

# THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 2 OF 1993

APRIL

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## THE GLEBE MARKETS

### Standing Room Only At Council Meeting

A recent meeting chaired by the Mayor, Ald. Larry Hand at Council on 8 March demonstrated that the Glebe markets held at the school grounds on weekends have become a divisive issue in the community.

The meeting was the outcome of a request by residents to which it is understood council sent around 16 invitations to representatives of residents and the markets.

The level of feeling in the community resulting from the expansion of the markets became evident as not only invited representatives but about 50 residents as well as business representatives joined the meeting - many to voice their discontent of the effect of the markets on their lifestyles. Had the meeting been held locally and out of work hours, many more people would have joined it.

While the markets have been significantly expanded since 1990 into a development now comparable to a shopping centre, for people affected by the development this appeared the first opportunity to be able to contribute to a public forum to discuss the issues.

Concerns raised at the meeting included the disruption to people's lives from traffic congestion, lack of parking, noise and music, rubbish and the condition of the school facilities. Residents also commented on the problems of living with the behaviour of large crowds drawn to Glebe as a result of the promotion of the markets as a 'weekend destination'.

The meeting ended with residents arranging to nominate spokespeople to negotiate further. These include Peter Wright, Cathy Percival and Fiona Campbell. A Local Environmental Plan has since been finalised and, when approved, a development application can be lodged to run the markets in the school grounds.

### Balancing the Pros and Cons

For some time residents have expressed individual concerns about the markets. There have been approaches to the organisers, council, the school and the member for Port Jackson, Ms Sandra Nori, who indicated in a letter of last 30 April that she has received numerous complaints about the effect of the Glebe markets on local residents and urged council to consult extensively with affected residents.

At the heart of the matter, it needs to be made clear that many residents are very supportive of the school and so on this basis they support the idea of a market as it brings revenue - \$1300 a week - to the school. For many people the issue centres on their size and operation. Paddington markets, for example, is run only on Saturdays and appears to be limited to 250 stalls to accommodate both operators and residents.

While the market Co-ordinators have written that '*the markets affect one day of the week only*' - the Sunday markets being the busier of the two days with up to 350 stalls or more - many residents consider Sunday as a day of rest and recreation after a busy week.

In the words of one resident, Faye Gardiner: '*I am a non-user of the markets. The biggest issue for me is the noise. The [traffic] fumes also affect me. I find the litter offensive. I don't have a car because of frustration levels because I can't park in my own street on weekends. There's a lack of convenience for visitor parking. There's a major decrease in the quality of life. I moved here because, although it may have been busy during the week, it was quiet on Sundays. It was a peaceful street four years ago. I've seriously considered moving*'.

Residents are now waiting on a meeting with the Mayor and market organisers to work out a balance for the organisers and the people who live here.

Twenty seven businesses associated with the sale of food recently signed a petition 'registering our opposition to the Leichardt [sic] Municipal Council granting any form of permission or approval for the sale of food or beverages in the Glebe Primary School grounds on weekends.'

Objections were based on the following grounds:

1. There are no health or sanitary provisions for the sale of food and beverages, i.e., no hot and cold water facilities and no refrigeration available for use by these (approximately fifteen) stalls.
2. There are approximately 50 shops which sell food and beverages in Glebe Point Road. The trade of these shops is being detrimentally affected by the activities of the market food stalls.
3. Shopkeepers are paying very high council and water rates on the basis of their present commercial zones.

Representatives of two businesses along Glebe Point Road, Roger Mackell from Gleebooks and Dale Makeri from Café Libanais recently spoke with the Mayor on the markets.

Dale said she believed shopkeepers have concerns with the lack of consultation between the market operator and the shops.

*'Shopkeepers wish to make it clear that while they support the markets and benefit of the financial return of the rent to the school, they express particular concern with the increase of stalls and effect on traffic and congestion and parking in the area', she said.*

The Glebe Society welcomes the goal of the Department of School Education to 'encourage community participation in the education process'.

The Director-General of School Education, Dr F.G. Sharpe has written that 'effective schools are characterised by a powerful commitment and deep involvement of the local community, particularly parents, in the life of the school.'

The new principal of Glebe Public School, Mr Greg Buddle, has listed the members of the school council. Their positions are also listed.

- Sandra Nori – Member, Port Jackson –community
- Larry Hand – Mayor, LMC – community
- Ken Eltis – Prof Ed, Sydney Uni – community
- Alan Hedger – parent
- Jenny Hedger – parent
- Paula Rix – parent
- Richard Ware, Pres, Chmbr Cmmrce – community
- Judy Mc Cumstie, Market Organiser – community
- Rose Hogan President, P&C
- Lotte Ceissman– ASSPA – Aboriginal Community
- Maria Kapina – teacher
- Vicki Pogulis – teacher
- John Robb – teacher
- Greg Buddle – Principal

Glebe & Western Weekly 17 March 1995

# Glebe residents lobby over markets

GLEBE residents have formed themselves into an action group to voice their opinions on the future of the Glebe markets.

The Glebe Residents' Action Group will not fight for the abolition of the markets but rather lobby for a restriction in the size of the Sunday market.

Group member Peter Wright said the problem for most residents was that the markets, held at Glebe Public School, had become too big and were denigrating residents' lives on weekends.

The residents were particularly concerned with traffic and pollution in Derwent, Cowper, Catherine, Arundel and Mitchell Sts.

He said prior to the markets residents had some privacy, but now this had changed and residents could not even

park near their homes. Mr Wright said the biggest problem was the Sunday market which was about two to three times larger than the Saturday market.

He said the markets were originally started as a means of raising money for Glebe Public School but the school was no longer getting enough profit from money raised to justify the residential inconvenience.

"There is anywhere between 450 and 600 stallholders there every week and at \$20 a stall there has to be anywhere from \$9000 to \$12,000 raised," Mr Wright said.

"But only \$1300 of the money is going to the school," he said.

But market organiser Judie McCumstie said the market was a boon to the school and community and it was only a small group of people who felt animosity towards it.

Ms McCumstie said the amount of money which came in from the markets varied each week.

Leichhardt Council presently has little control over the markets because they are not included in a local environment plan, but this was expected to change this year.

Jeanette Knox

Recent meetings of Leichhardt Municipal Council's Traffic & Transport Advisory Committee have included:

- \* consideration of a draft pedestrian policy, which has now gone to Council and is to be advertised for public comment;

- \* presentation of a discussion paper on public transport in the Leichhardt Municipality prepared by Mr F. Singleton;

- \* Light Rail and the possibility of organising another train ride to publicise the need to extend the Light Rail route beyond the Fish Markets (the limit of the State Government's plans so far);

- \* bicycle policies and routes.

#### Public Transport Discussion Paper

The Committee, while not supporting all the proposals detailed in Mr Singleton's paper, agreed that it was an excellent foundation from which to develop a policy for the Municipality.

The paper is based on the assumption that a good transport system will:

- \* reliably and effectively move people from where they are to where they want to be;
- \* cater for the needs of all people;
- \* move people with the minimum environmental impact and particularly with minimum pollution;
- \* be safe, both as it operates and in respect of people walking home at night;
- \* be consistent with our heritage;
- \* operate with minimum interference with other people, who are not using the system;
- \* be inexpensive and make use of existing capital infrastructure;
- \* encourage employment in the area;
- \* be funded.

The paper suggests the following standards as a starting point for discussion:

- \* in the State of New South Wales, a five minute walk from the nearest bus, ferry or train stop;

- \* a person should at any time be able to get from any place in the municipality to another place in it within half an hour;

- \* a person should at any time be able to get from any place in the municipality to the Sydney CBD in half an hour;

- \* a person should at any time be able to get from any place in the municipality to anywhere in an adjoining municipality within three-quarters of an hour;

- \* a person should at any time be able to get from any place in the municipality to anywhere in the Sydney metropolis in an hour and a half.

No single solution is seen for the transport problems of the area. Planning is advocated on a global basis. Different modes of transport would be integrated on a grid system. This is envisaged as involving large vehicles (e.g. trains & State Transit ferries) travelling to and from the centre and across town and stopping fairly infrequently. The gaps are then filled by smaller vehicles (e.g. mini-buses & small ferries) which feed passengers to and distribute them from interchanges (e.g. large wharves and railway stations).

Planners should ask what an area's transport needs are, and what system would best satisfy them. In Leichhardt these needs are seen as:

- \* to get people from Leichhardt to the CBD and back; to meet this need large vehicle express services are needed such as Light Rail and State Transit ferries;

- \* to get people to and from the express services, to get people to and from different suburbs, and to get people to and from neighbouring municipalities; this need could be met by medium sized measures such as trams, State Government buses and small ferries;

- \* to get people to and from places within their suburb; a mini-bus service and improvements to the pedestrian's environment should be considered



#### 1929 Timber Strike.

Information about the 1929 timber strike is sought by research student. If you remember anything about the strike or know anybody who might, could you please contact Diane van den Broek, ph: 550 2438, or write to 22 Raper St., Newtown. 2042.

Bill Nelson

The goods railway line that runs in a tunnel under Glebe will be closed by the State Rail Authority at the end of April. The track, which forms a loop between Summer Hill and Redfern, is thus now available for an inner city light rail (tram) system and it is essential that no part of it should be sold for profit by the State Government. A previous SRA objection to permitting trams to use the line was that it was also used by the occasional goods train and the SRA was against a line being shared by heavy and light rail systems.

The State Government has decided to proceed with plans for a light rail system linking the railway colonnade of Central Railway Station with the Fish Markets (via Belmore Park, Hay Street, George Street and Darling Harbour). Between Darling Harbour and the Fish Markets the system will use the existing railway line. The total cost of the proposed system is \$40 million with \$24 million of the total provided by the Federal Government's Building Better Cities Program. It is also proposed that private capital will be provided and that the system will be privately operated. A private firm of consultants has been appointed to draw up an environmental impact statement which will go on public display in June 1993.

It is important for the Glebe Society to now formulate its policy on a light rail system to our suburb. It will be necessary for the Society to convince both the State Government and private developers that the proposed system should be extended from the Fish Markets to Glebe, and on to the adjacent suburbs. Any members of the Society who would like to join the Light Rail Subcommittee and assist its work should contact Andrew Wood. Please feel free to give your ideas to Andrew or any member of the Management Committee.

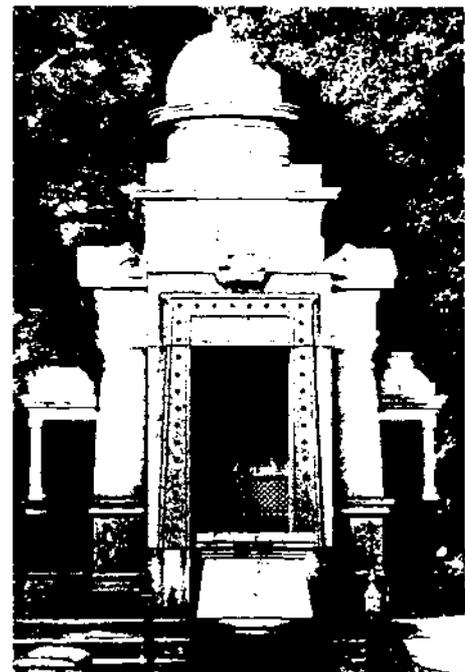
#### PORT JACKSON PUBLIC TRANSPORT QUESTIONNAIRE

Sandra Nori distributed a questionnaire in her electorate of Port Jackson last year asking for input on public transport in the area. The responses have now been analysed and the main findings are summarised in Sandra's letter, which is included with this Bulletin. Jeanette Knox (060 781) has a copy of the report available should anyone wish to see it.

It is a great pleasure to report that enough support has come in to enable a start on stage 2 of the project, and this is being negotiated now. The funds received a welcome fillip from the Glebe Society staff on 22 March, organised and managed by Alison McKeown, to the extent of \$350. A stall arranged by Carol Twist and friends on 29 March contributed \$194. Thanks and well done, Alison and Carol, and all who helped and donated! And Carol has another stall arranged for 27 March at Darlinghurst.

In order that we may proceed to Stage 2 and complete our project within the time frame which allows us to claim our dollar for dollar grant from the Department of Planning, we appeal to members of the Society and friends who have not yet contributed to consider helping now. Remember your dollar means two dollars to the appeal fund - and donations are tax deductible.

Inquiries to Max Soling (060 1160) and donations to the Hon. Treasurer, 1 Allen Street, Glebe, 2037.



At Neil Macindoe

There is quite a lot of good news this month

### **RTA sign and stanchion**

This has been removed from the corner of Glebe Point Road and Broadway. The Jubilee Fountain project can now proceed. Thanks to Bobbie Burke and Sandra Nori for their support, and to the Municipal Engineer, Peter Head, and his Deputy, Greg Walsh, for finding an alternative site.

Brickbats to the developer of University Hall for suppressing a report that would have assisted the Society's campaign to retain the 1850s terraces on Broadway. However, the magnificent timber roof of the billiard room will be retained in an arcade.

### **Jubilee Park Playground**

Glebe is likely to see the long delayed upgrading of this very inadequate playspace thanks to the efforts of Genny Kang, Louise Schweikert and past and present parents from Hilda Booler, who have the Mayor by the short and curlyes.

### **Pudding Shop**

The owners have succumbed to resident and Council pressure, and agreed to discussions about a more sympathetic replacement for the current shopfront. Thanks to all members who wrote and joined the boycott, especially Karen and Bruce Viles. Please keep up the good work a little longer until there is a satisfactory solution.

### **Light Rail**

Andrew Wood and myself attended a conference on light rail at the Golden Gate Hotel, Ultimo on 24 March. There was strong support for extending light rail beyond the fishmarket, through Glebe and to Leichhardt Marketplace from interested firms

### **Melays**

On 2 March Council approved a development of a total of 58 units and terrace-style townhouses of various sizes for this site, the source of so much aggravation in the past. There will be 1640 m<sup>2</sup> of additional public open space along the cliff-top joining two existing reserves. Views will be preserved.

### **Corner Ferry and Glebe Point Roads**

I am often asked about this new development, which involved the demolition of the 1840s Gardener's Cottage.

There will be underground parking accessed from Ferry Road, four shops at ground level with fronts like Eric Shaw's cobblers shop, and office space above with two flats at the rear. Although it is unfortunate the Georgian cottage was lost, the new building has been carefully designed to complement the existing shops.

### **LEICHHARDT AND ITS ENVIRONMENT**

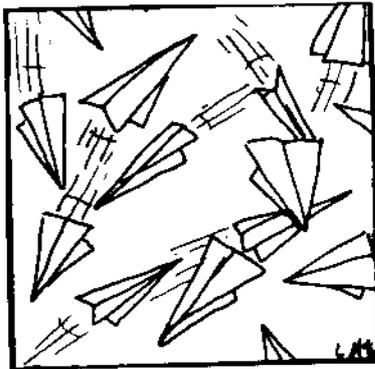
Bergit Seidlich, Environment Officer with the Leichhardt Municipal Council, spoke to a small meeting of Glebe Society members at the Glebe Court House on Monday 15 March. We were sorry that more people were not able to attend since Council is seeking feedback and input from residents.

Bergit's responsibility at present is to prepare an environmental strategy for the Municipality. Once this is adopted she will be coordinating its implementation. The handout distributed by Bergit at the meeting is reproduced in this Bulletin. The handout sets out the objectives of the Environmental Strategy and seven key issues of environmental policy. Please take up Bergit's invitation to contact her with any feedback, comments, etc. on the strategy. (Not specific problems please - these are in the bailiwick of the Environmental Health Officer. Bergit is concerned with overall planning.)

You may have seen press reports following the release of David Lockwood's most recent wind analysis 9/3/93. Here is a summary :

1. Using Bureau of Meteorology wind records, wind gusts are found 40% greater than the EIS (Environmental Impact Statement).
2. East-west air traffic will double.
3. The CAA wants 25 knot, the FAC 30 kt-which is manufacturers' limit-but half the pilots choose the cross wind runway when winds exceed 21 kt.
4. Peak east-west traffic will exceed 25%; average traffic will exceed EIS predictions five-fold - EIS said 1.2%.
5. Variations in weather such as El Nino were not investigated in the planning or the EIS.
6. Noise and crash hazard will be much greater than predicted. North-erly take-offs will increase 6 fold beyond 1988 base, to 12,000 per year.
7. Attempts to operate at predicted levels will pressure the safety margins. Pilots would deal with higher levels of cross-winds to meet operating needs.
8. The Bureau of Meteorology documents (FOI) show basic support for Lockwood's scientific work.

Lockwood has written to the Aviation Minister asking for suitable independent analyses to confirm, deny or modify the findings. The Society has also written to the Prime Minister. After the \$7m EIS, we don't know the full extent of the impact upon our lives. The Society will call upon the NSW Government to direct the Maritime Services Board to conduct an EIS into dredging Botany Bay and expansion of Port Botany, and to disclose the full cost of the third runway and Port Botany development. Here are some questions posed by CAEA Inc in a recent newsletter: Where will the vast amount of sand come from, for Port Botany development?

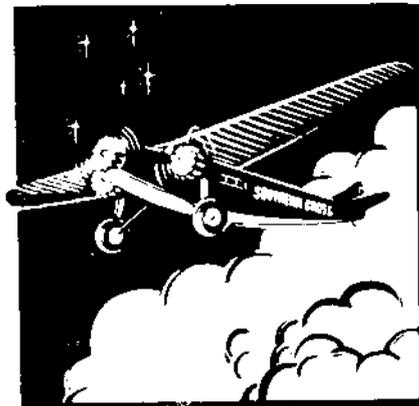


What will be the long-term effects of dredging toxins from the Bay? Who will pay for destruction of Towra Point Nature Reserve, Lady Robinsons Beach & Dolls Point? Who will compensate the \$5m fishing industry? Discussions are now scheduled, we hear. How will Sydney's roads cope with airport and port traffic? Who will pay the estimated \$2bn for road and rail to make the airport and port work? When will the third runway be handed over to the MSB for port uses?

THE SOCIETY'S RECENT STREET STALL raised \$700, which was distributed to CAEA's legal fund and the Diggers War Memorial restoration. Thank you everyone for leafletting, donations and helping on the day. Our hard work brought outstanding results! Shoppers wanted to know if we would be having a stall again, soon. Our prices were set to sell the goods.

The Society acknowledges with special thanks a member's donation of free printing of the leaflet advertising the stall.

**AIRPORT CURFEW  
AIRCRAFT NOISE  
COMPLAINTS  
ALL HOURS  
TEL. 667 9050**



## MUSICAL SOIREE

## MARGARETTA COTTAGE

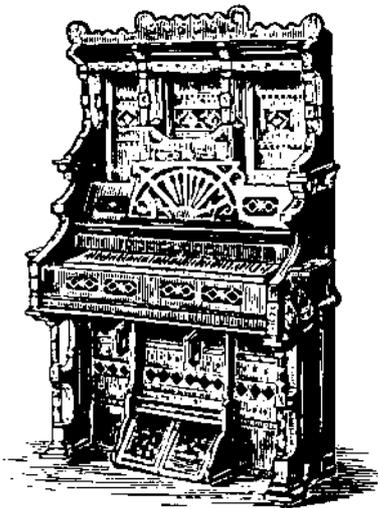
SATURDAY 1 MAY

8pm

Admission Free

Music performed by the Arminius Quartet  
(early Music)

Kirsti Whitlocke (mezzo soprano)  
Natasha Rumiz (violin)  
Tony Roscioli (flute)  
Jean-Bernard Marie (piano)  
David McIntosh (harpsichord)



## TEC TOURS

The Total Environment Centre is advertising its program of tours for 1993 which is to begin with a bus tour to Wilberforce and Ebenezer on Sunday 4 April and includes the following in the next few months:

- \* **Cliff walk Coogee to Bondi** on Sunday 30 May from 10am - donation to TEC \$20 (\$16 concession)
- \* **Aspects of Sydney University** on Wednesday 30 June from 10.30am - donation to TEC \$25 (\$20 concession)
- \* **Marsden & Macarthur Country** on Sunday 25 July from 10am - donation to TEC \$25 (\$20 concession).

For details and booking forms phone TEC on 247 4714

## MONDAY GROUP

The Monday Group meets regularly on the third Monday of the month, so that the next meeting would be due on 19 April. But there is to be a Happy Hour on Sunday 18 April and the Group has agreed to join in the Happy Hour instead of meeting on Monday.

As notified in the last Bulletin, the Happy Hour will be held in the Common Room, 4 Mount Vernon Street, on the invitation of Betty Wright, from 11am to 1pm on Sunday 18 April. Refreshments provided. Donation \$2.00

Inquiries to Betty Wright (660 1875) or to Katharine Buck (660 2879).

The May meeting will be on Monday 17 May at the home of Sally Nelson, 1 Allen Street, Glebe Point at 12 noon. Please bring lunch for one. Inquiries to Katharine (660 2879).

## HAPPY HOUR

As advertised in the last Bulletin and mentioned above, Betty Wright has offered the hospitality of 4 Mount Vernon Street for a Happy Hour on Sunday 18 April, between 11am and 1pm. Light refreshments provided. \$2.

We look forward to seeing you there.

## ATTENTION DINERS

Are you interested in exploring Glebe's range of eating places? Join the dining group on the second Tuesday of each month - no formal application required, just ring John Stander (692 9927) two or three days before so that he can book a table.

Forthcoming visits are:

Different Drummer  
125 Glebe Point Road  
12 April, at 6.30pm

Flavour of India  
142 Glebe Point Road  
11 May, at 6.30pm

Thai Nook  
20 Glebe Point Road  
6 June, at 6.30pm

Kyoma  
22 Glebe Point Road  
13 July, at 6.30pm



25 February 1993

Dear Sir/Madam

I write to thank you for having participated in my "Bus Survey" last year and to forward a copy of the results. The response was overwhelming. Unfortunately, because of a lack of resources it was not possible for me to undertake the long and time consuming task of analysing the questionnaires any sooner. Matters were made worse when a student who was due to be seconded to my office to oversee the collection of the data did not eventuate. However, I was fortunate to secure the assistance of Professor Ralph Hall and Yvette Stern from the University of New South Wales who assisted me greatly in completing the survey.

While the results of the survey did not contain any surprises as such, the results do confirm just how desperately our electorate needs improved public transport. I draw your attention to a number of the more disturbing results:

- \* 30% of respondents stated that they are forced to use a car to travel to work at least "sometimes" due to the condition of the bus service in the area;
- \* 80% of respondents stated that they would benefit from the introduction or reinstatement of extra buses to their locality;
- \* 48% of respondents are 'often' late for work due to overcrowding on buses and buses running late according to the schedule;
- \* 56% of respondents support the introduction or extension of the express bus services to the Port Jackson area;
- \* 74% of respondents without access to a car state that they rely on buses to their basic shopping. 63% of these people find that using the bus services for this purpose was problematic;
- \* Introduction of a light rail service to the Port Jackson area was supported by an overwhelming majority of respondents.

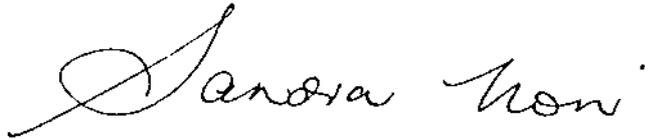
I have become totally frustrated by the Government's total refusal to acknowledge the public transport needs of our electorate.

...2/

Unfortunately, it is the NSW Government not I that gets to make the final decision on these issues. However, armed with the survey I intend to continue to put pressure on the Government to improve public transport in our electorate. It would assist me if you could continue to provide me with information regarding any new difficulties you encounter with public transport.

Thank you again for your interest and support.

Yours sincerely

A handwritten signature in cursive script that reads "Sandra Nori".

**SANDRA NORI MP**  
**MEMBER FOR PORT JACKSON**

# TOWARDS A SUSTAINABLE FUTURE

## AN ENVIRONMENT STRATEGY FOR LEICHHARDT

Leichhardt Council is developing a local Environment Strategy to plan a sustainable future for our local community. The Environment Strategy outlines policies for the ecologically sustainable development of buildings, parks, and streets to improve the quality of our urban and natural environment.

As an open Council, it is important for Council, that the community is involved in the development of the Environment Strategy. The strategy should reflect community concerns and become an integral part of community planning and activities to build a better and healthier environment for everybody in Leichhardt.

The objectives for the Environment Strategy have been developed from the community participation workshop for the new town plan held on 9th & 10th October 1992. They are to:

- reduce the impact of our local community on the global ecosystem,
- improve the quality of our shared resources air, water and soil,
- create and maintain a healthy, safe and clean environment for all residents,
- improve and maintain the diverse and historic character of the Municipality,
- increase the quantity and quality of open space,
- recreate and protect native habitat along the foreshores and creeks,
- plant more trees and generally green the Municipality,
- reduce the impact of traffic on local residents,
- minimise waste and increase recycling.

In August 1992, Council employed an Environment Officer to develop the Environment Strategy for the Municipality of Leichhardt. The Environment Officer's duty is to identify local and global environmental issues and formulate policies to solve environmental problems and increase the quality of the local environment.

So far, the Environment Officer has developed an outline for the Strategy and drafted a series of policies for the ecologically sustainable development of the build environment, energy efficient buildings, open space, transport and waste minimisation. These policies are currently under review by the appropriate Council Committees and Council staff. Residents are most welcome to contribute to their further development.

Please feel free to contact the Environment Officer for more information about the Environment Strategy.

**The Environment Officer can be phoned at the Council offices on: ph 367 90 45**

Council's overall visions for environmental policies under the seven key issues are:-

### 1 BUILT ENVIRONMENT

Council will support and facilitate the creation and maintenance of a healthy, diverse, and enjoyable urban environment providing for environmental sustainability and social equity.

### 2 OPEN SPACE

Council will develop an accessible open space network providing a variety of recreational experiences in a diverse natural environment.

### 3 NATURAL ENVIRONMENT

Council will work towards the protection and rehabilitation of natural ecosystems and the prevention of pollution of our commonly shared natural resources such as air, water and soil.

### 4 ENVIRONMENTAL HEALTH

Council will develop and maintain a healthy and sustainable environment and aims to protect people from adverse health effects caused by pollution and traffic.

### 5 WASTE

Council's waste management unit will work towards the reduction of waste and make provision for material separation and recycling to reuse waste products in the production process.

### 6 TRANSPORT

Council will work towards reducing car dependency and will contribute to the provision of a better infrastructure for public transport, bicycles, pedestrians and innovative forms of environmentally friendly transport.

### 7 ENVIRONMENTAL EDUCATION

Council will provide information and advice to the community to raise awareness and knowledge of environmental issues and encourage participation in environmentally responsible practices.

KEY ISSUES	AREAS OF CONCERN  Policy Statements AIMS	PLAN - OF - ACTION	
		Council Services / Own Operations	Community at home / at work
1. Built Environment	1.1 Urban Fabric 1.2 Buildings 1.3 Streetscapes 1.4 Industry		
2. Open Space	2.1 Foreshores 2.2 Creeks 2.3 Parks 2.4 Sports Grounds		
3. Natural Environment	3.1 Air Quality 3.2 Greenhouse 3.3 Water Conservation 3.4 Soil Conservation 3.5 Fire 3.6 Plants 3.7 Animals 3.8 Noise		
4. Environmental Health	4.1 Lead 4.2 Legionella 4.3 Pesticides 4.4 Asthma 4.5 Pests		
5. Waste Minimisation	5.1 Separation 5.2 Recycling 5.3 Composting 5.4 Special Wastes		
6. Transport	6.1 Cars 6.2 Public transport 6.3 Bikes 6.4 Pedestrians		
7. Environmental Education	7.1 Publications 7.2 Demonstrations 7.3 General Advice 7.4 Schools 7.5 Directory		

FOR YOUR DIARY

Tuesday 12 April - 6.30pm - Dining Out -  
Miller's Brumber, 120 Glebe Point Road

Wednesday 14 April - 7.30pm - Committee  
Meeting - Lyndhurst, Darshan Street (also  
deadline for bulletin contributions)

Sunday 18 April - 11am - Naggy Hour -  
Common Room, 4 Mount Vernon Street

Tuesday 11 May - 6.30pm - Dining Out -  
Flavour of India, 142 Glebe Point Road

Sunday 17 May - 11.00am - Monday Group -  
Allen Street, Glebe Point (Sally Nelson's  
home)



**THE GLEBE SOCIETY inc.**

**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: Edwina Doe 660 7066  
New Members' Contact: Jenny Pockley 660 6363  
Publications: Patricia Jackson 660 8849  
Monday Group: Sally Nelson 660 6138

**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

**DIGGERS MEMORIAL**

Bill Nelson - 660 6138 (H)

**ENVIRONMENT**

Fiona Campbell - 891 8284 (W)

**HAROLD PARK**

Gideon Rutherford - 692 0239

**KINGSFORD SMITH AIRPORT & GLEBE**

Alison McKeown - 660 3917

**LIGHT RAIL**

Andrew Wood - 660 2194

**PLANNING**

**TRAFFIC**

Jeanette Knox - 660 7781

**VENTWORTH PARK**

Christine Stewart - 660 8324

**ARCHIVIST**

Lyn Milton - 660 7930 (H)

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**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  
Jenny Pockley on 660 6363 for information.