



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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Social Activities

Activities proposed for the beginning of this year are a "Happy Hour" in March, a wine bottling in April, and a BBQ picnic in Blackwattle Bay Park in May. Further details of the April and May events will be published in the next Bulletin.

Sunday, 17 March - Happy Hour, 11am to 1pm

Our coffee morning at Betty Wright's last year was a well attended event, and we thought therefore, that we would accept Betty's invitation to congregate again at no. 2 Mount Vernon Street. The spacious Common Room leads off a small garden area at the junction of Catherine and Mount Vernon Streets. Refreshments and wine/soft drinks will be served. A contribution of \$2 is requested towards the cost.

A special invitation is extended to new members of the Society. This is a good opportunity to meet fellow members, including members of the Management Committee, and to keep up to date with what is happening locally - or alert us to anything we don't know about! Longer time members, come along both to enjoy yourselves, and to help us welcome new members.

Put the date in your diary now. We look forward to seeing you on the 17th.

Jeanette Knox

Street Stall - Saturday 16 March

The Society will conduct a street stall in conjunction with the Glebe Library Fund on Saturday 16 March at the corner of Glebe Point Road and Bridge Road. Money raised will go to the new Glebe library whose opening at the Homoeopathic Hospital site (cnr Glebe Pt Rd and Wigram Rd) we are so looking forward to.

Can you donate goods to the stall? Please - no shoes, clothes or furniture. Goods can be left on the verandah at 397 Glebe Pt Rd or ring 660 3917 if you would like goods collected.

Alison McKeown

Wine Bottling

Tony Larkum, who has organised the Glebe Society's wine-bottlings previously, has come up with the bad news that the company who has in the past supplied bulk wine no longer offers this service. He is investigating other possibilities, and I hope to report in the next Bulletin about whether we can organise such an event. It has occurred to me that with Australia's increasing wine export industry, it may be difficult to find bulk wine at reasonable prices. Fingers crossed that we can, as both Tony and I have discovered the odd bottle from previous Glebe Society bottlings, about ten years ago, and the wine has lived well. Given that it cost in today's prices about \$3, it was a bargain. Let's hope we can do it again. We would like to keep the cost to about \$4 per bottle, but we'll see.

John Hoddinott



Meet fellow members
at Glebe Society social
events

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Wentworth Park

Following representations from Sandra Nori we received letters from:

a) the Lord Mayor, Frank Sartor saying there may be a diminution in use of the greyhound track and that progress with the City West scheme and the Glebe Island Bridge are "providing possibilities for more imaginative plans in the area". He also said the earlier Plan has reached the stage where the Minister is "likely to endorse it."

b) the Minister for Gaming and Racing saying the Government is "exploring the possibility of establishing a new racing venue in the metropolitan area and transferring operations at Wentworth Park to that venue". This would require resolving issues such as finding a site, funding it and dealing with the lease provisions which apply at Wentworth Park. None of these things can be done quickly so this may be a fairly longterm project. However he said he would take into account the views of the Glebe Society.

c) the Minister for Urban Affairs saying that the master plan for Blackwattle Bay zones the land at the head of the Bay for waterfront uses but would allow for commercial and recreational activities. He said that pedestrian access is proposed. We have replied saying that we are delighted about the latter and asking that the linkup with Wentworth Park in the way of views and planting be considered. We also expressed the Glebe Society's policy of opposition to a marina because of increased traffic, effluent and disruption to the Glebe Rowing Club.

It was suggested that we apply again for representation on the CityWest Planning Committee. However, this Committee has not met for a long time and may be disbanded. However, Dr Alan Davidson at the Dept of Urban Affairs and Planning, City-West Division, suggested that I write requesting representation so that if there are meetings in future we can be advised and may attend if we wish. This letter was sent on 5th January.

I have also written to Lord Mayor Frank



Sartor, the Minister for Gaming and Racing and Sandra Nori asking them to find a solution this year to the parking problem. I sent a copy of the advice from the Environmental Defenders Office that the Council has the statutory power to remove cars from the park and that in any case were only legally obliged to provide 75 car spaces. I proposed that the Fish Markets be considered as a possible parking area. As the greyhound bodies have shown no interest in finding a solution then the Government or the Council may have to find one.

Christine Stewart

Clean up Australia Day

As mentioned in the previous Bulletin, this annual event will be held on Sunday 3rd March, 1996. I spoke recently to the *Clean Up Australia* representative, and she has forwarded me information and Site Supervisor forms. There is so far only one such Site Supervisor from Glebe, so is there anyone out there who would like to volunteer? That site, incidentally is Taylor Street & Glebe High School. Perhaps some of you may like to become Site Organisers on the day, or you may like to select a clean-up site.

If you have any ideas, please write to the Society, or ring me at 692 0071, and we will send you a copy of the appropriate form, or request more information from Ms Suzanne Houweling or Ms Jacinta Lenehan at Profile Communications by phone on 552 2255 or fax on 552 1750. Another contact is Ms Lisa Oughton, Sydney Co-ordinator, Clean Up Australia. The address is: PO Box 45, Pyrmont NSW 2009, ph 552 4824, fax 552 4468. I am sure that Glebe can do better than only one supervisor!

Just as many Glebe Society members helped in our clean-up day in August, I hope that there will be a similar turn-out on 3rd March. I will be one of the Society's representatives on the Council committee, and we will once again involve the Society in this worthy cause.

Late news following the Keep Glebe Clean committee meeting held on 7th February. There are now four Site Supervisors, three of which come from the above committee. However more would be gratefully welcomed. The meeting area will be as

for the clean-up day about 6 months ago; that is, Foley Park, cnr Glebe Point Road and Bridge Road, and as for last year, too, the times are from 9am to 1pm. Council will provide clean-up vehicles, and the focus of the clean-up will be the Glebe Estate. Please bring a pair of gloves and a hat, and wear strong shoes. As usual, clean-up bags will be provided, and there will be a great deal of help from Council to assist the collection of rubbish gathered by our helpers. There are plans for a letter-box drop about the day, so please encourage your friends and neighbours to give us a few hours of their time for a good cause. I understand that details of sites will be published in *The Sydney Morning Herald* a few days earlier.

Photos of Bicentennial Park

There has been a good response to my request for photos of the park area before it became a park.

Thanks to those who have sent or offered photos. Appropriate photos will be reprinted and all the originals returned safely to the owners. Please just give me a few weeks to complete this task.

John Hoddinott

Aircraft and Glebe

There will be an airport demonstration on Sunday 25th February. See details in local press. It is important for Glebe people to attend, as you will see from the following commentary.

Kingsford Smith Airport (KSA) expansion has brought chaos to suburbs all round the airport. To the east and west of the airport Councils are ready to place an injunction on the re-use of the east-west runway. South of the airport, Sutherland Shire Council has a separate airport legal action under way.

Environmental Impact Statements

•The \$6 million environmental impact statement (EIS) for the third runway at KSA was inaccurate and it misled many people. Having suffered that insult, we learn that both the federal Labor and Liberal Parties want more aircraft movements at KSA than

were contemplated in the EIS. The Coalition of Councils is taking the federal Labor government to task in a legal case regarding further development at the airport. The combined effect of the developments would bring about 50 000 more aircraft movements than the EIS figure. In total there would be about double the number of aircraft movements that we experienced in November 1995. The Councils want a new EIS. The Management Committee of the Glebe Society has voted to contribute \$50 to the Councils' fighting fund.

•We are informed that federal Liberals would change flight paths north of KSA. They have stated their position on the east/west runway. The details have not been explained. Will there be any moves to allow take offs to the north from the third runway? It is likely Glebe would be affected by any change to current movements so we should request an EIS if the Liberals' proposals are to be implemented.

•Badgerys Creek Airport is to be subjected to further EIS examination: the Environmental Protection Agency is about to conduct public meetings at Parramatta and Prairiewood on 11 February in order that people may comment on draft guidelines for the Badgerys Creek EIS. Local people are fast learning how to handle it. Have any improvements been made to the Environment Protection (Impact of Proposals) Act, 1974 since the third runway EIS? We believe the answer is no.

From the Federal Department of Transport

The office of the Minister for Transport has sent information. We are informed that the Federal Airports Corporation has given particular attention to the ability of KSA's international terminal to handle the year 2000 international traffic.

The government's timetable for \$1 billion development of Sydney West (Badgerys Creek) Airport is now delayed because the Opposition blocked the 1995 Airport Bill last September.

The Minister for Transport, Mr Brereton, rejected the notion that the Airport Bill permits Ministerial authority to increase air traffic for one-off events such as the 2000



Olympics. The rejection depended on Badgerys Creek Airport being built and available for the Olympics. The construction timetable has now been affected by the blocking of the Airport Bill because the money that was due to flow from airport privatisation - linked to the Bill - will not be available. We surmise that KSA's curfew could be dropped for the Olympics and KSA could reign supreme for incumbent airlines during the big Olympics revenue-raising period.

The office advised us that airport environment requirements ~~set out in the~~ blocked Airport Bill were new and would apply in addition to existing ones including the Environment Protection (Impact of Proposals) Act, 1974. The Senate Committee on Aircraft Noise, the Glebe Society and others wanted improvements to the EP Act but so far nothing has been done about it.

The Airport Bill provided for airport lessees to produce final airport environment strategies. Each airport strategy would be called the draft environment strategy when approved by the Minister. The strategy would be current for five years. After that, the lessee would have a year to prepare a new one. Further major development such as runways, terminals and extensions would need to be consistent with approved airport master and major development plans. A similar approval process would apply. Comment from the public would be taken into account. Opportunities for review would be through the Federal Court and, when it applies, the Administrative Appeals Tribunal.

Sydney people and organisations have gone to court on numerous occasions in the 1990s because of problems with KSA. The cost, inefficiency and delay caused by poor airport decisions is clear. The Federal Government's lack of preparation, now, for a major airport after Badgerys Creek Airport (assuming it proceeds) will cause problems in the future.

Other News

•No Aircraft Noise Party has been very active, as reported in the media. We should be hearing more about the issue from candidates before the federal election in March.

•KSA airport groups came together and formed the Coalition of Airport Working Groups. The broad message is "fix the problem". The group arranged Christmas carols at the airport of a Friday evening before Christmas. They are involved in the airport demonstration on 25th February. Are there any Glebe volunteers to help Leichhardt Council's Airport Working Group with leafleting, occasional information stalls and so forth? Please ring Warwick Russell at the Council: tel 367 9291.

•Council's *Airport Alert* broadsheet has ceased publication. Information will be available from Marrickville Municipal Council through an editorial clearing service.

•A reminder about an important number: tel 667 9050 to lodge aircraft noise, curfew, other complaints and concerns. A weekly tally is sent to Minister Brereton.

Alison McKeown

Correspondence with Optus Vision

On behalf of the Glebe Society, Jeanette Knox wrote to Optus Vision concerning their overhead cabling. Jeanette's letter, and the reply from Optus Vision are reprinted below.

22 November, 1995

The Managing Director,
Optus Vision Cable Television,
Level 16, Tower B, Zenith Centre,
821 Pacific Highway,
CHATSWOOD NSW 2067

Dear Sir

Overhead Cabling

The last meeting of the Management Committee of the Glebe Society included discussion of media reports that Optus is planning to erect overhead wiring as part of the development of its cable television services.

The Society is a local action group, of over twenty-five years' standing, whose aims include the preservation and improvement of the amenity of Glebe and the conservation of its significant built heritage.

In pursuit of these aims, the Society has been urging Leighhardt Council to bundle existing overhead lines in Glebe Point Road to diminish their unsightly impact. Ideally we would like to see all transmission lines placed underground rather than overhead.

We are, therefore, very concerned about your company's plans to increase the quantity of overhead lines in this area, particularly since we understand that you have agreed to install underground cabling in several other suburbs.

For very many people, one of the attractions of living in Glebe is its architecture and townscape. We believe that these residents would not feel great enthusiasm for the services of a company whose operations could adversely affect the appearance of the area.

We would urge you most strongly to reconsider these plans, and install any

cabling to this suburb under rather than above ground.

Yours sincerely'

Jeanette Knox

27 November 1995

Jeanette Knox
Hon. Secretary
PO Box 100
GLEBE NSW 2037

Dear Ms Knox

Thank you for your letter of November 22 informing Optus Vision of the concerns raised within The Glebe Society regarding the Optus broadband network proposal.

I must firstly point out that the network is not a cable television network.

The cable being deployed is the most advanced telecommunications network being constructed in the world today and it is delivering Australia's second local telephone service as well as high speed computer connections and also entertainment services such as television.

Perhaps more important to The Glebe Society is the fact that Optus is not currently planning to build the network in the Glebe area. The heritage status of the area means that Optus is undertaking discussions with the Australian Heritage Commission and local government authorities to determine if and how the area can be approached without compromising heritage values.

You would understand however that underground deployment potentially has more severe impacts on the environment and also on heritage values. Digging up streets not only disturbs residents and affects the streetscape, it can also severely damage tree roots, allow soil run-off and severely affect existing services such as water, gas and telecommunications.

Optus agrees with the society's view that local government should be involved in a coordinated approach to diminishing the visual affect associated with power lines.

Optus is actively promoting a coordinated approach to the undergrounding of services with a commitment to the electricity companies to share the cost of future undergrounding.

I would also like to note that you stated in your letter that Optus has "... agreed to install underground cabling in several other suburbs". This is not correct.

I would be interested to learn why the society is of this view but the fact is that the network is being deployed using existing electricity infrastructure. Where electricity is underground, the network is underground and where electricity is overhead, the network is deployed overhead.

I hope this addresses the concerns you raised but if you would like further information please contact me and, if you consider it appropriate, it may also be possible for an Optus representative to make a presentation to the society. I can be contacted 775 5227 or fax 775 5233,

Yours sincerely

Nicholas Harford
Public Affairs Manager

Cork Recycling

Please don't forget to keep up the collection, and please tell your friends and neighbours; corks can be left on my front verandah, at 30 Wigram Road, or left at the Bottle Shop of the Toxteth Hotel, cnr Glebe Point Road and Ferry Road. After the article about this scheme in The Glebe last year, it seems that a couple of large hotel chains have taken up the challenge to collect their corks and send them directly to one of the two recycling charities. Perhaps one day it will be as normal as the present paper, glass and aluminium can collection schemes.

John Hoddinott

Planning Report

461-465 Glebe Point Road

The Glebe Society made a four-page submission in response to the Draft Development Control Plan (DCP) for the 461-465 Glebe Point Road site, at the northern (water) end of Glebe Point Road. Of the four suggested development options, it was decided to recommend Option C, the Council-preferred option, with some amendments, especially with regard to building height and residential density.

The final paragraph of my letter about the DCP follows:

"The decisions made about these three large and critical sites will affect our suburb long after any of the current players, the owner, the Councillors and many of Glebe's present residents are long forgotten. The Glebe Society hopes that Council will take an adventurous and very long-term attitude to the future use or uses of the sites, an attitude that favours in principal the public interest over financial values. Whatever you decide will have a significant effect on Glebe residents and their enjoyment of their suburb a century from now."

I have also made two separate submissions on behalf of the Society about Development Applications (DAs) for 461 and 463 Glebe Point Road. The main point of these two letters was that until issues concerning the DCP above are resolved by Council, further development on these three important sites should be put on hold. I have some severe reservations about some aspects of the two DAs, which I have explained in my letters; one of these is the potential problem of parking in the area, another is the residential density.

The Former Grace Bros site

While the former Homemakers' Store is well underway in its transition to about 600 units for students' accommodation, there has been no indication about the status for the renovation and restoration of the buildings in the Leichhardt Council area, to the west of Bay Street. As far as I can ascertain, the Building Application still has not been submitted (or rather I have seen no mention

I do suggest that if any of our members have ideas about the use of Benledi that you make a personal submission

about the BA in Council documents or Council notices in the local paper), but I am sure that many of Glebe residents would like to see a start on the three buildings: the Model and Moxham Buildings and the Grose Street Building, as soon as possible.

57 Hereford Street

The buildings on this major building site bounded by Ross Street, Wigram Lane West and Hereford Street have been demolished, and construction should start soon. As I mentioned in the previous Bulletin there had been a proposed change to the original D.A. On examination it was only a minor issue, and I considered it was not worth making a submission.

Toxteth Road Pre-School Centre

There was a DA to increase the number of children attending the pre-school centre at the former Uniting Church hall in Toxteth Road. Many of you will recognise this as our local voting station. I made a submission, not opposing the idea in principal, but questioning some figures concerned with available car-parking spaces in the immediate area. I understand the DA has been withdrawn and will be re-submitted with amended figures.

John Hoddinot

The New Glebe Library

The DA (Development Application) for the site has been and gone. The Society made a submission, but it was mainly "for the record", as the majority of community worries have been resolved in the Council's Library Committee. These questions involved some architectural issues, and the perhaps controversial matter of an ATM will probably become a separate DA in the future. The proposal still has to undergo the process, but we are hopeful still that the library may be a reality before the end of 1996. Mavis McCarthy and I have been attending the Council's Library Committee meetings regularly, and it seems to us that most of the major issues have been resolved. The DA has been passed by Council, and the re-

maining BA should not be contentious. Because tenders must be called for demolition/construction/etc, there may be no major activity for a month or so, in the meantime. Council has advised us of a Draft Local Environmental Plan (LEP) No. 126 in regard to:

The proposed extension of uses 186-194 Glebe Point Road, Glebe Former Homeopathic Hospital.

Council is proposing to extend the allowable uses at 186-194 Glebe Point Road, and a draft LEP has been prepared which extends the uses allowed on the site to include community centre and uses allowed within the General Business zone. The proposed changes allow Council to develop the site for the new Glebe Library, community facilities, such as meeting rooms, lettable commercial space on the first floor and public open space.

The draft plan and map will be on public exhibition to Tuesday 20th February [at Glebe Town Hall].

Should you have any questions relating to the matter please contact Ms Sophie Handley in Council's Environmental Services Department, ph. 367 9220.

I do suggest that if any of our members have ideas about the use of Benledi that you make a personal submission; the Society will of course be making some suggestions as well.

Following my request in the last Bulletin asking for someone to keep a video record of the Library construction, I am pleased to say that Ms Christine Wilcox has offered to use her camera and experience to occasionally film for a few minutes when crucial aspects of the partial demolition, the patching up of Benledi, and various stages of the new library wing's construction happen. It will be a simple un-edited tape (or two), and I hope that it will non-proprietary, and of course should be available to other groups on a non-profit basis. I will write more about this matter in the near future.

John Hoddinot

Light Rail

A ceremonial laying of the first rail was held on Thursday 25 January 1996 to mark the commencement of construction by the Sydney Light Rail Company of a light rail (tram) system from Central Railway Station to the Fish Markets. The 3.6 km system will be completed in July 1997 and is being built to serve the massive American casino under construction at Pyrmont. The Sydney Light Rail Company is privately owned and, after 30 years, ownership of the light rail system will be transferred to the NSW Department of Transport. The Company has raised \$87.5M to cover construction costs - \$21.5M has been provided by the Australian taxpayer (under the Federal Government's "Building Better Cities" programme), there is subscribed share capital of \$45M (from AIDC Investments, Utilities Trust of Australia and Legal and General Life of Australia Ltd), and leasing finance of \$21M has been provided by Asea Brown Boveri in Germany to cover the costs of the light rail vehicles.

To ensure the financial viability of the project, the Glebe Society believes that it is essential that the light rail become a proper public transport system, service residential areas, and link the Leichhardt Municipality with the central business district and Circular Quay. Present indications are that both the Minister for Transport and the Sydney Light Rail Company are supportive of an extension of the present service. It is, however important that the state Government give **prompt approval** to the extensions - there are considerable cost savings if the same team of engineers and other workers can be employed on the extensions, and the cost of each light rail vehicle will be reduced if Asea Brown Boveri can have a continuous production run at their factory in Dandenong, Victoria.

Further details of the necessary extensions to the central business district and Glebe are given in this Bulletin in the "Light Rail Update" prepared by "Action for Public Transport". As you will see from the map, light rail stops ("Bridge Road" and "Jubilee Park") are proposed for either end of the tunnel under Glebe. A major deficiency is the lack of a stop in the tunnel at Glebe

Point Road - the Sydney Light rail Company claim the construction of such a stop will be too expensive because of the need for escalators and a lift to give access for the disabled. The Glebe Society believes that a "Glebe point Road" stop is essential if the light rail system is to provide an adequate service to our suburb.

Could you please write a short letter to:
Mr Bob Carr, Premier of NSW *or*
Mr Brian Langton, Minister for Transport
Parliament House
Macquarie Street
Sydney
NSW 2000

Say that you will use a light rail service linking the city with the Leichhardt Municipality, but that it is essential that an additional stop be located at Glebe Point Road in order to provide an effective public transport service to Glebe.

Andrew Wood

Light Rail Policy

The Glebe Society's policy on Light Rail is reproduced below, with a proposed amendment indicated in bold. If you would like to discuss the amendment, or any other detail of the policy, please contact Andrew Wood. (660 2194)

- 1 A light rail transport system is a metropolitan electric railway system characterised by its ability to operate single carriages or short trains along exclusive rights of way at ground level, on aerial structures, through tunnels or in streets, and to board and disembark passengers at track or carriage floor level. When it runs on public streets, light rail should be given sensible priority over private vehicles.
- 2 There is an urgent need for an improved public transport service for Glebe; the existing service is infrequent, overcrowded and cannot cope with the present demand.
- 3 The Glebe Society urges the use of the heavy rail goods line, which passes through Glebe, as part of a light rail system for the Leichhardt Municipality. The light rail system should eventually be linked with the heavy rail service at Dulwich Hill.



- 4 For maximum efficiency and patronage, the Leichhardt Municipality's light rail system should link the Municipality with the major central city public transport interchanges.
- 5 The design of the carriages for the light rail system should be undertaken in consultation with those who will be its passengers. There should be practical, easy access for disabled people.
- 6 The location and design of stops for the light rail system should be decided following consultation with residents, commercial interests and others. **Of special importance is a "Glebe Point Road" stop, located in the tunnel under Glebe Point Road.** The stops should be small and unobtrusive, and should not interfere with residents. The parking of cars should be in designated areas so as not to interfere with existing resident parking.
- 7 Maximum use should be made of existing Government land for the light rail system. For example, the Rozelle tram sheds, adjacent to Harold Park, could be used as a service and maintenance depot.
- 8 The existing Glebe Island Bridge should be retained and, among other purposes, used for an extension of the light rail system to Rozelle and Balmain.
- 9 The rolling stock for the light rail system should be made to world standards in Australia by an Australian company, with the aim of achieving export sales.

News from Glebe Neighbourhood Centre

Glebe Town Hall, St Johns Rd Glebe, 660 8134 The centre is a service of Leichhardt Council

Congratulations to Glebe Neighbourhood Centre! Their group of volunteers running Kids Canteen won the SMH award for the best volunteer group in NSW in 1995! Well done!

At Glebe Town Hall:

- *The Monk* a play by Matthew Lewis staged by Two Planks and a Passion. Friday 18 March - 13 April. A play adapted from an 18 century gothic horror novwl. Romance, thriller and tongue-in-cheek. \$12 /\$9 concession
- Open Day, Sunday 14 April
- Glebe Interagency meeting 12:30pm Friday 1st March
- Many, many classes, Monday to Sunday am - pm
- Town Hall hire -parties, weddings and other occasions
- Light Rail transport display in the foyer. Will it be extended fromj the Fish Markets to Leichhardt? Have your say, write a letter.
- Precinct Meetings No 14 - last Saturday of month, 10am - 12pm; No12 - same day at 5 pm. No 13 - first Wed of month at 7pm, Jasmine Payget, Precinct Coordinator 367 9046
- Leichhardt Councillors are available for interviews:
Cr Sheehan, Mayor, 3rd Saturday of the month 10am - 12pm
Cr Bourne, 1st Saturday of the month 10am - 12pm
Cr Macindoe, by arrangement, 660 0208; fax 660 8520 or call at 56 Wigram Road
Cr Hand, by arrangement, 550 9728

Mayoral Reception, Monday 11 March

Mayor Maire Sheehan will hold a Mayoral Reception at Glebe Town Hall to launch a fund raising campaign for childrens' services in Glebe. Please telephone 367 9191 for details and to let her know if you would like to attend.

Alison McKeown

For Your Diary

Sunday 25 February, 10am: Airport demonstration, from Tempe Reserve

Friday 1 March, 12:30pm: Glebe Interagency meeting

Sunday 3 March: Clean Up Australia Day

Saturday 16 March: Street stall, corner Glebe Point Road and Bridge Road

Sunday 17 March, 11am - 1pm: Happy Hour, at the Common Room, No2 Mt Vernon Street

Monday 18 March - 13 April: *The Monk* play (see Glebe Neighbourhood Centre article)

Sunday 14 April: Open Day at Glebe Neighbourhood Centre

THE GLEBE SOCIETY inc.	Convenors of Sub-Committees
Management Committee	
All convenors are ex-officio members of the Management Committee	
President	Aircraft
Mavis McCarthy 660 5119(H)	Alison McKeown 660 3917
Senior Vice President	Bays & Foreshores
John Barnes aaa 660 7274 (H)	Vacant
Junior Vice President	Children & Glebe
Cynthia Jones 660 2451 (H)	Penny Haslens 566 4450
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David Browne 660 0865 (H)	Max Solling 660 1160
Secretary	Environment
Jeanette Knox 660 7781	Fiona Campbell 821 6287 (W)
Treasurer	Light Rail
John Sleeman 692 9507 (H)	Andrew Wood 660 2194
Committee	Planning & Harold Park
Marianne von Knobelsdorff 692 0916 (H)	John Hoddinott 692 0071
Christine Whittemore 660 7969 (H)	Traffic
Helen Griffiths 660 5548 (H)	Jeanette Knox 660 7781
Bobbie Burke 692 0343 (H)	Wentworth Park
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Jan Macindoe 660 0208	
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New Members:	
Barbara Sutton 660 0782	
Archivist	
Lyn Milton 660 7930	

Membership of The Glebe Society Inc

Costs:	Ordinary	\$25	additional household members \$5 each
	Student/Pensioner	\$10	
	Institution	\$30	

Write to P.O. Box 100, Glebe 2037, or ring Jeanette Knox on 660 7781