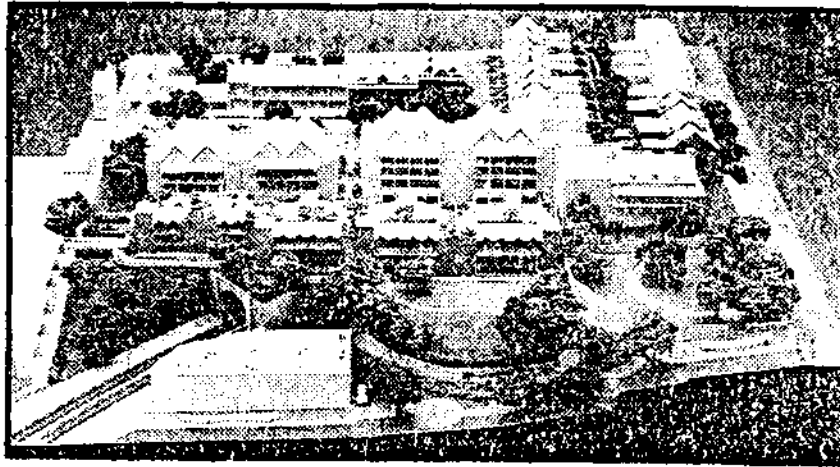
I have spoken to many members since my election, as well as attending the Christmas Party and the January Management Committee. I intend to remain on very close terms with the Society and other groups in Glebe. Suggestions and requests are welcome. I have already received and acted on quite a few. Please ring me on 660 0209 or call at 56 Wigram Road and discuss issues affecting Glebe or the Municipality generally.

EFFECTS OF URBAN CONSOLIDATION

Peter Strickland will be one of the three speakers at a Seminar convened by the Institution of Engineers, Australia. He will discuss the problems posed by urban consolidation in inner city areas.

Date: Friday 6 March 1992
 Time: 5.30 for 6 until 8pm
 Venue: IEAust Auditorium
 Gr Fl, 118 Alfred St
 Milsons Point

The meeting is open to anyone wishing to attend.



The Glebe housing project vs. "urban madness".

Court approves Glebe housing development

SMH 25 January

By RAY McCANN
and LUCY MACKEN

A large housing development in Glebe, which Leichhardt Council rejected as incompatible with the historic area, was approved yesterday by the Land and Environment Court.

Blackwattle Hill Pty Ltd had appealed to the senior assessor, Mr Peter Jensen, and assessor Mr Trevor Bly against the council's refusal of plans for 66 dwellings — 18 terrace houses with attics and 48 units, some three-storeys high — contained in seven buildings fronting Lombard and Avon streets, Palmerston Avenue and Ferry Road near Blackwattle Bay.

Old industrial buildings, formerly occupied by the carrier John Meloy Ltd, will be demolished to make way for the multi-million-dollar project, which includes 145 parking spaces, landscaping and open space. Some units will sit above a railway tunnel, part of the Darling Harbour goods line.

Leichhardt Council's solicitor, Mr Paul Schofield, told the court the development was too big and too high. He said 30 objections had been lodged by residents, including those in Lombard Street, who would lose city views.

But Mr Dennis Wilson, for the developer, said no adverse impacts would result from "this modern form of the existing development". On the contrary, its attractiveness would compensate for the minimal view loss.

The assessors were satisfied that the site's "uniqueness" distinguished it from others, and getting rid of the old buildings would be a major improvement without any damage to the historic townscape. They upheld the appeal, subject to conditions, including the developer providing a \$265,980 bond for landscaping and open space.

The Mayor of Leichhardt, Alderman Larry Hand, described the decision as "urban madness, not urban consolidation".

Leichhardt Council refused the plans put forward by Blackwattle Hill Pty Ltd, in favour of lower-density housing and more open-space development in the area.

The court has approved plans for 66 dwellings near Blackwattle Bay, and the industrial buildings now on the site will be demolished to make way for the project.

"It demonstrates that the environment court is lacking in an even two-way judgment," Ald Hand said. "It is a gross over-development of the site."

Ald Hand said the council's code plan had been generous to developers and allowed for 54 units in the area, 12 less than allowed by the court.

"The court has delivered a decision in line with [State] Government moves to shove as many people in the city as possible," he said. "It seems a pity that the court is subservient to that view."

Leichhardt Council hopes to decide next week whether it will appeal the decision.

Leichhardt Municipal Council has resolved to rezone land at 29 Cook Street, the John Fletcher and Council depot sites, Glebe, from 'Waterfront Industrial' to 'Residential and Open Space'.

The 'Draft Local Environmental Plan' plus the 'Development Control Plan' will be on public exhibition at Leichhardt Municipal Council and possibly also at Glebe Library from Wednesday 5 February to Wednesday 19 February 1992.

Following exhibition Council will be considering a report on the proposed rezoning in the light of any submissions received by them by 19 February.

As these plans are dealing with a large area along the foreshores of Blackwattle Bay, the outcome will be important for all residents of Glebe regarding unencumbered public access to the waterfront, pedestrian and cycle ways in relation to density and height of future residential developments, traffic and parking.

As these properties are adjacent to the Glebe Rowing Club, it would be important that any proposed developments particularly on the water do not interfere with their rowing course.

These plans could provide a further step towards the pedestrian link on the foreshores between Balmain and the City.

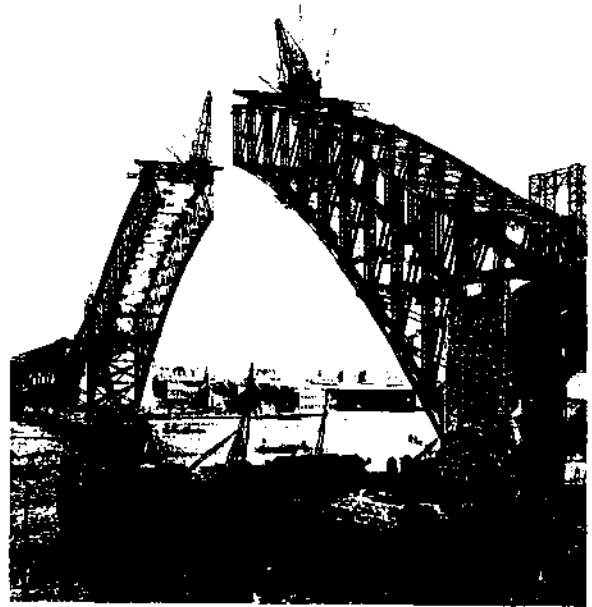
Please inspect these plans and pass your comments onto our Council in writing.

Come to the NSW Urban Environment Coalition's major conference for 1992. SAVING OUR CITY.

*the car & transport infrastructure *neglect of population capacity *employment.

YWCA Conference Centre, 5-11 Wentworth Avenue Darlinghurst. Saturday 29th February 1992. 9.30am - 4.30pm.

Speakers: Jack Munday, Dr David Hughes, Jeremy Dawkins, Jan McCredie, Warwick Giblin, Ted Mack (invited). Cost: Members \$15, Non Members \$18. Ring Peter Strickland for details and registration: 660 7624



LEICHHARDT BICYCLE USERS GROUP (LBUG)

Marianne von Knobelsdorff

In the beginning of 1991, a Bicycle Users Group within the Municipality of Leichhardt was formed as a local committee within the Bicycle Institute of NSW (BINSW).

LBUG is an organisation of bicycle riders who live in our Municipality and who are committed to working for greater local provision being made for cycling both as a means of transport and as a leisure pursuit.

In May, 1991 a Submission was sent to LMC and an updated one was resubmitted to the new Council in January 1992. On 9 January a small delegation had been invited to have a meeting with the Mayor Ald Larry Hand and Ald Nick Masterman.

We are also organising monthly rides. During our first ride on 19 January 1992 to Homebush Bay, which 27 riders participated in, the Mayor addressed us, saying that our submission will be dealt with in Council in a month' time.

Our next ride is on Sunday 9 February 1992, starting from Leichhardt Market Town, Marion Street, at 9.30 am. We will take the Mortlake Ferry to Putney and ride to Parramatta along the Parramatta Cycle Way. (25 km one way, one can take the train back)

If you wish to join the rides or have any idea about improving cycling in Glebe, particularly along the foreshores, please call 692 0916 or write to the Society attn. Marianne von Knobelsdorff.

A BRIDGE TOO HIGH

TAXPAYERS are spending an extra \$90 million to raise the height of Sydney's proposed Glebe Island Bridge although only two large ships need to pass underneath it.

A Leichhardt Council alderman said the Federal Government-funded bridge's planned 27m clearance over Blackwattle Bay was too high and an adequate structure could be built for \$70 million instead of \$160 million.

Alderman Neil Macindoe said the two vessels, a coastal bulk cement carrier and a bulk blue metal carrier, were the only ships which needed such a clearance to enter the bay.

And one of them, the CSR-owned cement carrier MV Goliath, will only use its unloading facilities in the bay for another 18 months.

The other ship is the 4000 tonne bulk carrier Camira, which is leased by concrete company Pioneer.

A spokesman for Pioneer said it was vitally important to its operation that the new bridge be 27m above the bay.

"We have a lease until the year 2001 on our blue metal handling facility in the bay and we would rather bring in the blue metal by the shipload from the South Coast than by hundreds of truck journeys," the spokesman said.

But Mr Macindoe said the bridge's design had forced up the cost by \$90 million.

"The height of the bridge's deck has been made to 27m for the sake

By JIM O'ROURKE

of two ships when they could have built a cheaper bridge with lower clearance.

"A 12 to 15m clearance is more than adequate for the amount of craft using the bay at present and the narrowness of the stretch of water it covers only needs a small bridge which could be built for \$70 million.

"The money saved could go towards moving the cargo-receiving terminals from Blackwattle Bay to the other side of the bridge."

NSW Roads Minister Wal Murray yesterday claimed the benefits of the "Golden Gate" style bridge outweighed the relocation costs, which would have to be paid to the owners of bulk shipping facilities in Blackwattle Bay.

He said the six-lane bridge needed to be 27m above water level.

Construction of the bridge may be under threat, however, with the RTA saying it was "reviewing its options" after the Federal Government refused to guarantee more funding.

made an early start one morning to meet with a journo and photographers. Unfortunately they were diverted to another story and we were 'stood up

Wal Murray's comments later (in The Glebe) denied claims of funding delays, but failed to clarify the situation completely, since Mr Greiner was also quoted as suggesting that Federal funding for the bridge would be a suitable project for Mr Keating to consider when looking for means of increasing employment.

The Society still questions the need for so large a bridge. The needs of industry for large ships in Blackwattle Bay are minimal, and it is difficult to imagine that the cost of relocating one or two industrial operations, to remove the need for large ship access to the Bay, would not be substantially less than the cost differential between the proposed 'skyhook' and either refurbishment of the existing Glebe Island Bridge or the building of a much more modest structure with a lower span. We believe that improved traffic flows could be achieved at a lower cost than is currently projected.

More money would be available for improving public transport too - and this is also on the Government's agenda: an even greater potential long-term employment benefit than that of building an enormous bridge.

A whopping subsidy

SIR: The reason for the cost of the proposed new Glebe Island Bridge (*Herald*, January 13) is its great height. On the advice of the Maritime Services Board, the Roads and Traffic Authority designed a bridge high enough for the tallest ship that enters Blackwattle Bay. There is only one ship that tall, and it enters the bay to deliver gypsum just a few times a year. To subsidise this rarely-used private facility, the taxpayers are being asked to fork out millions of dollars. No wonder the Federal Government has balked at this extravagance.

The NSW Government should redesign the bridge to be cheaper and lower, retaining Blackwattle and Rozelle bays for the smaller craft and rowers that use them regularly.

(Ald) Neil Macindoe,
Leichhardt Municipal Council,
January 13
Leichhardt.

SMH 16 January

Telegraph Mirror 2 January

GLEBE ISLAND BRIDGE

Jeanette Knox

The Sydney Morning Herald report of 13 January that funding problems might cause the abandonment of plans for a new Glebe Island Bridge led us to send a letter to the Editor suggesting that this might not be such a bad thing and that traffic flow improvements could be achieved with a less monumental effort. While this was not published, there was some media interest in the Society's views at least to the extent that several members of the Society

The Environment Minister's Third Runway Report (300 pages) was released and voted on within hours on the 12th and 13th November, 1991. The community's opportunity to comment was hardly available! Despite concerns in the report the Third Runway was approved, wrapped up in the Prime Minister's job statement.

The Western Sydney Regional Organisation of Councils (WESROC) commissioned report on employment was released days later. It confirmed Badgery's Creek Airport would generate more jobs than the Third Runway. The Government later voted to commence Badgery's Creek Airport development, starting with a 1800 m. runway - which is an excellent start. Indeed, this runway could handle two of every five aircraft movements from KSA. There is no need for a Third Runway.

The economics of both airports has been closely scrutinised in recent letters published in the Australian Financial Review. The Third Runway is a poor performer. Can this country can afford it?

Second Sydney Airport Coalition (SSAC) is committed to support construction of a second airport for Sydney and to oppose uneconomic and environmentally unsound development at Kingsford Smith Airport. The coalition's latest 8 page newsletter is full of information: please ring 660 3917 for your copy. Assistance is required to help with the coalition's work; tel. 569 0585, Address: PO Box 291; Camperdown. 2050.

If you would like to become involved locally, please phone me: 660 3917.

Watch the media for reports of the Municipal Council's Federal Court challenge regarding the Environmental Impact Statement.

For Your Diary: Next open SSAC meeting - Wed. 26th Feb. 7.30pm, Old Fire Station, Mitchell St. Glebe.

THE BUTCHER, THE BAKER...

Butchers' and bakers' shops were generally located along the suburb's main arteries. In 1901 each of the 16 Glebe butchers serviced an average of 1200 residents, and the 7 bakers served about 2750 people each. Many were family businesses operating in Glebe for decades: bakers John Heil, William Hammett, Berthold Stehr, Thomas Martin, John Purves, Martin Wengert, August Heinrich, Charles Vass, Joseph Wrobel and Christian Raith were local identities. They worked an 80-hour week but, with increasing mechanisation, Purves Bakery, established in 1871 at 93 St John's Road, and Raith's Bishopthorpe Bakery, at 62 Glebe Road, emerged as the suburb's largest.

Forest Lodge people bought their meat from William Alleyne (176 St John's Road) and William Lumeth (271 Bridge Road), other well known Glebe butchers were:

Andrew Knox
56 Cowper Street

Edward Miller
36 Bay Street

James Cochran
176 St John's Road

Albert Goose
116 Bridge Road

Richard Briant
123 Glebe Road

Henry McMahon
142 Glebe Road

J. R. Wood
329 Glebe Road

and, in more recent years,

Stan Hayes
329 Glebe Road.

Just as Germans were prominent as bakers, from 1894 Italians began operating as fruiterers in Glebe: the Arena family (Sebastian, Nicola, Stephen, Pasquale, and Vincenzo), Antoni Caleo, Filippo Cascio, Giovanni Cincotta, Giacomo Costa, Frank Dalbora, Giovanni Divola, Joseph Licciardi, Antoni Picconi and Tauro and Ristuccia.

THE GLEBE SOCIETY'S CHRISTMAS PARTY 1991
Marianne von Knobelsdorff

On 8 December 1991, 50 members attended our Christmas Party, held in the Glebe Rowing Club. As the weather was beautiful, we were able to enjoy the spectacular views. The diners were delighted about the generous spread and variety of the seafood buffet.

We did not only indulge in culinary, but also in mental delights: Max Solling, the Society's historian and a wonderful raconteur, held a slide show for us about the history of the Glebe Rowing Club which captured our fascination, particularly as he presented us with interesting anecdotes and rare photographs.

Our sincere thanks to the Glebe Rowing Club and Max Solling who made also this Christmas Party a memorable occasion.

GLEBE FESTIVAL REGATTA

Robyn Mackney
Captain of the Glebe
Rowing Club

Glebe Rowing Club held a very successful regatta on Rozelle Bay on 24 November 1991 in conjunction with the Glebe Festival.

This was the first rowing regatta on the bay for several decades - since the Sydney University and Police Rowing sheds were on its shores.

The regatta had a good representation of competitors from Drummoyne, Leichhardt, Balmain, Sydney & Glebe rowing clubs and all rowers commented on the Bi-centennial Park which afforded excellent viewing for spectators. The competitors enjoyed the good course that Rozelle Bay now provides having been cleared of barges, poles, and the ferry, and we were able to show the other metropolitan clubs what fine waters we have access to.

A large cash prize was won by Sydney RC, narrowly defeating Leichhardt RC, and this was made possible by the generous sponsorship of Leichhardt Municipal Council, the Glebe Advisory Group, the Excelsior Hotel and Allan Phillips Boats of Lilyfield.

At present Glebe RC holds its major regatta on the Nepean River but we are considering promoting the Glebe Festival Sprint, with its local support, as our major event of the rowing season.

GLEBE SOCIETY ARCHIVES

Lyn Milton

The Society's Archivist is anxious to obtain access to all of the Society's records which are not in current use. Would all past Management Committee members who hold records of the Society please contact Lyn Milton (home phone 660 7930) by Wednesday 12 February in order to discuss the type and quantity of records in their possession.

At present we are only interested in the Society's official records. Members who have photographs or programs of the Society's activities (or anything similar) are asked to keep them as they may later be needed to supplement the Society's records.

MONDAY GROUP

The first meeting of the Monday Group for 1992 will be on 17 February at 12 noon at the home of Pat Moore, 7/26 Cook Street, Glebe Point.

Bring lunch for one.

DINING OUT

A group of Glebe Society members gathers each month at a different one of Glebe's many excellent eating places. This month we are dining at Pastime - formerly the Ragtime - at 85 Darling Street, on Tuesday 11 February at 6.30pm. Pastime accepts credit cards and is licensed but allows BYO (corkage \$2 per bottle).

Please phone Ian Edwards on 660 6406 a few days beforehand to make your bookings. New diners are always welcome.

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).

RED CROSS

The Red Cross will be organising a doorknock appeal in the Leichhardt area from 15 to 22 March and is looking for volunteers. If you are interested in helping with the collection or in forming a local committee, David Cook (phone 229 4254) would be very pleased to hear from you

FOR YOUR DIARY

Tuesday 11 February - 6.30pm - Dining Out - Pastime, 85 Darling Street

Monday 17 February - 12 noon - Monday Group - 7/26 Cook Street, Glebe Point (Pat Moore's home)

Wednesday 19 February - 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

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

- 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)
391 3000 (W)

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 660 6363 (H)
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.