



# THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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May

## Glebe Point Road Streetscape Management Plan

A comprehensive streetscape management plan for Glebe Point Road came one step closer at a second, well-attended community workshop at Glebe Town Hall on 22nd April, 1996. This followed an earlier community workshop on 14th February at St Johns Hall, at which the views of residents and business people were sought by the consultants, DM Taylor Landscape Architects Pty Ltd.

The February workshop was simply intended to explore community problems currently affecting Glebe Point Road. No attempt was made to debate the issues raised, and no views were expressed by the consultants. As a result, the consultants collected a rich mixture of (sometimes contradictory) problems and suggested solutions, which they proceeded to group under the following headings:

vehicular traffic  
pedestrian traffic  
parking  
disabled access  
road/footpath widths  
paving materials  
street trees  
street furniture  
use of the street.

The consultants also letterboxed the Glebe precinct with questionnaires. This elicited 85 responses. These responses, as well as the views expressed at the February workshop, were taken into account in the preparation of a preliminary report, which was discussed at the April workshop. The next step will be the preparation of a draft management plan, which will be submitted to Leichhardt Municipal Council. If

this is adopted by Council, it will go on public exhibition, when comments and suggestions will again be sought. Finally, once these comments and suggestions have been taken into account, it is envisaged that Council will adopt the management plan, at which point it will become a legally recognised planning instrument.

There is no doubt that the planners and their advisers are going out of their way to obtain the views of local residents and business people, as well as local community groups such as the Glebe Society and the Glebe Chamber of Commerce. They are to be congratulated not only on their professionalism, but also for their willingness to take into account community views. Whilst it is still too early to comment in detail on all the possible solutions which may be recommended by the consultants in their final report, it seems clear that the primary focus is on enhancing pedestrian amenity. There was general consensus at the April workshop that this priority was appropriate.

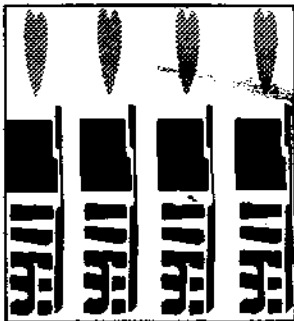
Some of the matters raised and discussed at the April workshop were as follows:

### **Vehicular Traffic**

Panels of dark red bitumen are to be located in the road surface at a number of intersections to act as visual (but not physical) im-

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pediments.

A suggestion that a tunnel be built under Glebe Point Road at Bridge Road, whilst superficially attractive, was criticised by the workshop because of the problems of dealing with Bridge Road traffic feeding into Glebe Point Road.

#### **Parking**

Generally, it is recommended at this stage that present arrangements be retained. There may be some variations to this, particularly in the block between Palmerston Ave and Bridge Road.

Better policing of illegal parking is recommended, and some consideration may have to be given to the special requirements of restaurant patrons in the evenings.

#### **Disabled access**

The main problem areas are footpath gradients, footpath surfaces disrupted by tree roots etc and pram/wheelchair ramps. All these matters will be addressed in the final plan.

#### **Road/footpath widths**

The footpath widths vary along Glebe Point Road from 2 metres to 4.2 metres. At this stage, the thinking of the consultants is as follows:

- Generally, when the footpath width allows it, there should be a margin of 900mm for retail use. Where the footpath is less than 3 metres wide, there should be no retail zone.
- The street furniture zone is the 800mm adjacent to the kerb. This is the zone where litter bins, seats and parking signs should be located.
- The pedestrian zone should ideally be no less than 2 metres wide to allow three people to pass comfortably. On the less trafficked (south-western) side, this can be reduced to 1.7 metres.

A number of slides were shown at the workshop, indicating how these proposals might work in practice.

Planter boxes and speed humps at intersections (such as the Forsyth Street and the Ferry Road intersections) were not favoured. Instead, it was proposed that the footpath widths in the side streets (and in some cases in Glebe Point Road itself) be

increased to assist pedestrian movement without affecting the present flow of vehicular traffic.

#### **Paving Materials**

Generally, the current thinking is that bitumen is the favoured material. However the length of Glebe Point Road and the variety of uses along the street do lend themselves to some variation, so long as it is complimentary to the overall character of the street.

#### **Street Trees**

There was a (perhaps surprising) degree of support at the workshop for the preliminary proposal on street trees. The consultants noted that the existing poplars be replaced by a smaller poplar, the White Fastigiated Poplar (*Populus alba pyramidalis*) presently at the War Memorial in Hyde Park, or the Simon Poplar (*Populus simonii Fastigata*) in the northern and southern sections of Glebe Point Road.

In the middle section, where the plantings are currently more diverse, the following species are suggested:

Dry rainforest trees: (Tuckeroo (*Cupaniopsis anacardioides*) (one presently on the old Homoeopathic Hospital site), White Silky Oak (*Grevillea hilliana*), Paperbark (*Melaleuca decora*).

Exotics: Tulipwood (*Harpullia pendula*) (Avenue Road, Mosman), Evergreen Ash (*Fraxinus griffithii*) (some on Wigram Road).

#### **Street Furniture**

The present street furniture (seats, lights, street signs, litter bins and directional signs) is run down, inconsistent with the built urban qualities of the street, and requires upgrading. But as one respondent to the questionnaire put it: "No ersatz heritage street furniture, pavement or landscaping for Glebe - use the real thing!"

#### **Conclusion**

In summary, a very worthwhile start has been made to the formulation of a management plan which will preserve and enhance the qualities we all appreciate in Glebe Point Road. The Glebe Society has had its say in the formulation of the plan, and looks forward to the final submission with enthusiasm.

**Ted McKeown**

## Planning Report

**A** month of meetings, some of them quite fiery, at which I tended to keep a low profile, as I really don't like shouting, except occasionally at friends who may be momentarily silly.

### 461-465 Glebe Point Road

I have just received a copy from Precinct 13, the Glebe Point Road area, of Draft Development Control Plan (DCP) No. 22 concerning these sites. I have not had time to digest it fully, but it looks to be a very thoughtful document. It is on display at Council Chambers until about mid-June, but please check with Council (367-9222) about the final date for final submissions. I will be entering a comment on behalf of the Society, but I do recommend that members also consider having an input. In summary, the DCP states "*a reflection of the owner's view, that an LEP/DCP should be based on either:*

- i) *legitimising the status quo, or*
- ii) *a purely residential development".*

A residential development over the three sites would have a significant effect on Glebe, so I hope those potentially affected might consider a submission.

### Harold Park Paceway

We were very pleased to hear that the Harold Park management had withdrawn the DA concerning the Licensed Club opening hours. The problem is that they have decided to go ahead with the opening without waiting for Council permission about the change of hours. I understand that this legal advice was given to them by Mr Jeremy Bingham, a former Lord Mayor of Sydney.

I have spoken to several people who have the distinct impression that this is not possible and will still require Council permission, as it is a distinct change of use. The starting date for the new hours is planned for Friday 7th June. Harold Park Paceway seems to think that it is a law unto itself.

We will keep you posted on this very unusual case; I have spoken to a couple of Councillors and I believe Council would have been strongly influenced by the 210 objections lodged on the issue, compared to

the 14 in favour, exactly a 15 to 1 ratio.

### 213 Parramatta Road (the former Grace Bros site)

I have lodged a long letter about the revised DA, which as I reported in the last issue is considerably larger than previously planned, with two supermarkets and two discount stores, along with more specialty shops.

I did have some questions about local traffic after the complex opens. I had previously attended two Council Traffic Committee meetings, one of which was a special meeting with two items specifically about the issue of traffic - traffic flow in general, and the temporary closure of Francis Street during demolition and construction. As well there was a Precinct 14 meeting which voted against the new application (I voted in favour, by the way) on the grounds of local traffic effects. I think too much is being made of the issue, but I did make a strong point in my letter about the developer paying for a full local area traffic management study after the development has bedded down, and to pay for the appropriate traffic measures which may result.

It seems pretty obvious that a development of the size of the new or old project will have some deleterious effects but it will also have many advantages for the area, including, as was pointed out by one resident in support of the plan, the distinct possibility of some local employment, especially for younger people.

I have been invited to a mediation meeting at Council, and I note that the Glebe Society has been listed as an "objector". This is not quite accurate, as I asked for some qualifications, but did in no way object to the new development in principle. The major points I made were to question the idea of an "entertainment area", local traffic, and the retention of all the heritage items which will now have to be removed if the demolition of the Grose Street Building is agreed to. I quote the final sentence in my letter: "I hope that Council will review all submissions thoughtfully, and reach conclusions that will not disadvantage the local residents, but neither would cause significant delays in the approval."

I want to assure all members that there has



been no change at all to full restoration of the Model and Moxham buildings, on the corner of Bay Street and Broadway, the most visible of the heritage aspects on the site. The developers state that they hope to have the complex open by November, 1997, one year after the previous hoped-for opening.

#### 156-160 Bridge Road (The Abbey Restaurant)

I attended a meeting convened by Precinct 12 on the issue of the LEP No. 127. It was a very interesting meeting, with nary a voice in support of the extra development of the site. Several residents complained of the noise into the early hours of the mornings. The LEP was a difficult document to grasp, as it is an overarching planning document and does not deal with a specific development.

I have submitted a strong letter to Council about the matter, the major point of which was that nothing happen until *Reussdale* be restored to an acceptable level by an independent heritage architect. The object of the owners of The Abbey Restaurant and Reception Centre is, as I understand it, to convert the site to three reception centres, the extra two being *Hamilton* and *Reussdale*. There are many problems associated with such an idea, not the least being parking, and ingress from and egress to Bridge Road, a fast and heavily trafficked RTA road, over which Council has very little control.

For those with a copy of Bernard and Kate Smith's book, *The Architectural Character of Glebe*, I suggest that you walk past the building and compare the photograph of *Reussdale* with the present dilapidated sorry-looking building that it is now. *Reussdale* is one of only eight heritage-listed buildings in the Leichhardt Municipality, and it is disgraceful that it has been allowed to decay so badly.

#### Kirsova Playground No. 3 Wigram Lane East

Leichhardt Council convened a meeting about the Draft Development Control Plan No. 26, and a Draft Local Environmental Plan No. 122 in regard to this small pocket park, at Glebe Town Hall chaired by a Council Planning officer, Dominic Walsh. The issues of traffic, the fig tree, and (new

to me), the fruit bats which make the tree a stop on their way to the Botanic Gardens, or even as an evening accommodation spot, were raised. The Council Town Planner, Dominic Walsh, stated clearly that the present lane from Hereford Street would not be opened to car traffic. One resident noted that her child used the playground equipment in the playground. It was noted that the loss of, I think I can say, the rather creaky equipment could be substituted by the existing swings, etc in the little park adjacent to the tennis courts, opposite St James Church in Woolley Street.

Another increase in nearby open space will happen soon; the large development bounded by Hereford Street, Ross Street and Wigram Lane, the old warehouse site, has a condition of consent, an open space contribution which will increase the nearby park, known as Paddy Gray Park, near the corner of Walsh Avenue and Hereford Street. While access to these open areas may require children to cross Hereford Street or Walsh Avenue, I believe that the trade-off between the opening up of the Glebe Point Road-Wigram Road park is more than sufficient benefit to the community. I did raise at a recent Glebe Library Committee meeting (which meetings Mavis and I have attended for some time now) the possibility of installing some playground equipment in the new park. This was not accepted at the latter meeting but I did put the idea forward again to the Kirsova meeting.

A Glebe Society member, Anton Crouch, came to the Kirsova meeting with a fascinating story about the playground's history. His article appears in this issue.

John Hoddinott

## Crime in Glebe

I don't want to make this a regular feature in the Bulletin, but I have some news which I think should be noted by members. In the last three months, there have been at least seven armed hold-ups in five commercial premises in our suburb, three in one shop. Two of the latter crimes were "closed" when a suicide note and a confession allegedly admitted to the crimes. Three of the premises are used by me on a regular basis, and I bet they are by many members. I don't want to identify any of them, for their own sake, but what worried me was that at least three

hold-ups were done with a considerable group of people outside the shop, who in spite of the screams, seemed not to notice. Most seem to occur either very early or very late, near opening and closing time.

While there must not be any intervention by the public in such events, this being the constant Police advice, perhaps we can all keep our eyes open and try to make a good mental description of anyone who appears to be acting suspiciously.

**John Hoddinott**

## Call for Submissions

The following item appeared in the *Sydney Morning Herald* for 11 May, 1996.

### Sydney Airport Operating Plan - Call for public submissions

Airservices Australia invites submissions on a long-term operating plan for Sydney Airport and associated air space. Airservices will report to the Transport Minister by 16 December 1996 on a proposed long-term operating plan.

Airservices has established a taskforce to develop the plan. The closing date for submissions is 28 June, 1996. The Terms of Reference for the review and further information can be obtained from Airservices by phoning (02) 567 3022.

Submissions should be forwarded to the following address.

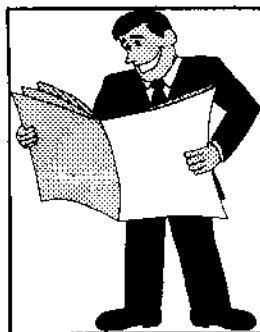
**The Manager**  
Air Traffic Management Taskforce  
Airservices Australia  
P.O. Box 372, Mascot  
NSW 2020

*The Society hopes to write a submission. Members may wish to contact Alison McKewon, if they wish to contribute. (Tel: 660 3917 AH) Members are also encouraged to do their own submissions.*

## Unveiling of Foundation Stone

**C**ouncillor Neil Macindoe, Jeanette Knox and I attended the ceremony, on behalf of the Glebe Society, on 4th May, for the unveiling of a foundation stone on which has been restored to the shopfront of a newly renovated shop at 33 Glebe Point Road, in its original position. The Mayor of Leichhardt, Ms Maire Sheehan officiated, and later the small group adjourned for a delicious coffee and muffins at the nearby Rose Blues Cafe. I understand that the shop will become an oven-fired pizza parlour. The floor and the entrance hall next door retain the original marble tiles, and it is a very handsome space.

**John Hoddinott**



## Traffic

The following submission has been sent to the Task Force, Clean Air 2000, by Jeanette Knox, on behalf of the Society.

9 March, 1996

Clean Air 2000,  
NRMA  
Level 8, 151 Clarence Street,  
SYDNEY NSW 2000

Dear Mr McGeoch,

### Shaping Sydney's Transport - a framework for reform

The Glebe Society welcomes the recommendations set out in the discussion paper of March 1996 and wishes to support the general thrust of the paper. The Society has long been an advocate of improved public transport in Sydney, particularly in this suburb of course, but it appreciates that the problems of providing a good service are even greater in the western areas of Sydney.

We strongly support the recommendation for a champion body for public transport as a counterbalance to the RTA.

It is also pleasing to see the recommendation about improved off-peak services, as we believe this is an area that has been insufficiently considered or, in particular, marketed by public transport providers. The Glebe area is relatively well serviced by buses in comparison with outer metropolitan areas, but even here we believe that there is more than enough demand to justify increased frequencies in the off-peak times.

In looking for the much-needed improvements in public transport for the growing western areas of Sydney, however, we noted that the discussion paper makes no mention of housing planning policies. We believe that a recommendation about the importance of planning for higher density housing should be included in the final report. Increased residential densities make effective public transport that much more viable. (Furthermore, this is not in conflict with the State Government's policy of containing the urban sprawl of Sydney and its stated plans

for urban consolidation.)

It is also suggested that the Task Force consider recommending the use of light rail services in the western areas of Sydney. This is a low-polluting form of transport. Lines could be designed along major routes even in less densely populated areas in conjunction with, say, feeder bus or possibly even minibus services. It is appreciated that cost savings with the use of smaller buses may not be great since the labour cost of drivers still has to be met. However, there would be some savings in fuel (and hence emissions) as well as in the costs of road maintenance, since the heavier the vehicle the greater the impact on the road surface.

Further to this, the Society has always been concerned about the extent to which freight is moved through Sydney on very large trucks. In the inner city this is hazardous because of the size of streets in many areas and because of the pollution from emissions. In outer areas of Sydney major roads are often dominated by large freight vehicles. We believe that as much freight as possible should be moved by rail. This would reduce road maintenance costs and, again, the amount of polluting emissions. It will be an ineffective result if the Clean Air campaign succeeds in reducing the amount (or at a minimum the growth) of private transport on our roads, but allows for significant increases in the use of freight vehicles.

We believe that it would be useful for the Task Force to recommend more consideration of the freight transport aspect. One approach that might be explored is that of seeking to develop cooperation between road and rail transport operators so that the two complement each other rather than compete.

We would be pleased if the Task Force would consider these points in the course of developing the final report.

Yours sincerely,

Jeanette Knox  
Convenor, Traffic Sub-Committee



## Who was Kirsova?

**M**embers may have noticed a recent Leichhardt Council draft local environmental plan (no. 122) which proposes to rezone, from public open space to residential, an area described as "Kirsova playground no. 3, Wigram Lane East". Who was "Kirsova" and, if "no. 3" is being considered, where are 1 and 2? Is there a 4? The answers to these questions throw some light on our understanding of the concept of "heritage" and show that the Glebe community can be seriously under-informed when matters of social progress are being considered.

The simple answers are:

- "Kirsova" was Helene Kirsova, a ballerina who was born in Denmark in 1911. Whether she was Russian or a Dane who "russianised" her name for professional purposes I don't know. She was a member of Colonel de Basil's Ballets Russes de Monte Carlo and first came to Australia in 1936-37. She was a very fine dancer and generally considered to be the equal of her more famous colleagues Baronova and Toumanova.
- Kirsova was *prima ballerina* with de Basil's 1939-40 tour and stayed in Sydney due to the outbreak of war in Europe. She founded her own company (The Kirsova Ballet) and a ballet school, was active during the war years but left Australia after the war. Her ballet school continued for a while but it **too folded and was succeeded by the Polish-Australian Ballet of Kousnetzova and Sobishevsky.**
- She had a social conscience. She was upset by the living conditions of inner city families and was particularly concerned about the fact that children in the (then) slums had only the streets to play in. She decided to do something about it.
- Using her own and donated money she bought properties in the inner west and turned them into children's playgrounds. "No. 3" was formed from the stables of 2 houses in Hereford Street.
- I don't know where nos 1 and 2 are - I can remember (as a child in the 1940s) seeing one from the train line between

Redfern and Ashfield and I think that one was, comparatively recently, re-named. I don't know if there is, or ever was, a no. 4.

The above shows that Kirsova Playground No. 3 is a vital part of the social history of the inner west. Kirsova was a truly remarkable person and it is at least rare, and possibly unique, for somebody in recent times to use their own money to buy private property and turn it in to public open space. Yes, public open space. And what do we do now? As part of the process of funding a new library, we consider selling public open space and are supposed to be comforted by the fact that this may (and only may) lead to the retention of the presently publicly owned open space on the corner of Glebe Point Road and Wigram Road.

The saddest part of the Kirsova playground proposal is that the history and social significance of the site is not mentioned in the council explanation of the local environment plan. There is also some irony in the council's discussion of the "site significance". We are told that the site "contains a major and rare tree on its south-eastern boundary which should be retained and protected". The tree, if it survives, will be privately owned and it seems that our thinking is now so "green" that we try to save trees but forget that we should also save our history.

Anton Crouch



## Vale Nick Origlass

**N**ews of Nick's death came to me as I was writing an account of Lyndhurst for the Glebe Point Road Project on Thursday, 16 May. I was reminded at once of the role played by Nick as Mayor of Leichhardt in confronting the bulldozers of the RTA in 1973, and preventing the demolition of that historic mansion.

Nick was 88 years old. He had given more than thirty years of his life to local government, and in the course of it he changed all our lives. As Mayor in 1972 he ordered the removal of the barrier that separated the public from the elected Councillors in Leichhardt Council Chamber, and by that symbolic act initiated Open Council, whereby residents had access to all Council files and all Council meetings, except Committees of the Whole, which deal with confidential matters, and were also empowered to speak on any issue.

After Nick ceased to be mayor, the barrier returned for five years, but in 1980 the reformed Labor Council under Evan Jones, who is still a councillor, removed it again and it has never been replaced.

In 1974, the Church of England was poised to sell off the 750 dwellings of the Glebe Estate. The Glebe Society approached Mayor Origlass with arguments for the preservation of this community and its fabric written by Tony Strachan, one of Glebe's leading architects.

Nick took this document to Tom Uren, Minister for Urban and Regional Development in the Federal Labor Government. Prime Minister Gough Whitlam encouraged a study of the Estate to be carried out by David Chesterman. This was favourable, and with the assistance of Lionel Murphy, Attorney General and Leader of the Government in the Senate, Federal Cabinet approved the purchase as an experimental rehabilitation scheme in urban renewal.

This was, in my view, the greatest victory of all. The prominence it gave to an area lately regarded as an expendable slum made the fight to prevent it being torn assunder by freeways much easier.

It was an act thoroughly characteristic of Nick, who was always quick to leap to the defence of the vulnerable, and loud as a trumpet and steady as a rock in his continued advocacy. He was greatly missed when a stroke forced him to withdraw for the last year of the 1991-95 Council.

He would wish us to remember him at the height of his powers, though no-one who saw him towards the end will forget the gentleness that remained when the fire had gone out. My strongest memory is of his comment when a group of residents were disappointed in a Council decision: "Now they have learnt they will have to organise and fight." ~~It was something he taught us~~ all.

Neil Macindoe



## Aircraft and Glebe

**A** computer modelling system devised by Airservices Australia could bring about 120 aircraft movements per hour at Sydney (Kingsford Smith) Airport. The *Australian Aviation* magazine editorial written by Jim Thorn for the March 1996 edition comments that the system is reported to have proved that if KSA was operated "as a real airport" that number of movements, or more, could occur. Aircraft flight numbers at KSA do seem to grow. The third runway EIS predicted 65 movements per hour. Laurie Brereton, former Minister for Transport, used a new figure of over 80 movements per hour and Federal Liberals were talking about 80 movements per hour prior to the March '96 elections.

The Glebe Society has written to the Federal Member for the Sydney electorate, the Hon Peter Baldwin. We drew his attention to possible increase in flight numbers and requested copies of any *new* bills regarding airports.

Now that the "Bennelong Funnel" has been abandoned, residents in certain areas have commented that the noise has changed to within bearable limits. However the community has no EIS depicting the impacts of operational changes at KSA and no assurances of a cap on the airport's growth. The Labor government achieved massive expansion of a tiny, urban, curfewed Sydney airport in the last decade. Now what will the Liberals do?

Aircraft noise and other complaints phone number: 667 9050

Alison McKeown

## Sunday Lunch

**T**he next Sunday Lunch spot was discussed by the Management Committee and it was decided to try BJ's Eatery in Glebe Point Road. It is licensed and BYO (\$1.00 corkage). The food has an Italian influence (judging from the menu - I haven't eaten there yet), and a lunch should cost about \$15, say. Please ring me at 692 0071 by Thursday, 28th of June so I can book for Sunday 30th. I will book for 12:30 pm. This is the last day of the financial year, so we can all have a natter about the tax return, and how much we don't pay, thanks to our clever family trusts. Any advice would be welcome.

## Scrabble Players

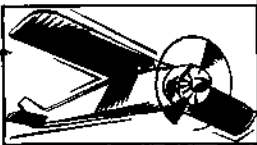
If anyone is as interested in playing Scrabble, please contact Ruth Larner, 552 6465.

## Winter concert at St Peters Church, Cooks River

St Peters Anglican Church Cooks River Organ Committee is organising a series of 'Winter Concerts' to help to raise funds to restore the church's historic organ. The next concert will be Sunday 28 July at 4:30pm, followed by a light fire-side meal. Entry by donation. Some visitors may wish to stay for a special evening service at 7pm. Address: 187 Princes Highway, St Peters.

## Friends of the Gully - FROGS

The Friends of the Gully - FROGS - will meet to discuss bush regeneration in the Orphan School Creek at Glebe Town Hall, Councillor's Room, on Monday July 8th, 7:30pm. All welcome



**For Your Diary**

**Sunday, 30th June, 12:30pm** - Sunday Lunch at BJ's Eatery in Glebe Point Road. Please let John Hoddinott know by Thursday 28th, if you would like to attend (692 0071)

**Monday 8th July, 7:30pm** - Meeting of Friends of the Gully, FROGS, at Glebe Town Hall, Councillor's Room

**Sunday 28th July, 4:30pm** - Winter Concert at St Peter's Church, Cooks River

<b>THE GLEBE SOCIETY inc. Management Committee</b>	<b>Convenors of Sub-Committees</b>
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<b>Committee</b> Marianne von Knobelsdorff 692 0916 Christine Whittemore 660 7969 Helen Griffiths 660 5548	<b>Harold Park</b> Vacant
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**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