

Glebe

Society Bulletin

5/2001 June/July

Public Gain and Public Loss

When I was preparing for our meeting with Sandra Nori concerning the vacant block of land in Franklyn Street (see Management Committee Notes, p9), I began thinking about the issues involved in the disposal of public assets that are no longer serving their original purpose.

This has been an important issue in Sydney in recent years as large parcels of former Defence Department land on the harbour foreshores have become available. This land has now largely been acquired for public use, but not without a fight.

There are many cases where the community at large will benefit from the sale of an asset that is no longer serving its original purpose. The money raised can be put towards new schools, hospitals and other much needed infrastructure.

But this is not so in every case. There will be occasions when the sale of an asset will bring in only a few hundred thousand dollars, which, when taken in the context of overall government spending, is a paltry amount. Yet the patch of land concerned in Franklyn Street could serve the community as a park for 100 years to come. How do we value the park compared to the small, one-off contribution its sale will make to the Treasury?

We need a process that takes into account both needs.

At present State Treasury instructions require departments to take a commercial approach to the management of Crown land. Thus if another body (say Leichhardt Council) wants a parcel of land it must pay for it at the going rate, although there is a loophole - if circumstances warrant, the Treasurer may make alternative arrangements regarding payment. We will see how difficult it is to exploit this loophole when we know the results of Ms Nori's representations to her ministerial colleagues.

In the meantime, I suggest we give some thought to a system which requires a judgment to be made on the long-term community value of retaining an asset in public ownership before its sale is considered. [see 'Will LYNDHURST be sold?' p5.]

Maybe departments should first consult other departments and local councils? If an appropriate body can make a convincing case that the public interest would be best served by the retention of the asset, arrangements should be made for transfer of ownership at a nominal charge. If not, put the asset up for sale to the highest bidder!

At present departments, like Land and Water Conservation which owns the Franklyn Street land, have every reason to try to sell off assets because such sales provide money to fund projects which they rightly see as important and necessary. The only way to circumvent this process is through political lobbying by community groups *if* they are vigilant enough to spot a likely sale before it occurs. This is exhausting and the results are far from certain. Yet once an asset like Franklyn Street has been sold, it is gone forever.

Think about it.

Bruce Davis
President

The Society archives now have a home! We express sincere appreciation of the hospitality of Forest Lodge Public School which generously provided a room in BRIARBANK for this purpose.

Meter Madness: Changing the Face of Glebe

On Tuesday, 29 May, Glebe Chamber of Commerce held a meeting in the Friend in Hand Hotel, Cowper St, to protest against the installation of parking meters in Glebe. The meeting was at least as fiery as that held on 16 May, 2000, when the new Council, in office only eight months, voted to install meters in the main centres.

At that time The Glebe Society protested that Glebe did not need parking meters (see article by Jeanette Knox, *Bulletin* 2/2001) and the so-called public consultation had been inadequate (the Society's original opposition to parking meters in Glebe Point Road is recorded in *Bulletin* 3/2000).

This most recent Chamber meeting also raised other issues. For example, the stated purpose of the multibay meters is to increase turnover of parking. However, the multibay meters permit a stay of two hours, but prior to their installation, many commercial areas had one quarter, one half or one hour maximums. The turnover in these areas is thus less than before meters were installed. The Chamber had also requested, before meters were installed, that they be programmed to allow up to twenty minutes free parking. This option, which is available with the present meters, was considered by Council but rejected.

The argument of the Chamber is that people often shop locally for minor items (a loaf of bread, a carton of milk) and they will not do so if they have to pay every time they stop. Businesses have already been affected by increased competition and the GST. The impact of the parking meters on these businesses is like that of a further GST.

Also, although it is an improvement to get rid of all-day commuter parking, this could have been done using *any* enforcement and without installing meters. There are now more vacant parking spaces, but these are used by locals who continue to

drive to the shops. Far from increasing pedestrian activity, the number of pedestrians in Glebe Point Road has decreased.

The Society has always taken the view that the shopping strips in Glebe Point Road should be preserved. The Society's participation in the Glebe Point Road Project was partly to ensure this activity continued and was enhanced. There is no doubt Leichhardt Council's sudden and unexplained abandonment of the Project [see *Bulletin* 10/2000], together with the installation of parking meters, has dealt a double blow to businesses when they were least able to absorb it. In particular, businesses have lost their passing trade, in some cases amounting to one hundred fewer customers per day.

Why, then, has a Council which was elected on a platform of public consultation tossed this promise so quickly aside? Why has a Council which claimed to want to work with the community deliberately done so much to antagonise residents and undermine businesses?

The answer lies in a Supplementary Report to the Council meeting of 24 April, 2001 (available from Glebe Library). In that report it is made clear that although Leichhardt Council increased its rates to the maximum permitted by law, and applied for (and was given) a further special increase of 5% for three years, raising an additional one million dollars from residents, it is still unable to pay for maintenance of its basic infrastructure. The shortfall each year will be about \$1.2 million for this item alone. Given that Council was

unwilling to reduce its expenditure, the only way to avoid further borrowings and sinking further into debt was to increase income i.e. install parking meters.

Having made this fundamental decision Council simply could not afford to go back on it. Resident consultation and participation went out the window, as did concern about viability of shopping strips. Leichhardt Council is now dependent on parking meters in the same way as state governments are dependent on gambling.

Unfortunately, in the introduction to the Management Plan for 2001, issued in June, the Mayor confuses infrastructure or works (roads, footpaths, parks, drains) with services (rubbish collection, street cleaning, recycling and the like). It is true both have fallen far behind, but infrastructure has been more neglected, because residents are more likely to complain about reduction in services. Thus the Sproats' Public Inquiry found Leichhardt Council had to find \$46 million to bring its infrastructure up to standard. Even if parking meters raise the expected revenue, reaching this figure will be a challenge.

Neil Macindoe
Planning Convenor

[The Glebe Point Road Project's submission to Council in 1990 opposed the introduction of parking meters on Glebe Point Road on the grounds that they they are unattractive and inappropriate in a conservation area, and would inhibit business. Ed.]

Glebe's "RECORD REIGN HALL"



CNR ST. JOHN'S ROAD AND DERWENT STREET

The FEDERATION style in architecture "flourished throughout Australia from Fremantle to Bondi during the years immediately before the federation of the Australian colonies into the Australian Commonwealth in 1901 ... it developed a character that is unique to Australia and deserves therefore an Australian name".

The Architectural Character of Glebe Sydney

"Glebe possesses two notable buildings in the FEDERATION style: the RECORD REIGN HALL and the Glebe Fire Station. St John's Parish Hall, better known as the RECORD REIGN HALL, was built in 1897 to commemorate the diamond jubilee of the accession of Queen Victoria to the [British] throne. It was designed

by the architect Edward Halloran and is a striking example of the use of contrasting colours in brick as championed by John Ruskin and William Butterfield. White bricks are used in bands against liver-brick walls as an Italianate artist might have used mouldings to create quoins, string-courses and window dressings, and with great boldness. ...

The external detail and finish of RECORD REIGN HALL is particularly good. An elegant wrought-iron balcony crowned by a striking gargoyle is placed above the entrance porch. The treatment both of the lettering and of the wrought-iron balcony indicates the local impact of *art nouveau*." [Bernard and Kate Smith *The Architectural Character of Glebe Sydney*, Sydney University Press, 1989, p119.]

Both inside and outside the RECORD REIGN HALL are commemorative plaques of Queen Victoria. The one outside is inscribed with a message from the Queen: *From my heart I thank my beloved people. God bless them.* The one inside reads: *May the children of our children say she wrought her people lasting good.* Both are charming pieces of Victoriana not often seen in Sydney today (apart from the statue of the Queen near St James Church in the city).

Freda MacDonnell [*The Glebe: Portraits and Places*, Ure Smith, Sydney, 1975, p60] comments that the plaques are "hardly flattering to the old Queen". She also notes that the "carving of the exquisite cedar roses on the staircases and in other parts of the hall reflects the infinite artistic detail which architects of the period were prepared to bestow on their work."

RECORD REIGN HALL was officially opened by the Governor Lord Chelmsford on 27 November 1897.

Many of Glebe's FEDERATION houses are cited in the Smiths' book, among them *Lasswade*, 242 Glebe Point Road (1893), Nos. 5, 7 and 9 Arcadia Road (1895), *Montana*, 36 Boyce Street (1892), and *Morven*, 17 Avenue Road (1897).

Federation Dinner and Fund-Raising Auction at RECORD REIGN HALL



Join us as we celebrate Federation at a special dinner on Saturday 22 September 2001, to be held in the RECORD REIGN HALL in St. John's Road Glebe. This will be the Society's major fund-raising event for the year and a great opportunity to enjoy a fine meal and an entertaining auction of valuable local goods and services.

We have been delighted by the generous response by members and local businesses who have offered a wide range of items that will be of interest to you and your friends, e.g. landscaping ideas from a professional architect, a day on a yacht on Sydney Harbour, a small band to play at your private function ...

The evening will have a Federation theme starting with our choice of venue. The menu will feature a Federation flavour, being strongly influenced by the extravagant fare that was served at official celebrations held in Melbourne and Sydney in 1901. Extracts from these historic menus will be featured in a later *Bulletin* (along with booking details) and you may be surprised at the level of catering provided for a few hundred people without the benefits of today's technology.

The organising committee would welcome the challenge of providing a similar celebratory dinner for a 100 or more members, residents and friends. A special price will be available for groups booking a table of eight.

If you choose, you are also invited to dress for the occasion in period apparel and to decorate your table in a Federation theme. Others may prefer contemporary dress – the choice is yours.

Make a note in your diary and start organising your table now!

"The campaign to save all of CALLAN PARK continues ..."

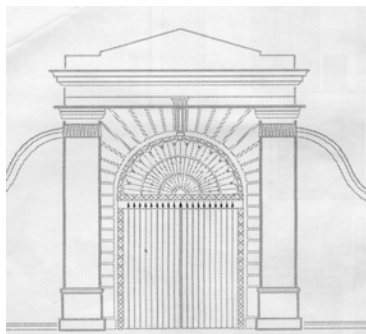
A stormy meeting of over 300 residents at the Rozelle hospital auditorium ushered in the so-called "Masterplanning" for Callan Park on June 18.

Officials from the Departments of Health, and of Urban Affairs and Planning told residents that the closure of the hospital was "set in concrete" and that the Masterplan must come up with at least \$40m in land sales at Callan Park to finance the new mental health facilities at Concord.

VISIT THE GARDENS OF HISTORIC BROUGHTON HALL

Corner of Wharf Road and Church Street
Rozelle Hospital grounds.
Saturday 14 July at 10.30 am
Limited parking is available in Church Street

An article in the previous *Bulletin* provided an overview of the history of these wonderful gardens which are now part of Rozelle Hospital



grounds and are available for all to enjoy. Visitors to Callan Park may not be aware of these gardens which feature a rain forest,

an oriental garden and many plantings from the original gardens of BROUGHTON HALL. The grounds have historical significance for the design of the gardens and also the innovative approach to psychiatric care. BROUGHTON HALL was a fine Georgian house, which is currently boarded up following a fire in 1986.

This is your opportunity to view the gardens of BROUGHTON HALL and be provided with a guided history of both the gardens and the Keep family who lived there from 1864-1912. Photographs will be on view.

The gardens tour will take approximately 1 hour and we invite you to bring a picnic lunch and join us by the water at Callan Park.

Please contact Judy Vergison 9692. 9200 email <saltwell@eisa.net.au> if you would like to join us for the walking tour.

Instead of the Masterplan starting with a clean slate and being guided by proper planning principles, one of its key goals is to open up the site for medium density housing development. That has already been decided before the planning process even begins. In contrast, proper planning for the future of Callan Park would look at the present and future needs of the inner-city and proceed on that basis.

Callan Park is already the *de facto* Centennial Park of the inner-west, an area which has had its share of urban consolidation and is facing even more such development. To introduce hundreds of dwellings (if not more) onto this landmark site would be ruinous to the site.

While the Masterplanning was revealed as a very political issue no politicians showed to face the people but a frustrated meeting demanded that the Premier, the Treasurer, the Health Minister, and local MP Sandra Nori come and speak to the community.

The limits to the planning process revealed at the meeting made a sham of promises of "meaningful public consultation". The very matters residents want to talk about have been ruled non-negotiable from the start.

Chris Puplick, chairman of the Central Sydney Area Health Service, did tell the meeting that the \$40m could come from the Treasury without the sale of any of Callan Park but that was a political decision which the community would have to campaign for.

During the meeting residents voted unanimously to oppose the closure of the hospital and the sale of any land at Callan Park.

The campaign to save all of Callan Park continues and support continues to snowball. Jack Munday has joined local environmental heroes Tom Uren and Issy Wyner to support the campaign as has John Murphy the federal MP for Lowe (which is centred on Burwood). The Sydney branch of the Australian Conservation Foundation has now joined the Total Environment Centre and Friends of the Earth in backing the campaign. Canada Bay Council has also recently voted to preserve all of Callan Park.

Councillor Hall Greenland
for Friends of Callan Park
phone: 9564. 3113

Friends of Callan Park will be holding "Seeing is Believing" tours of the areas the government wants to sell on Saturday July 7 and July 14 at 11 am - meet on the corner of Balmain and Wharf Roads (near Orangegrove School).

This tour takes about 45 minutes.

Heritage Issues:

Fancy Bridgework

On Monday, 14 May, members could have seen a small crane beside the Johnstone's Creek Canal, about to assist in the demolition of the wooden Allen Truss Bridge, as indicated in the March *Bulletin*.

This bridge was one of fourteen remaining in NSW. In the past, bridges of this type were common across narrow creeks in many areas of the State. The one in Bicentennial Park gained a certain notoriety by falling into disrepair about 1968, leading to the closure of that section of Federal Road, which until then connected The Crescent with Glebe Point Road. At that time there was disagreement between the Department of Main Roads (as it then was) and Leichhardt Council (as it still characteristically is) over who should pay for repairs.

Fortunately for the residents of Glebe, these parties were unable to reach agreement, and traffic from the Crescent was diverted, and no longer went through Glebe Point. In this way, I was able to secure the final closure of Federal Road, and The Glebe Society, through the leadership of John Buckingham, organised the campaign which resulted in the creation of Bicentennial Park (1988), which includes the closed section of Federal Road. Thus much of the Glebe peninsular was freed of through traffic and a major part of the waterfront became accessible to the public.

Long after the creation of the new waterfront park, there was a suggestion the bridge be restored as a pedestrian link across the canal. Those who suggested restoration did not seem to realise the structure had deteriorated beyond repair, and nothing of the original could be saved. They were also unaware other bridges of the same design remained, and were in much better condition.

The bridge was constructed from huge baulks of timber, and finding similar material today would be prohibitively expensive. It is also questionable whether it is desirable to reproduce a structure that would conserve nothing of the original. Normally a reproduction would only be considered if the original were unique, and if there were no other solution. However, to please its supporters Leichhardt Council has decided to proceed with a reproduction, but on a smaller scale and using different material to save money. For example, the frame will be metal, but will be covered with timber so it looks more like the original. Huge steel piles will be driven into the ground. No doubt the substitution of metal is to reduce costs, but it is still an expensive option.

The May meeting of the Management Committee discussed the issues, and resolved to write asking Leichhardt Council to reconsider its decision on the grounds that a modern bridge could be just as attractive and cheaper, and that the current proposal was not only fake because it was a reproduction, but also because the true method of construction was concealed.



LYNDHURST, 61 Darghan Street, Glebe

Will LYNDHURST be sold?

Scaffolding placed on the front of Lyndhurst and large industrial waste bins located on the footpath prompted this question.

Apparently the Historic Houses Trust of NSW has received approval to move the remaining offices, library and storage from LYNDHURST to the Mint Building in Macquarie Street. This quest for funds has been on the agenda for some time and follows the move made by the Trust's 'Members Services' to relocate to the Mint in late 1999. The Trust is currently carrying out much needed maintenance works which include repainting the facade (the reason for the scaffolding and building activity).

Significant funds have been approved to provide for the relocation – it has been suggested in the order of \$19m, although this has not been confirmed. The works will take over three years to complete. This apparently includes refurbishment of a number of outbuildings to house some of the items which have been difficult to store.

LYNDHURST has not met the needs of the Trust; there was inadequate storage, and it was obviously not designed as an office for a growing organisation. There has been a push for some time to obtain premises which the Trust believes are more suitable for its current level of operation. The issue now is – *what will become of Lyndhurst after the Trust moves out?*

At the Society's Christmas function held at LYNDHURST in 1999 Jack Munday confirmed that he did not support the selling off of this historic site. The word at the Trust is that it will be put up for sale, and could be developed into a number of 'heritage apartments'. In this growing push for 'realising the value of public assets' we need to start asking more questions, and obtaining some assurances as to the future of this historically significant building.

Judy Vergison

The cost of the fake bridge is over \$300,000, enough to build several less elaborate bridges. Together with other monuments being erected in Annandale, the amount is enough to restore VENETIA, the derelict house in Blackwattle Bay Park, for community use, or fix the footpaths in Glebe Point Road.

Neil Macindoe
Planning Convenor

Glebe Streetcleaning and Maintenance: Current Services



Many residents feel that Council should improve its efforts to make Glebe cleaner. Few, however, are aware of the current level of street cleaning and maintenance work. Therefore, we asked Peter Head, Director of Works and Services of Leichhardt Council, to provide an outline of Council's current street cleaning policy. We appreciate his co-operation.

STREET & LANE CLEANING & WEED MAINTENANCE.

- Three area-based crews currently carry out streetcleaning using brooms and blowers on all streets in Glebe 2-3 times per month. Streets are not cleaned to a specified daily roster but are cleaned in location order.
- In addition, the lanes in the Glebe Estate are cleaned every second day (ie. Monday, Wednesday & Friday)
- Three suction sweeping machines back up these three crews. These units devote about 75% of their time assisting the area-based crews by sucking up swept out piles of litter and leaves. Their remaining time is spent sweeping main streets including Glebe Point Road & the many other streets throughout the municipality.
- Chemical free weed control in the streets & lanes is undertaken by Council's weed contractor (Marsupial Landscapes) on an 8 week cycle.

MAINSTREET CLEANING – GLEBE POINT ROAD AND PARRAMATTA ROAD

- The 44 street litter bins are emptied daily at 6.00am each weekday morning as well as Saturday & Sunday mornings. At the same time the surrounding areas are cleaned.
- A dedicated barrow sweeper then carries out a twice-daily cycle of hand sweeping and cleaning of Glebe Point Road and Parramatta Road commencing at 8.30am.

PARKS MAINTENANCE

- The three street cleaning area-based teams also maintain the 34 smaller parks throughout Glebe on a 3 week cycle in summer and a 6 week cycle in winter.
- An additional crew is dedicated to the larger parks in Glebe and Annandale such as Bicentennial Park, Blackwattle Bay Park and Whites Creek Valley Park. These are maintained on a similar roster to the smaller parks.
- Two ride-on mower operators carry out the broadacre mowing of the larger parks and playing fields in these areas. This tractor and ride-on mower operation is conducted on a 2 weekly roster in summer and a 4 weekly roster in winter. These two operators also assist the area-based crews with landscaping projects in the winter months.
- The extent of summer works is limited because of time demands to mowing and edging of the turf areas .
- In winter the demand for grass mowing is reduced freeing up time which can be devoted to other parks works such as garden maintenance and tree planting
- Park bins in Glebe are currently emptied twice weekly. These bins are being converted to 240 litre bins in lockable surrounds, which prevent large household rubbish bags being placed in them. They also deter dogs and birds from pulling rubbish out.
- Chemical free weed control in the garden beds is also undertaken by Council's weed contractor on an 8 week cycle.

DUMPED RUBBISH

- A specialised dump truck and two-man crew undertakes a regular weekly patrol of known dumping locations.
- Dumps are usually picked up within 24 hours of complaint whenever possible.
- Area based crews also pick up dumped rubbish as part of their regular streetcleaning roster. If they discover a dump which has oversized items such as white goods then these are referred to the dumps crew who use their specialised truck to remove these heavy or bulky items.

GENERAL NOTES

- All works outlined above are monitored and documented on a daily basis and evaluated monthly.
- Refinements to the team boundary areas have been undertaken to improve efficiency and to ensure the works in each area are equitable.
- A recently undertaken benchmarking study was carried out and the recommendations of this study will be implemented shortly. These include the purchase of a ride-on street sweeping machine to improve the efficiency of mainstreet cleaning and the purchase of a new street sweeping machine that is smaller & more versatile for our many tight areas.
- Council looks forward to working cooperatively with the community to help with volunteer parks maintenance activities, & will continue to work closely with the Dept. of Housing & the community on waste minimisation & proper waste disposal issues.

LMC FACT SHEET ON REMOVAL OF ABANDONED VEHICLES

Leichhardt Council is responsible for the administration and removal of abandoned vehicles in the municipality.

The first step Council will take is to obtain registration details and confirm that the vehicle is not stolen. If a vehicle is stolen, or still registered, even if it is in a poor condition, Council has no power to remove the vehicle, or to take any action unless the vehicle is illegally parked.

If the vehicle is unregistered, Council will write to the last registered owner requesting removal within 72 hours and an advisory sticker is placed on the vehicle. If Council receives a response from a person claiming ownership of the vehicle, Council cannot take any further action, unless the vehicle is illegally parked.

If Council does not receive a response from the last registered owner, Council will forward a request to our contractor to have the vehicle removed. If the vehicle is valued at more than \$500, Council will retain the vehicle for auction, while vehicles valued at less than \$500 are destroyed.

Council's contractor usually removes the vehicle within 1 week, although this can extend up to 2 weeks depending on demand and available access to the vehicle.

Given all the steps Council is required to follow, it can be between 3 and 4 weeks between notification about the vehicle and the time that it is removed, although Council aims to have the vehicle removed within 2 weeks.

Is Glebe Clean?

A FOLLOW UP

I want to thank readers for their comments regarding my article on rubbish in Glebe ("Is Glebe Clean?" *Bulletin 3/2001*, p.1). All ten respondents agreed that there is too much litter in Glebe and that the situation has to improve.

I have forwarded their specific complaints about dumping hot spots, insufficient cleaning, and publicans that fail to remove empty bottles from the vicinity of their pubs to Leichhardt Council, and have received assurance they would be followed up.

I list below (in italics) the more general comments, together with a short paragraph summarising the response I received from Council (and thanks again to Peter Head and Cheryl Walker for their friendly co-operation).

- *Misbehaviour of recycling collectors*

Council is reviewing its recycling operations in order to introduce possible improvements. In addition Council representatives are now meeting weekly with the recycling subcontractor, Collex, to respond to service complaints such as broken glass on the road and the "hard-braking" of trucks. The latter refers to truck drivers first accelerating and then braking very hard to move the glass to the front of the recycling truck. This is noisy and dangerous, and if observed on Glebe's streets should be reported immediately to Council. Readers should also know that Collex's trucks carry cleaning equipment and that the collectors are supposed to clean up any spillage.

- *Dumping of litter*

Council is now taking a harder line on dumping offenders and have two permanent waste inspectors dedicated to investigating dumps and fining the offenders. They will also collect the dump (provided it can be hand-loaded onto their small truck) at the same time as they investigate it for evidence. If the dump is too big, they will immediately contact a clean up crew.

- *'Illegal' posters and flyers on lampposts etc.*

Fining for the above under the current legislation is not possible because the new advertising material laws, which commenced on 1 April 2001, do not prevent people from putting posters on poles.

- *Tenants seem not to be informed about waste and recycling collection*

All real estate agents in the municipality receive from Council:

- 1) zone calendars for all 12 zones, indicating dates for waste and recycling, garden, white goods and general household clean ups,
- 2) a street list indicating what streets get which calendar,
- 3) a 'moving out or cleaning up' card which identifies numerous options for proper disposal of general household items, and
- 4) a letter requesting that the above is given out to all new tenants and property owners.

I should not forget to mention the suggestion of one reader that residents could help to clean Glebe by picking up rubbish around their homes. Another way to make our suburb cleaner would be to report any problems to Council immediately using the fax back sheet or the phone numbers listed on the last page of the bulletin.

Feedback on any street cleaning issue can be directed to Council's Customer Service Centre via phone (9367. 9222); or fax (9367.9008) or email <leichhardt@lmc.nsw.gov.au>

Please do not hesitate to contact me, if you feel that Council's response to your complaint is inadequate.

Horst Schwarz
Clean Up Glebe Project Team

Heady Days:

The Glebe Point Road Project revisited

‘With the aim of building a community consensus on the enhancement of Glebe’s Main Street, PROJECT members had high hopes and carried out many activities during its early years...’

Below is a history of THE GLEBE POINT ROAD PROJECT INC from its conception in 1988 until it applied to cancel its incorporated status in 1993.

In the late 80s the NSW Department of Planning initiated a MAIN STREET PROGRAM “to encourage local communities to do something to improve and revitalise their commercial centres”.. In May 1988 Society member, Ian Jones, proposed that the Glebe Society apply for a National Estate Grant to conserve Glebe’s Main Street.

With the Society’s agreement and sponsorship, and the formal participation of the Glebe Food Fair (each of whom agreed to contribute \$1000), Ian made a successful grant application in June 1988 for \$6000 which initiated THE GLEBE POINT ROAD PROJECT; its stated objective was “to conserve the heritage, and improve the streetscape, the residential and commercial amenity of Glebe Point Road”.

The PROJECT’s first Management Committee consisted of Ian Jones, (President and Public Officer), Bobbie Burke (Secretary), Peter Strickland (Treasurer) and Fiona Campbell all from the Glebe Society; Ken Burgin (Deputy President) and Sarah Adey from the Glebe Food Fair Association; and an observer from Leichhardt Council, Councillor Brian Thompson. The first Task Groups were headed by Neil Macindoe, James Burgin and Hans Hoffman, as well as Ken and Fiona. With balloons flying and an enthusiastic crowd, the PROJECT was launched on 21 June 1989 by the NSW Minister for Planning at the Old Fire Station [see photograph below;] it became an incorporated association in December of that year.

In August 1989 expressions of interest were sought from architects with expertise in heritage conservation and urban design to undertake “a project to enhance the amenity and appearance of Glebe Point Road...”.



Ken Burgin, David Hay (Minister for Planning) and Ian Jones at the launch of The Glebe Point Road Project

Anglin Associates were selected, and undertook to “analyse the characteristics of the Glebe Point Road streetscape and its environmental heritage and make recommendations ...”. Their report *Glebe Point Road: Urban Design Study* was presented in February 1990.

In November 1990 the PROJECT obtained a grant of \$7500 under the Heritage Assistance Program for Stage II of the Glebe Main Street Study; this amount was matched \$ for \$ by Leichhardt Council. The work was awarded to Bechervaise and Associates Pty.Ltd. whose brief included the provision of “a report to LMC which outlines actions to be taken, which would conserve and enhance the identified heritage character and heritage items of Glebe Point Road”; Stage II was supervised by the PROJECT’s Heritage Committee consisting of Alan Coker (LMC), Neil Macindoe (Glebe Society) and Barry Anstee (Glebe Chamber of Commerce) and the report *Glebe Point Road Main Street Study Stage Two* was presented in November 1991.

A grant application in 1992 for a Stage III Study was not successful.

With the aim of building community consensus on the enhancement of Glebe’s Main Street, PROJECT members had high hopes and carried out many activities during its early years:

- the President and Deputy President’s personal vision for GPR was presented in a report containing 14 major recommendations: *Preparing Glebe Point Road for the 21st Century*;
- a detailed inventory was made of all properties on GPR (as at 28 May 1989), listing each one as ‘residential’, ‘commercial’, ‘professional’, ‘vacant’, etc.
- heritage architect Craig Burton was commissioned to undertake a study and provide recommendations on the restoration of the Jubilee Fountain and other historical items on the site;
- visitors to the 1989 Glebe Street Fair were surveyed on their attitudes to GPR;
- a community seminar was held on ‘Business Development’, co-sponsored by the Department of Planning;
- drawings and recommendations were prepared for two alternative designs for upgrading Minogue Reserve;
- third-year students from Sydney University’s Architecture Faculty were involved in studies of GPR in their ‘People in the Urban Environment’ project;
- community tree planting day for Department of Housing properties;

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- 1990 submission to Council opposing parking meters in GPR because they were thought inappropriate in a conservation area, and would inhibit business,
- ‘Christmas in August’ function held at Darling Mills restaurant;
- ‘Don’t Rubbish Glebe’ launch and sausage sizzle in Foley Park;
- arboricultural survey and report on the condition of poplars on GPR was undertaken by landscape design students from the Ryde Horticultural College;
- reports on PROJECT activity appeared in the local papers and many newsletters were produced.

Throughout, the community was invited to meetings to discuss not only the Stage I and Stage II reports, but all proposed changes/improvements to the street.

Two Art Competitions were sponsored by local businesses. The subject in 1989 was AN ASPECT OF GLEBE POINT ROAD;

paintings were displayed at the Commonwealth Bank and Darling Mills Restaurant in December of that year, and the event was judged by Bernard Smith (Power Professor of Fine Arts at the University of Sydney and founding President of the Society); the winning painting was “Glebe Point Road” by Glebe artist Christine Stewart; one of the entries still hangs in Galluzzo’s Fruit Shop at 191 Glebe Point Road.

The 1990 subject was THE SPIRIT OF GLEBE, PAST OR PRESENT; paintings were exhibited in November 1990 at Gallery 77 on Glebe Point Road, and a panel of Dr Robin Cooper, Senior Lecturer in Fine Arts at the University of Sydney, Laura Paxton-Baines of the Eaglehawk Gallery and Clifford Grant of Gallery 77 judged the entries. The winning painting that year was “Ferry Road” by Glebe artist Doug Evans.

The 1991 Art Show, again with THE SPIRIT OF GLEBE theme, was sponsored by the Glebe Festival Committee and held at Gallery 77.

The PROJECT generated much enthusiasm in the community, but many plans did not eventuate, e.g. a grand street sweep of GPR, involving the community and LMC; proposals for heritage signage on commercial premises, repainting commercial facades, electricity cables bundled underground, historical plaques on appropriate buildings, naming and improving of bus stops, and an architect-prepared plan for a notice board outside the Post Office.

By late 1992 it was thought necessary to reduce the cost and effort needed to administer the PROJECT and a motion was moved and carried unanimously at the December AGM that Leichhardt Council “be approached to ascertain whether the GLEBE POINT ROAD PROJECT could become a committee of the Council”. In April 1993 Council agreed “to form a Glebe Point Road Sub-

Committee to take over the responsibilities, records and resources of the PROJECT” and the Public Officer made application to cancel its incorporated status.

Because the records available to us are incomplete, it is not clear when it first met as THE GLEBE POINT ROAD STREETScape STEERING COMMITTEE under the auspices of Council; in October 2000 a Mayoral Minute abolished the Committee without notice. No doubt it had its successes and frustrations during this period, and those particularly involved then may write more of this story¹.

Given the enormous amount of hours and skills devoted to the PROJECT, it is valid to query, over a decade later, what happened to all the original fanfare, enthusiasm, and

“Glebe is an urban Conservation Area, the heart of which is Glebe Point Road. The character of this street is defined by the nature of the shops, ... the style of the architecture, ... its spectacular views of and connections to the city, and significantly, by the cultural heritage of the residents.”

Glebe Point Road: Urban Study Design

good intent? It would be useful to make such an analysis. Was it simply lethargy, or was the PROJECT was too confronting for the community at that point in time? Or is it that the financial viability of many of the businesses on GPR is so marginal that the traders only look to short-term profits rather than long-term business goals? Now that The Broadway Centre has become a (successful) reality, it would seem that a plan to improve the commercial amenity of Glebe Point Road and promote the suburb’s status as a ‘Conservation Area’ is more vital than ever.

Relatively little has been accomplished since 1989 when the PROJECT was launched – this is obvious to anyone walking along the street. In comparison with, say, Leichhardt’s Norton Street, Newtown’s King Street, and Marrickville Road in Marrickville, in the harsh light of day Glebe Point Road is ‘a poor relation’. It could be oh so much better.

Bobbie Burke and Cynthia Jones

E&OE

¹ see Bulletins 10/99, 10/2000, 3/2001 for articles written by Fiona Campbell, Ted McKeown and Neil Macindoe.

Publication Details:

Preparing Glebe Point Road for the 21st Century, Ken Burgin and Ian S F Jones, The University of Sydney, January 1990, ISBN 0 86758 320 0.

Glebe Point Road: Urban Design Study, Anglin Associates with Knox and Tanner Pty.Ltd., February 1990.

Glebe Point Road Main Street Study: Stage Two, Bechervaise and Associates Pty.Ltd., November 1991.

Copies of these publications are held at Leichhardt Library in the Local Studies collection.

Notes from the Editor's Desk



MEMBERSHIP SUBSCRIPTION

Membership of The Glebe Society expires on 30 June each year (unless you joined in the current calendar year). Expiry date of membership is printed on each *Bulletin* label.

If your membership is due a renewal form is enclosed with this Bulletin – we would be very glad to have your payment by 31 July.

ANNUAL GENERAL MEETING

of The Glebe Society will be held on Sunday 19 August at 2pm, followed by drinks at the President's house – Full details will be given in the next issue, which will also contain a nomination form for the Society's Management Committee.

SARTOR'S VISION OF A CLEAN CITY

The *Sydney Morning Herald* recently reported Frank Sartor's plan to widen the council's jurisdiction to clean up the City ["Sartor mixes it with a vision to clean up the city and curb pokies". *SMH* 19 June 2001.]

"Under this plan, property owners or lessees could be forced to foot the bill for rubbish collection. Cr Sartor has accused 'a number of errant firms' of having inadequate waste removal contracts that leave ratepayers paying for the removal of litter dumped in public places.

The City Council will seek legislative power to improve the cleaning of footpaths by requiring property owners to enter into commercial waste contracts, or recovering from them council costs for the extra cleaning."

FRIENDS BEAUTIFY THE LIBRARY GROUNDS

The parkland attached to Glebe Library was transformed during May. This couldn't have been done without the funds raised by the Friends of Benledi and Glebe Library (including the balance of monies held in the Glebe Fighting Fund).

Late last year a Friends' Garden Committee was formed (Marie Mackie, Pamela Grinter and Chris Newton) and Marcia Hosking, a well-respected landscape architect and local resident, was approached for ideas. Leichhardt Council's Vince Cusumano (Manager Parks and Streetscapes) and Peter Head (Director of Works and Services) were also asked for assistance.

Marcia organised the buying, delivery and placement of hundreds of new plants; Michael Bates and staff removed, pruned and planted them, with a few Friends volunteering to plant the smaller ones. Before the soft leaf 'Sir Walter' buffalo grass could be laid, Council arranged for Prestige Grounds Maintenance to attend to the drainage problem.

This marvellous co-operative effort has made the parkland a most delightful place for residents and visitors alike to enjoy, and the Friends are very pleased indeed with the result.

Ros Wheeler

Secretary, Friends of Benledi and Glebe Library

[The Friends have recently purchased CDs to the value of \$1000, including classical, pop and rock; forty children's videos were also added to the Library's collection, courtesy of the Friends.]

WENTWORTH PARK UPDATE

Licence Agreement

The Greyhound Racing Associations are seeking approval from the Minister for Land and Water Conservation to replace the existing Licence Agreement, held by the Wentworth Park Sporting Complex Trust, with a lease granted directly to the Racing Clubs. The aim is to allow for the granting of sub-leases in the building currently leased by the Department of Sport and Recreation. The current rental income for these floors is quite significant (several hundred thousand dollars a year) and would assist Racing Clubs in their quest to upgrade the existing greyhound racing facilities. These proposals have been estimated at being \$4 million dollars.

Obviously this type of investment and level of rental income would encourage the continued use of the site for greyhound racing blocking the implementation of the vision of the return of the Park to the community as a major foreshore parkland. The plan of management has been on hold awaiting the relocation of the greyhound racing facilities.

The Glebe Society rejects this current proposal by the Greyhound Associations and any further developments in the grandstand area. Our position is that the grandstand should never have been built and the Society advocates that it should be demolished – not enhanced by further investment in redevelopment.

Letters have been sent to the Premier and relevant ministers confirming the Society's rejection of any proposals which continue the alienation of Wentworth Park. This grand old park should be returned to the residents and reinstated to its former glory.

Lighting in the Park

The Society has approached the Lord Mayor and requested that lighting be provided in Wentworth Park every evening to encourage use on those nights during the winter months when no sporting matches are being played. This would provide safe access to the Park for people walking to and from the city and those who use the Park for walking and other recreational activities. The Council will advise of their decision shortly.

Judy Vergison

WELCOME TO YOUR WEBSITE

www.glebesociety.org.au

We wish to introduce to members the Society's brand new website, effective 1 July, 2001. Members must remember that by no means is this site complete, but is an avenue to the potential of *cyberspace*, for want of a better word!

We see the website as an evolutionary, always changing, vehicle through which we hope much more information will flow as it grows in the months and years to come. Unlike a book, a website can change path, digress at whim and is therefore not 'set in concrete'.

We ask members and friends who have access to the <www> to visit our site and give us feedback so that we can feel confident we are heading in the right direction. If not, you can help to guide us. Without your endorsements, we will always wonder!

Bruce Davis, President
Cynthia Jones, Webmaster



Dear Secretary

I enclose my membership subscription with best wishes (perhaps on time for a needed change).

I respect the long hours and keeness of the whole Committee Group I did falter a bit over the

urgent notice "Exclusive to Glebe Society members" and inside "Meetings arranged specifically and exclusively ..."!

Never mind - well meant.

A good fight, Frank may yet take Glebe - passionately I hope NOT.

Sincerely,
Nan Coulson

PARKING METER MAINTENANCE

In response to our request, Leichhardt Council has advised that the following measures have been taken to maintain parking meters in the municipality:

- Maintenance for the next three years is part of the contract agreement signed with Wilson Equipment Services, aimed at minimising the 'down time' caused by system failures and vandalism.
- a security firm has been engaged to attend to and reduce vandalism.
- 'Techniclean' has been engaged to carry out monthly inspection and graffiti removal and will respond to 'one-off call-outs' within 24 hours.
- Council's parking enforcement officers 'out on the beat' are to make regular reports to the supplier's maintenance crew on the condition of the meters.
- Logitech Armaguard will soon provide an average bi-weekly coin collection, as well as regular reports on meter maintenance.

See also "Meter Madness", p2.

Notes from the Management Committee meeting held 13 June



ELECTRICITY SUBSTATION - ROSS STREET

We reported last month that the Society had written to Energy Australia regarding these premises which were covered in graffiti and a harbour for dumped rubbish. We are pleased to report that the substation building has been cleaned and repainted, although the work did not extend to the fence. We also wrote that the dumped rubbish was removed promptly, but (surprise!) more has now accumulated.

LEICHHARDT COUNCIL GRAFFITI REMOVAL PROGRAM

We understand that this program, which was announced in the local media, has yet to be allocated funding. The requested budget allocation is \$60,000 per annum for two years to deal with the proliferation of graffiti.

PARKING METERS AND GRAFFITI

Council has replied in detail giving assurances that maintenance strategies had been put in place to ensure that parking meters remained free of graffiti and stickers [see this page].

VACANT CROWN LAND

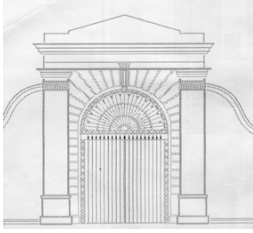
We reported last month that the Society had written to the Minister for Agriculture, Land and Water Conservation making representations in regard to vacant Crown land on the corner of Franklyn and Glebe Streets and its possible dedication as a park. Society representatives met with Sandra Nori, MP, on the issue in June; she expressed support for our position, and undertook to write to the relevant government ministers on our behalf.

WELCOME TO GLEBE

The Society has developed a small package designed as a 'welcome' to new residents in Glebe. The purpose is to reinforce a sense of community, to assist new residents with some basic information about Glebe and to provide information about the Glebe Society. If you see someone moving into your street and would like to drop a pack into their letter box, please call Liz Simpson-Booker on 9518. 6186.

Notice Board

VISIT THE GARDENS OF HISTORIC BROUGHTON HALL



Corner of Wharf Road and Church St
Rozelle Hospital grounds
Saturday 14 July at 10.30 am
Limited parking is available
in Church Street
Please contact Judy Vergison
9692. 9200
email <saltwell@eisa.net.au>

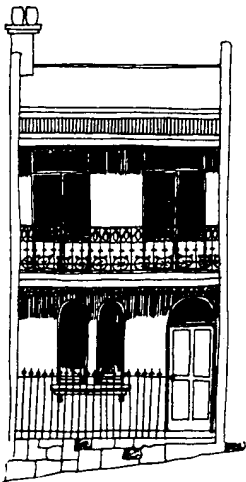
FOREST LODGE PUBLIC SCHOOL

Home of The Glebe Society archives
Kindergarten to Year 6
Enrolling now for 2002



Headmistress: Mrs Elva Salter
Phone: 9660 3530

HOUSE HISTORY RESEARCH SEMINAR



Find out how to research the history of your house
For more information contact
Margaret Penson or Ellen Forsyth on
9367. 9266
Cost: \$16.50 per person,
refreshments provided.
Bookings and payment essential
by Monday 23 July

Wednesday 25 July
6 - 8pm at Glebe Library

FRIENDS OF BENLEDI AND GLEBE LIBRARY
invite readers to BENLEDI for

An evening with Carol Mara
author of *Iron Cradles*

Iron Cradles is set in rural NSW and city hospitals at
the height of the 1951 polio epidemic.

\$6/\$4 - light refreshments will be served.

RSVP essential - phone 9367. 9262

Monday 9 July 7.30 pm



CORO INNOMINATA PRESENTS:



Vivaldi's Gloria

Musical Director: David
Vivian Russell

St. Scholastica's Chapel
Cnr Avenue Rd. and
Arcadia Road

Tickets \$20/\$15

Enquiries: 9489. 9265

Sunday 1 July 3.00 pm



For Your Diary ...

Sunday	1 July	Visit our Web Site < www.glebesociety.org.au > see p11
	1 July	Vivaldi's <i>Gloria</i> at St. Scholastica's Chapel, see Notice Board
Friday	6 July	Opening of the Glebe Art Show, see Notice Board Paintings on exhibition until 15 July
Saturday	7 July	'Seeing is Believing' Tour of Callan Park, see p4
Monday	9 July	An evening with Carol Mara, see Notice Board
Wednesday	11 July	Management Committee Meeting - all welcome 7.30 pm Toxteth Hotel Meeting Room
Saturday	14 July	Visit the Gardens of Broughton Hall, see Notice Board
	14 July	'Seeing is Believing' Tour of Callan Park, see p4
Wednesday	25 July	House History Research Seminar, see Notice Board

ADVANCE NOTICE

Sunday	19 August	Glebe Society Annual General Meeting 2pm - final details next <i>Bulletin</i>
Saturday	22 September	Federation Dinner and Fund-Raising Auction see p3, more details to come

We are glad to publish letters or articles:

on any matters of interest to Glebe

on any topic raised in the *Bulletin*, or

on any issues relating to The Glebe Society.

All correspondence should be addressed to:

**The Glebe Society Inc
Box 100 PO
Glebe 2037**

DISCLAIMER

Views expressed in this Bulletin are not necessarily those of The Glebe Society Inc.

The Glebe Society Inc

MANAGEMENT COMMITTEE

President	Bruce Davis	9660. 7873
Vice-President	Jeanette Knox	9660. 7781
Immediate Past President	Russell Stewart	9660. 8324
Secretary	Liz Simpson-Booker	9518. 6186
Treasurer	Patrick McNiece	9552. 6656

Committee Members:

Andrew Craig	9566. 1746	vacancy	-
Alan Hunt	9660. 2407	Cynthia Jones	9660. 2451
		Marianne von Knobelsdorff	9692. 0916

SUB-COMMITTEE CONVENORS

All convenors are *ex officio* members of the Management Committee

BAYS AND FORESHORES	Collin Hills	9660. 8608
ENVIRONMENT	Jan Wilson	9660. 2698
– including Noise Pollution	Andrew Craig	9566. 1746
FRROGS	Roberta Johnston	9552. 3248
PLANNING	Neil Macindoe	9660. 0208
TRANSPORT AND TRAFFIC	Steve Stewart	9660. 5845

PROJECT TEAMS

Centenary of Federation	Liz Simpson-Booker	9518. 6186
Clean Up Glebe	Horst Schwarz	9660. 7926
Conserving Glebe Heritage	Christine Whittemore	9660. 7969
Foreshore Walk and Cycle Way	Judy Vergison	9692. 9200

CONTACTS

Archivist	Lyn Milton	9660. 7930
Historian	Max Solling	9660. 1160
Membership List Manager	Gail Pratt	9662. 6656
New Members Contact	Paddy and Gail	9552. 6656
Bulletin Editor	Bobbie Burke	9692. 0343
Webmaster	Cynthia Jones	9660. 2451

in this issue:

- Public Gain and Public Loss, p1
- Meter Madness, p2
- Federation Dinner and Auction at RECORD REIGN HALL, p3
- Callan Park Campaign, p4
- More from Clean Up Glebe Project Team, pp6-7
- Glebe Point Road Project revisited, pp8-9



POSTAGE
PAID

RENEWAL DUE?
form inside !

MEMBERSHIP OF THE GLEBE SOCIETY INC.

Ordinary	\$40
Concession:	
Student/Pensioner	\$20
Institution	\$100

Write to Box 100 PO Glebe 2037 or phone the Secretary, Liz Simpson-Booker, on 9518.6186

If you have a matter that you would like to discuss with the Management Committee, please ring the Secretary and arrange to come to a meeting.

CARE FOR THE COMMUNITY

Report ALL streetcleaning issues, dumped litter, recycling problems, and abandoned cars to:

LEICHHARDT COUNCIL
CUSTOMER SERVICE:

phone: 9367. 9222 fax: 9367. 9008
email <leichhardt@lmc.nsw.gov.au>

- dumped trolleys - 1800 641 497
- aircraft noise - 1800 802 584

COPY DEADLINE

for the next issue: Tuesday 17 July