



Glebe Society Bulletin

5/2002 June/July

Society to meet with Mayor on urgent matters

by John Buckingham

The Glebe Society has a list of objectives and expectations (published in earlier *Bulletins* as "The Needs of the People of Glebe") that have been sent to both Leichhardt Council and Sydney City Council. When it has been settled as to which council will be responsible for Glebe, we expect to meet the mayor of the winning council to go through this document which treats the needs of Glebe in an ordered, sequential, progressive way.

Separate from this discussion, I intended to organise a meeting to deal with matters that could not wait – matters that warrant immediate attention. I'd thought the starting points would be two issues: the revival of Glebe Point Road; and remediating the effects of vandalism throughout Glebe.

Although we are in a state of limbo at the moment awaiting the result of the Government's court appeal, I am pleased to report that Leichhardt's mayor, Maire Sheehan, has seized the initiative and has called a meeting of the presidents/chairpersons of the relevant Glebe groups - the Precinct Committees; the Chamber of Commerce; and the Glebe Society. The focus will be Glebe Point Road, vandalism and what some perceive to be Council's neglect of Glebe.

Some matters should be within Council's power in the short term:

- adding poster removal to the (excellent) week-day litter clean-up of Glebe Point Road;

- adding week-ends to this detail (there is possibly more human activity on Glebe Point Road on week-ends than there is during the week);

- gaining the authority from the owners of shops and residents along Glebe Point Road to allow the immediate removal or painting out of graffiti;

- gaining the co-operation of other authorities, such as Telstra, Australia Post, Sydney Buses, RTA, Energy Australia, to repair/clean/re-paint their structures as soon as vandalism occurs.

Some matters may be more medium term:

- revival of the Glebe Point Road Project;

- arranging appropriate heritage listings for Glebe Point Road and its individual buildings.

Some matters may be long term:

- executing the Glebe Point Road Project with a code/guide for owners that deals with appropriate colours and appropriate treatment of facades in general;

- removal (in conjunction with Energy Australia) of electricity posts and replacement with underground wiring and "heritage" lights.

I assume that this meeting with the mayor will be the first of several. If they prove to be productive, we should be able to move quickly beyond Glebe Point Road to:

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Don't forget the Society's birthday party harbour cruise on 14 July. Booking form on page 7.

Are we going to the dogs?

Are we going to the dogs?

Well apparently not if you believe the *Daily Telegraph* of 19 June. Glebe residents are preoccupied with lattes and lava lamps and couldn't give a proverbial about the time honoured sport of greyhound racing.

And neither are the traditional patrons of the sport who, it seems, would rather pop into the nearest TAB rather than go to the track to put a few dollars on *Fire and Speed* or *Original Sin*.

However Glebe's chardonnay set have done a little to help the industry along. I've heard of one family who took some visiting Italian friends to Wentworth Park to see the dogs. They were fascinated - nothing like this in Italy! - particularly their small daughter. After inspecting the contestants the little girl persuaded her mother to put a few dollars on her favoured puppy which duly won the race.

From the little I know about the dogs, this is probably as good a way as any to pick a winner.

Greyhound racing has always had its shady side. As there are no jockeys to "pull" their charge, fixing a dog

race requires a bit of ingenuity. I remember a member of the *Herald's* racing staff telling me how one dog was nobbled by shooting pieces of steak into its kennel with a shanghai. Naturally the dog scooped up the tasty morsels and was too full to raise a canter. On another occasion a favourite's promising race came to an abrupt end when a scoundrel tripped it with a piece of piano wire stretched across the track.

Greyhound racing came to Wentworth Park in 1932 when the Tin Hare Association was given permission to conduct races on a regular basis. Ironically the reason was that the Wentworth Park Trust was trying to raise money for the care and management of the park.

In the late 19th century Wentworth Park was in its heyday. On old map c. 1893, now framed and hanging on our wall, shows numerous intersecting walking paths and what appear to be pools where the dog track is now. Presumably by the Depression things had gone downhill.

The NSW National Coursing Association started racing at Wentworth Park in 1939, and except for a two year break during the Second World War, it has continued ever since. The "modern multi-level grandstand commensurate with Wentworth Park's standing as the principal greyhound racing track in NSW" was completed in 1987.

Now it appears that change is in the air once again for Wentworth Park.

Some time ago the Sydney Harbour Foreshore Authority (SHFA) began a planning exercise for the Blackwattle Bay area, including Wentworth Park. While SHFA officials are always very guarded in any comment they make about the Park, it is no secret that some heavy hitters, including the Lord Mayor, would like to see the dogs move out of the park to a new home, and the park returned to its former glory.

The *Telegraph's* story seems to have been inspired by parties unknown to



get (or stop?) the ball rolling. The *Telegraph* (correctly) pointed to the spread of "soulless unit blocks" in the inner city and mounted a spirited defence of the sport as "different, fun and usually harmless night out." A good argument if the dogs managed to draw more than a few hundred patrons to each meeting.

The other side of the coin is that thousands people from Glebe and the soulless apartment blocks in Pyrmont and Ultimo, are starved of open space and would benefit greatly from a revived Wentworth Park.

It's too soon to say what will happen to the park. SHFA recently took control of the renovated Blackwattle Bay wharves from Waterways and put a stop to issue of new leases because it wants to ensure their future use is integrated with the overall planning for the precinct.

The Sydney Heritage Fleet is eyeing off the Pioneer Concrete site, and numerous people are making encouraging noises. Some people are again talking about linking the park to the water by putting Bridge Road underground.

The *Telegraph* says the Lord Mayor has \$25 million stashed away to upgrade the park, and the Town Hall does not deny that the story is "on the right track". Maybe, just maybe, Wentworth Park is on its way to becoming a great park once more.

- Bruce Davis

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Meeting with Mayor

- general and week-end park cleaning and maintenance;
- a plan for the restoration and use of *Venetia/Bellevue* in Blackwattle Bay Park;
- a masterplan covering all new waterfront open space in front of *Pavillions*, *The Anchorage*, the Harbour Lighterage and Fletcher's sites; and
- an arrangement with Glebe Secondary College (Glebe High School) to share the waterfront and complete the waterfront access from Johnston Street Annandale to Pyrmont Bridge Road.

First battle won in War on Graffiti

Saturday, 15 June was designated Glebe Point Road Graffiti Clean-up Day. Horst Schwarz commandeered the graffiti trailer from Council and organised the volunteers into two squads for morning and afternoon sessions. Each of the squads was then divided into pairs, with each pair being assigned a block of Glebe Point Road. From earlier experience we had learned that not too much should be tackled: the morning session covered from Pymont Bridge Road to Mitchell Street with the focus around the post Office; the afternoon session covered from Pymont Bridge Road to Cook Street with the focus around Wigram Road. We can't pretend that Glebe Point Road is now pristine, but it's not as bad as it was. And it was comforting to hear so much gratitude expressed by shopkeepers and passers-by.

Thanks and no thanks

Appreciation must be expressed for:

- those owners and tenants along Glebe Point Road who are conscientiously removing graffiti and posters from their sites immediately they appear;
- Leichhardt Council for making the graffiti trailer available;
- Horst Schwarz for organising us prior to and on the day;
- Ken Burgin for donating \$100 (refreshments for workers); and
- 20 Glebe Society members who worked their fingers to the bones (not entirely metaphorically!)

No appreciation is expressed for:

- those owners/tenants (including large corporations who are supposed to be conscious of their image) who leave graffiti and posters up for months expecting someone else to clean it off;
- vandals who, no doubt, find it much easier to deface buildings than it is for others to remedy.

- John Buckingham



Above: President John Buckingham, and member Daphne Degotardi restock at the Leichhardt Council graffiti trailer. The trailer is equipped with "Muck Off" paint remover, rags, sponges and paint to repaint walls when they have been cleaned.



Above right: Secretary Liz Simpson-Booker tackled walls that had accumulated multiple layers of advertising posters over the years.



Right: Many high profile corporate citizens have failed to take the fight up to vandals who have defaced so many buildings in Glebe. It was left to the Glebe Society to clean posters off the stainless steel columns outside the Commonwealth Bank.

Resignation of Horst Schwarz

It grieves me to report that our Environment Convenor, Horst Schwarz, has resigned from his position. I feel the resignation was unnecessary, but accept it as an honourable resignation with Horst acting on what he sees as a matter of great principle – he feels his position on the matter of filtering "scrubbers" for the cross-city tunnel stack is at odds with the position of the Management Committee. I don't intend to canvas this issue here. As mentioned in the Secretary's notes elsewhere in the *Bulletin*, the Management Committee regards this as a complex issue and is still seeking information on the matter so that it will be as well-informed as possible when making future decisions.

Horst was, and is, a knowledgeable and passionate advocate for a better

environment for Glebe. He has had remarkable success in assiduously following up Council's neglect in any area of Glebe as soon as it has been brought to his knowledge. Perhaps this has been most obvious in relation to street cleaning. His central role in the recent graffiti clean-up has been noted elsewhere.

Although Horst is no longer a convenor, he remains a member of The Glebe Society and I know will provide us with his knowledge and enthusiasm whenever we call on him.

Our best wishes go with Horst and we know his efforts in Glebe's interests will not wane. We hope it won't be too long before he feels it appropriate to serve as a convenor once more.

- John Buckingham

LMC may appeal against tower block

Members are aware that Sydney City council has approved an increase of 6,200m² on the Booth Street Site including an increase to 15-storeys at the corner of Booth Street and Pyrmont Bridge Road. This allows an extra 101 units on this (Booth Street) site to 487 units, increasing the total number across the total site to 911 units on the 5.6 ha site. The cost to Sterling for the approval of the extra units is the acquisition, remediation, embellishment and dedication of extra open space involved in the "land swap". Sterling is further required to bond \$2.4m as compensation for the bonus units if the land swap fails to proceed.

Leichhardt Council is considering an appeal to The Land and Environment Court against South Sydney Council's approval. An appeal must be lodged before 8 August, and if it were to go ahead would be based on "process". Leichhardt Council and local residents are concerned that the decision was rushed through South Sydney Council's meeting on 8 May, 2002 when another deferral had been expected to allow consultation with the local community.

Consultation with the local community to establish the original (13-storey masterplan) had been regular, steady and ongoing, but consultation about the 25-storey proposal had been vigorous and short. Consultation over the 15-storey proposal was effectively nil.

Local member, Sandra Nori, sought deferral while an alternative proposal (coincidentally, similar to the Glebe Society's) was considered, but she was ignored, including the members of her own party on the council.

Much dealing between the developer, Sterling Estates, and South Sydney Council remains secret from the community, and without better knowledge many in the community fear the Council (and thus the community) have been outmanoeuvred and "duded".

Problems raised by the local community include:

- based on present information, Sterling's potential profits on their extra 101 units appear to be astronomical;
- Sterling could profit enormously from the sale of these extra units then walk away from their obligation to remediate the open space (or go into liquidation) at a cost of only the \$2.4m bond;
- the \$2.4m bond (in the event cited above, or in the event of the land swap not taking place for any other reason) does not have to be spent in the interests of the residents of the immediate area, but must be spent only "in the vicinity"; and
- the figure of \$2.4m for the bond has been arrived at by applying a value of \$385/m² to the extra 6,200m² floor space, an arbitrary figure to say the least, when a recent sale of land in the area (the Liquid Gas site, corner of Booth and Taylor Streets) has yielded over \$1800/m².

Sandra Nori has agreed to see members of the local community to review the situation. Whether Leichhardt Council proceeds with its appeal will be determined by the end of July and will depend on the transparency of the processes being established between Sterling and South Sydney Council.

- John Buckingham

Glebe Society photo exhibition

Don't be negative! Put it down in black and white (or colour if you prefer). Get your photos of Glebe ready for the Glebe Week photo exhibition.

Contact Judy Vergison 9692 9200 for details.

From the Editor's Dungeon

Forgive me for being an old duffer who watches TV programs like *Battleships* rather than *The Life of Us* (thoroughly recommended by my daughter).

After discussing the Battle of Jutland in World War I, various commentators pontificated on who won. The point that emerged was that you could only decide who won, if you judged the result against what each side was trying to achieve. If you believed Britain's aim was to destroy the German Fleet, then it lost. If you believe Britain's aim was to maintain control of the sea – to ensure its ships could go where they liked and that German ships could not – then it won.

In discussions like this you have to be clear about "means" and "ends". In the final analysis, destroying the German Fleet was only a means to an end for the British. The "end" for them was to keep the sea lanes to the Empire open, and this they achieved.

So what has this to do with The Glebe Society?

In deciding the Society's priorities, we also need to be conscious of the difference between means and ends. It is important that we first work out what we want to achieve, then consider how best to achieve our objectives. Often there will be several alternatives to choose from; there are plenty of "solutions" floating around these days, but before we grab onto any of them let's make sure they are the best means to take us to the end we wish to achieve. The last Management Committee meeting talked about the need for the Society to review its strategic aims and this seems like a very timely idea to me.

If that sounds like I'm trying to

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Pity the residents of Forest Lodge

In this report I review The Society's involvement in Forest Lodge.

The Hospital

The hearts of members should go out to the long-suffering residents of Forest Lodge. As I have been noting in my reports for the last couple of years this leafy and secluded quarter of Glebe has been the focus of much development. The main reason for all this activity was the closure of The Royal Alexandra Hospital for Children.

The Hospital site has never been part of Glebe. It belongs to the early land grant of Camperdown, which includes most of the University of Sydney, and is currently within the Municipality of South Sydney.

However, from the 1950s the Hospital began to acquire a large area of Forest Lodge bounded by the Orphan School Creek (which flows underground from Sydney University to join Johnstons Creek near Wigram Road), Foss, Cross and Hereford Streets. Part of this area was residential, but the lots closest to the Creek were industrial, and some of these became the overflow carpark for the Hospital. When the Hospital began operation in 1905 access was by tram, and there was little on-site parking. In recent years traffic generated by the Hospital caused much anguish in Forest Lodge. The topography is steep, the subdivision old, and the roads consequently narrower and less regular than in most parts of Glebe. These factors, together with the frequency of weatherboard cottages and some stone ones, causes the area to resemble the more higgledypiggledy, quaint development of Balmain, rather than the formal layout and architecture of Glebe.

Residences acquired by the hospital were used for staff accommodation, but there was little money available for their maintenance, and some fell into decay. Some were demolished,

and again there was no money for rebuilding. The easement beside the Creek grew a rich crop of celtis and coral trees and Canary Island palms with a dense undergrowth of weeds, all of which made it leafy and shady. The net result was that this part of Forest Lodge had little development for more than a generation, which helped to increase its leafy seclusion and preserve buildings in their original state. On top of the ridge were two government owned properties, an old farmhouse at 75 Hereford Street and an army drill-hall next door. The result of the sale of all these properties has been mixed. There has been some sensitive rehabilitation, and some not.

Orphan School Creek

The Glebe Society had prepared a comprehensive open space plan by the mid-1970s. The core of that plan was continuous public access to the foreshore, with access corridors following all the watercourses inland. This scheme provided the greatest possible access and benefit for residents, and Orphan School Creek, with a broad, leafy easement near Bridge Road, was an important part of that plan.

Leichhardt Council accepted the plan, but, as so often happens, became distracted and did very little. Two industrial sites between Hereford Street and Wigram Road (Scarf Family, 1986 and 213 Wigram, 1998) were redeveloped, and were forced to give part of their land to Council, greatly increasing the width of the corridor in that section. Council was also supposed to swap some land it owned away from the Creek for the large hospital-owned carpark right on the edge (*Bulletin* November 1985 p. 6), but this languished for 17 years (Leichhardt Council delays noted *Bulletin* June 1987, p. 2) and is still unresolved. In the meantime, the actions of The Glebe Society had gained two huge waterfront parks, but

the acquisition of open space stopped just before the junction of Johnstons Creek with its tributary, Orphan School Creek, near Wigram Road.

Attempted Boundary Change

The removal of the Hospital, mooted since 1992, occurred in November, 1995. Once it became inevitable, so did the redevelopment, not only of the hospital site itself, but also of the hospital-owned land in Forest Lodge. The hospital site, with an elevated, sunny aspect and views over parkland to the north, was bound to be attractive to residential developers.

At that time I had just been re-elected to Leichhardt Council. It was clear to me the outcome would be much better for Glebe if the municipal boundary was shifted slightly, to Booth Street, and the hospital site incorporated into Leichhardt. This would have meant a much lower density, probably about 600 people, instead of the current approved density (FSR 1.5:1) which translates into about 1200 people. Moreover, because of the plan to make the Gully a park, the proportion of open space would have been much higher. Also, there would have been no high rise.

A public meeting in March, 1996 (*Bulletin* March, 1996, p. 7), gave unanimous support to my proposed boundary change, but it was resisted by both the local Member and the municipalities involved, and without their concurrence it could not succeed.

Friends and Residents/Ratepayers of Orphan School Creek Gully (FRROGS)

The removal of the hospital did, however, galvanize a local resident and Society member, Roberta Johnston, to press for the extension, preservation and revegetation of the Gully as a native sanctuary (first proposed *Bulletin* May, 1993 p. 2): FRROGS convened (*Bulletin* May,

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Pity the residents of Forest Lodge

1996, p. 9), and soon affiliated with The Society. Not only did Roberta secure some valuable backing from local residents, but a supporting Development Control Plan (No 23) from Leichhardt Council and a grant and support from The National Trust. It is Roberta who has kept the vision of a greatly improved Gully alive: her proposal was accepted by the developer and forms a sound basis for the future.

If Leichhardt Council and the Hospital had negotiated the land swap when they were supposed to, the park plan would have been able to proceed immediately. However, it is the dilatoriness of both parties that has led to claims by the developer for additional density to compensate for remediation, and all the attendant horrors of high-rise that have followed.

Even if the matter is satisfactorily resolved, the transformation of the Gully is a long-term project. The benefits, which are great, will be difficult to appreciate in less than five years. Like most other Glebe Society efforts, it has required much thought, imagination and planning, and a great deal of faith and stamina, to bring it to this point: work has actually begun, according to plan, but cannot proceed on the Forest Lodge side until agreement is reached with all parties.

Other Developments

The Children's Hospital redevelopment is not the only one affecting Forest Lodge, but it is by far the largest. Although outside Glebe and Leichhardt Municipality, it is as close to us as Annandale. I have not made a precise calculation, but I would guess the size of this development is easily greater than all development within Glebe (including Forest Lodge) over the last 14 years (the redevelopment of the Glebe Estate was greater, but much more spread out and largely complete by 1988). However, its impact is lessened to the extent that vehicle access will be from Bridge Road and Booth Street, except for the



The hatched area between Orphan School Creek, Hereford and Cross Streets is largely owned by the Children's Hospital. The boundary between Leichhardt and South Sydney Councils (dotted line) generally runs along Orphan School Creek.

townhouses in Foss Street.

Unfortunately for Forest Lodge, the lots between Wigram Road and Hereford Street tend to be large. Large lots lend themselves more readily to multi-dwelling development. Over the last eight years there have been such developments at the old Woolworths warehouse, 57 Hereford Street, the Old Farm and Army Depot, 69-75 Hereford Street, 211A and 213 Wigram Road, both surplus industrial sites, and the Melocco Bros. factory on the corner of Booth Street and Wigram Road (in Annandale, but also very close).

If that were not enough, there have been several small industrial sites redeveloped in Ross Street, the enlargement and ongoing struggles with Harold Park Paceway, and the abortive redevelopment of the Harold Park Hotel. Small wonder that Forest Lodge residents hardly know which way to turn! By an unfortunate coincidence of timing, the area itself and its surroundings have simultaneously attracted the attention of developers.

Where to Now?

Where do our elected representatives stand in all this? "Nowhere" is perhaps too generous an assessment. Apart from the minimal attention shown by Leichhardt councillors, they continue to allow the Gully open space to be used for parking heavy

vehicles. The hospital developers, Sterling, quoted a letter of support from the Mayor of Leichhardt to justify an application for a 15 storey building, since approved. The Local Member is on the Children's Hospital Board, a clear conflict of interest. A protest group funded by Leichhardt Council managed to blame Sydney's Lord Mayor for the high rise, even though it is in South Sydney! (*Bulletin* March 2002, p. 1)

It is no wonder residents are fearful for the future when their beautiful area is being made into a political football. In such an environment the calmer, better informed and focused heads of the Society are necessary to ensure there continues to be an overview and plan for the future, ill effects are minimised and the opportunities for public benefit steadily pursued and realised.

- Neil Macindoe

Appeal against boundaries decision

The word is out that the Government sought an early listing of its appeal against the court decision that overturned plans to incorporate Glebe into the Sydney City Council. The case will be heard in July. A quick decision is needed to put an end to the current uncertainty.

Come cruise with us

Sunday, July 14, 11 am
Blackwattle Bay



The Lady Wakehurst alongside at Bank Street, Pyrmont, near the Fishmarket.

The Glebe Society's annual birthday party will be held afloat in a veteran Sydney Harbour ferry, the *Lady Wakehurst*, on Sunday, 14 July.

Members and their guests should gather at the refurbished finger wharf at Blackwattle Bay (city side of the Pioneer Concrete facility) at 11 am. A map and information about the

Lady Wakehurst appear on page 8.

We will cruise the Harbour until mid-afternoon with an expert from the Sydney Heritage Fleet providing a commentary on places and vessels of interest that we pass.

Members should bring their own lunch (pick up something at the

Fishmarket) but drinks must be purchased from the bar.

The Management Committee thanks one of our members, John Giddens, and the owners of the *Lady Wakehurst*, Scott and Bob Cole of Sydneyside Cruises, for their assistance in arranging this event.

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Glebe Society Birthday Party booking form

Please cut out and mail to **The Glebe Society Inc, PO Box 100, GLEBE, 2037** by 8 July

I wish to book the following tickets for the Glebe Society birthday party aboard the *Lady Wakehurst* on 14 July:

___ ordinary tickets @ \$15.00	\$
___ concession tickets @ \$10.00	\$
___ family tickets @ \$30.00	\$
TOTAL	\$

I enclose a cheque to The Glebe Society Inc for \$

debit my VISA/BANKCARD/MASTERCARD - - - Expiry date /

Name: _____ **Address:** _____

Signature _____ Date _____

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Lady Wakehurst - Harbour veteran

The *Lady Wakehurst* was built at the Carrington Slipways at Tomago, near Newcastle and was designed specifically for the inner harbour runs.

She and the *Lady Northcott* were modified during construction with higher bows and upstairs gangway gates just in case they were needed on the Manly run. This foresight was fortunate as no sooner had the *Lady Wakehurst* been launched in October 1974 than she was thrown onto the Manly service as the *North Head* and the *Baragoola* in turn underwent refits.

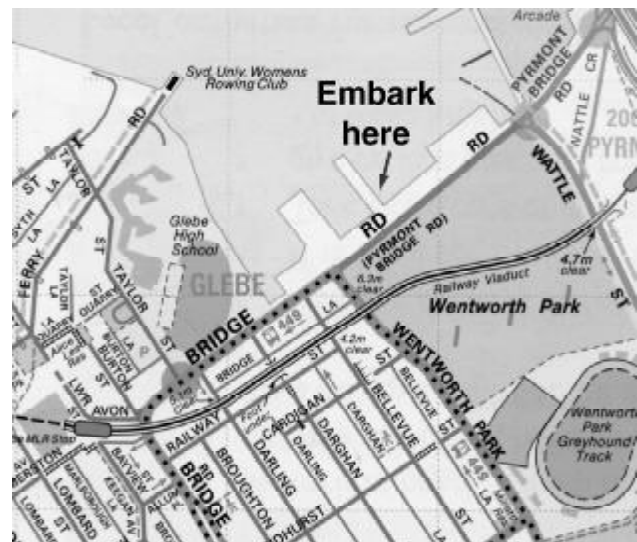
Then the Tasman Bridge in Hobart was knocked down and the *Lady* stepped into the gap. She left for Hobart under tow on 18 January 1975 - why she was not sailed is hard to comprehend. Several Tasmanians who have seen her in Sydney recently have cried with emotion.

The *Lady Wakehurst* returned to Sydney in late 1977 and following an overhaul, was back on the Manly run in January, 1978. She continued to serve Manly until 1984 when delivery of the third Freshwater-class ferry, the *Narrabeen*, released her for work on the inner harbour runs.

In 1990, the *Lady Wakehurst* underwent a \$1.2 million refit and she continued to work the inner harbour until the late 1990s when the authorities decided she was no longer seaworthy and sold her for just \$115,000 to a New Zealand company. She crossed the Tasman under her own steam and was used on the run from Auckland to Waihike Island and as a charter boat during the America's Cup.

When the vessel was no longer required in New Zealand, Sydneyside Cruises purchased her for about \$400,000 for use as a charter vessel on Sydney Harbour. She came back in April last year under her own steam, manned by local crew, and was given an emotional welcome by former passengers as she came through Sydney Heads. Current Sydney Harbour ferries and other vessels surrounded her as she steamed up the Harbour.

She was moored at Star City for a short period before moving to her current location in Blackwattle Bay near the Fish Market.



Walking is probably the best way to get to the wharf for most people, and the Glebe Light Rail stop is nearby. Parking in Bridge Road is scarce on weekends because of the Fishmarket crowds.

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Place stamp here

The Glebe Society Inc
PO Box 100
GLEBE 2037

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Notes from the Secretary

Easy reporting of problems to Council

Members are reminded that problems can be reported on the Glebe "Street Clean" forms which are downloadable from the Society's website at www.glebesociety.org.au or by ringing the Secretary for copies.

These forms were created as a joint initiative by the Glebe Chamber of Commerce and the Society. They enable members to report dumped rubbish, abandoned cars and repairs to streets, furniture or pavements. Other urgent problems, e.g., blocked street drains, graffiti on Council property, etc., can also be reported.

Our experience is that Council is generally very prompt in addressing matters raised.

An analysis of members' addresses shows that the Society has at least one member in almost every street in Glebe. With such good coverage and the active involvement of members, Glebe should soon be looking better!

And on parking meters

The Acting General Manager has assured the Society that all Leichhardt Council's original strategies for the maintenance of parking meters are still in place. The Society raised the issue with Council because graffiti and stickers on meters appeared not to be being dealt with promptly or effectively.

Peter Head advises that maintenance strategies include a 24 hour response facility, as well as regular monthly cleaning of all meters.

Cross City Tunnel

Members will be aware that the Management Committee has been wrestling with issues associated with the RTA's proposed Cross City Tunnel. The RTA's plans provide for one exhaust stack for the entire tunnel, to be located near the IMAX Theatre at Darling Harbour. At this stage the RTA does not propose to treat exhaust stack emissions and takes the view that current technology is not cost-effective. Horst Schwarz wrote to the Government on behalf of the Society in April supporting the fitting of electronic precipitators (also referred to as filters or scrubbers). Because this is a complex issue on which expert opinion differs widely, the Management Committee decided it needed to be better informed before it took any further action, and will seek additional independent advice.

FRROGS

For many years, the Society has provided some administrative support to the Friends Residents and Ratepayers of Orphan School Creek Gully (FRROGS). For the purposes of streamlining administration and accounting, both groups have agreed to operate as separate entities as at 1 July 2002. However, active communication will be maintained between the groups.

Strategic plan

Approximately five years ago, the Society undertook a strategic planning exercise, the outcomes of which charted our course over recent years. The Management Committee has agreed to undertake a similar exercise early in the second half of 2002 to assess future directions. Members will be advised of details nearer the date and are encouraged to contribute to the process.

Notice Board



Forest Lodge Public School

Home of The Glebe Society Archives

Principal: Mrs Elva Salter Phone 9660 3530

Clayworkers Gallery

The Inner City Clayworkers Gallery Co-op Ltd



Corner St John's Rd and
Darghan St
Glebe NSW 2037
Ph/ Fax : 02 9692 9717
www.clayworkers.com.au

20th Anniversary 1982- 2002

Recent Works by Sean Kelly

Wed 3 July - Sun 28 July

Gallery open Wed – Sun 10.30 am - 5 pm
(early closing time for June and July)

Annual General Meeting

The Society's Annual General Meeting will be held at *Benedi* (next to the library in Glebe Point Road) at 11 am on Sunday 25 August.

At the meeting officers and convenors will report on activities during the year, and a new Management Committee will be elected. Nomination forms are available from the Secretary.

For your diary ...

to 30 June Annual Glebe Art Show, *Benledi*, 186 Glebe Point Road, and the Glebe Library. Go to see the excellent and extensive entries – they are very impressive and inspiring.

Wednesday 10 July 6:00-8:00pm. A seminar on researching house history arranged by Leichhardt Council at Glebe Library. \$5.00 Leichhardt Local History Group members, \$8.00 non-members. Bookings 9367 9266; bookings and payment are required by Friday 5 July.

Tuesday 11 July 11am-2pm. NAIDOC Celebration Open Day Tranby College, 13 Mansfield St Glebe. Events include entertainment, show bags and face painting. RSVP to 9660 2444 by 28 June .

Sunday, 14 July 11 am Glebe Society birthday party afloat on the Harbour. Booking form page 7.

Sunday 25 August 11:00 am AGM of The Glebe Society Inc. at *Benledi*. Followed by refreshments.

14 - 22 September Glebe Week.

Saturday 9 November 8:00 pm (Glebe Music Festival event) A Cabaret of songs at Margaretta Cottage. Tickets (limited) \$40/\$20 include snacks and beverages.

Sunday 10 November 2:30 pm (Glebe Music Festival event) Students of the Conservatorium of Music will perform at the Great Hall, University of Sydney. Tickets \$10/\$5 include afternoon tea.

Friday 15 November 8.00pm (Glebe Music Festival event): Cantolibre — Latin American music at Margaretta Cottage. Tickets (limited) \$40/\$20 include wine, juice, tea, coffee and cake.

Sunday 17 November 3:00 pm (Glebe Music Festival event): Motets, in conjunction with *Coro Innominata*, at St. Scholastica's Chapel. Tickets \$20/\$15

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
PO Box 100
Glebe 2037

DISCLAIMER

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

The Glebe Society Inc

www.glebesociety.org.au

Management Committee

President	John Buckingham	9660 7780
Vice-President	Andrew Craig	9566 1746
Immediate Past President	Bruce Davis	9660 7873
Secretary	Liz Simpson-Booker	9518 6186
Treasurer	Fay Mander Jones	9552 4172

Committee Members:

Cynthia Jones 9660 2451	Jeanette Knox 9660 7781
David Mander Jones 9552 4172	Hilary Wise 9660 5845
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 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

Clean Up Glebe		
Conserving Glebe Heritage	David Mander Jones	9552 4172
Foreshore Walk and Cycleway	Judy Vergison	9692 9200

Contacts

Archivist	Lyn Milton	9660 7930
Historian	Max Solling	9660 1160
New members	Hilary Wise	9660 5845
Bulletin Editor	Bruce Davis	9660 7873
Web Master	Cynthia Jones	9660 2451

Don't forget to book for our birthday bash - booking form page 7



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- I Are we going to the dogs? p. 2**
- I Council may appeal on tower block p. 4**
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The GLEBE
PO Box 100



SOCIETY Inc
Glebe 2037

POSTAGE
PAID

**2002/03
renewal form
inside**

MEMBERSHIP OF THE GLEBE SOCIETY INC

Ordinary member	\$40
Additional household member	\$5
Concession (student or pensioner)	\$20
Business or institution	\$100

Write to PO Box 100, 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 phone the Secretary to attend a meeting.

CARE FOR THE COMMUNITY

Report ALL street cleaning 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 supermarket trolleys 1800 641 497

Aircraft noise 1800 802 584

**Copy deadline for the next issue
Tuesday, 16 July**