



# Glebe Society Bulletin

8/2002 September/October

*A vibrant and enriching place to live, work and play*

## Vision for Glebe

Glebe has come a long way since the founding days of the Glebe Society.

While freeways and motor vehicle traffic remain a major issue, the threat of an eight lane highway in our midst no-longer exists in any serious form. Our hills and foreshores are blighted with a few three-storey walk-ups but thanks to our early members, they were brought to a screaming halt. Any number of heritage buildings have been saved from desecration or destruction. Our community is comparatively enlightened on the enormous value of our history and the significance of the built environment in understanding who we are. Attitudes to our parks, waterways, foreshores and streets have been transformed in almost imperceptible increments. Our successes have been huge!

But threats to our achievements and aspirations lurk at every corner. They loom in the form of increased traffic flows in our residential streets. They offend our senses by filling our streets with litter, graffiti and broken bits of building. They incite concern about our well-being (especially of the old and the young) by allowing pollution to propagate, crime to continue and greenness to degenerate. Even our voice in local Government is at risk.

Yet we have proved that we can win against apparently impossible odds. The challenges we face seem far more manageable than the state-sponsored juggernauts confronting our predecessors. The people of Glebe will win. All we need is continued focus, sustained but intelligent effort and teamwork!

I can see Glebe in 2012:

- Our valuable streetscapes and heritage buildings stand proud,

preserved and admired.

- We confidently saunter down our footpaths past clean walls, uncluttered gutters and well-maintained houses.
- Our footpaths leads us to the foreshore where we stroll with our families and friends from the Point, past the lapping waves of Blackwattle Bay, the new thriving fish markets and the newly painted Glebe Island Bridge, to Pymont Point.
- We look forward to the excitement of shopping or eating out in Glebe Point Road amongst the diversity and vibrancy of a wide representation of visitors, residents and business people mingling in "our" street.
- We swing onto the buses which arrive frequently and regularly to head for the city or to see friends in Balmain. We are regular users of the light rail as we slip down to Norton Street to try some tagliatelle. The ferry from Blackwattle Bay is our regular short cut to Circular Quay and family outings to Manly or the Zoo. We prefer to leave our cars at home for these jaunts.
- We sleep soundly at night and use our verandas on the streets for a chat without even noticing the traffic.
- We feel secure in the knowledge that our belongings are safe, our house will not be burgled and our stroll in the street will be peaceful and protected.
- Our young people are busy, happy and optimistic about their lives and friendships.

**"The people of Glebe will win"**

Continued on page 2

Continued from page 1

## Vision for Glebe

- Our Council limits new development to buildings which fit our streetscapes, are low rise and are planned to provide high standards of amenity to both their occupants and the community. The Council has also committed to improving our infrastructure and its planning so we feel that our services work as they should and fit with our community aspirations.
- We confidently know who our Council is and have developed an excellent working relationship with its officers and councillors. We are directly represented on the Council by pro-active councillors with Glebe's best interests at heart.
- We just celebrated our 500<sup>th</sup> member arriving on our membership list!
- An active, lively and diverse artistic community thrives amongst us and outsiders compete to know more about our "left bankers".
- We breathe deeply and listen to the wind and birds as we rest and play in our greening parks and open spaces.

All this and much, much more is achievable over the next 10 years.

How will we do it? I suggest we ponder, absorb and cherish these principles:

1. Everyone living or working in Glebe should share the benefits of our successes but also appreciate their own personal responsibility to help make them happen. We must all contribute something, even if it is small. Naturally, some have the capacity to contribute more than others but success will arrive much earlier if we all carry our share.
2. Let's make it fun! We live in one of Sydney's most diverse communities. Let's celebrate that diversity as we go. Our parties, social events, outings and other events should be full of laughter, talk, music and familiarity.

3. Power, for us, resides in networks, patience, determination, good communication and a sense of humour.

4. We can try doing everything at once but our successes are likely to come more regularly if we focus on the crucial issues first, settle them and move onto the crucial issues that replace them.

5. The young people of Glebe will inherit the Society. Let's understand them, see more of them and involve them.

6. Government and politicians are here to serve the community. Most are honest, worthy people dedicated to their tasks and doing so with high integrity. But our efforts will only be rewarded by governments if we negotiate with a blend of political savvy and an expectation of the highest standards from their offices.

We have a right to our politicians and their representatives being focussed on their constituents, acting professionally and leading with imagination and foresight. The small and vulnerable amongst us should be shielded from the big and powerful.

7. Direct representation in open Local Government is our long term protection against sectarian interests. We must demand this along with our insistence on good management and professionalism in our local officers.

8. Our world is precious. Environmentally friendly solutions are not negotiable.

Let's move forward and create even more successes! It will be an exciting, rewarding and enjoyable ride!

See you on the streets

- Andrew Craig

## Claudia of Bridgetown

I am looking at a photograph, not in this case a women of flesh and blood, but of steel. Bridgetown I guess is its port of registration. I wonder if it's in Australia? It's sitting high, plimsoll line 3 or 4 metres up, so it's ready to depart for another cargo. Somebody thought it impressive enough to photograph on the Society's harbour cruise.

Recently a friend told me of the impressions left with him as a child when he toured a steel works and I was reminded of a similar occurrence in my own childhood. Childhood wonderments can remain with us and this vessel can evoke similar feelings and questioning ... where is Bridgetown? ... how many hours or days for the return journey? Her cargo of aggregate, is it of crushed river stones or of blue black basalt? All as we know destined to be solidified in the permanence of concrete for some city building.

But we are told that the Glebe Society sees its continued presence, with its wharf and silos, an impediment to the foreshore

walkway. A walkway that might eventually run from the western end of Rozelle Bay, all the way around the southern foreshores to the Fish Markets and beyond, perhaps to Pyrmont Park. A great project that the Society has been pursuing for years and one that will add a significant amenity to our area.

Are both attractions really in conflict? Can they not coexist? Is there not a win-win solution?

There is the obvious solution of taking to the Bridge Road footpath for some 100 metres, that is out from the High School grounds and in again to the now complete public wharfage. But there may be the possibility of a high level enclosed public walkway over the installation, say on the ship side of the silo running over the low level conveyor belts, and this paid for by Pioneer Concrete as a condition for a continued lease! I can see my grandchildren wanting to take such a route and being mesmerised by the continuous flow of aggregate passing under their feet. What do members think?

- David Mander Jones

# What point public promises?

The many hundreds of residents of suburbs surrounding Blackwattle and Rozelle Bays might well wonder at the point of promises made at public meetings on local issues.

Those who went to the series of meetings that were supposed to help decide the fate of Blackwattle and Rozelle Bays will remember one such assurance from the lips of none other than Waterways head, Matt Taylor. We took his word that by March of 2001 - March of the year following the Olympic Games - the Super Yacht Marina on Rozelle Bay would be gone.

On the basis of this promise and the "do your bit for Sydney" pitch that the marina was a piece of temporary infrastructure that was absolutely vital to the success of the Olympics, the people agreed not to oppose the project. We were told that the marina was to provide the standard of facilities demanded by the rich and famous who would flock to Australia in their fancy vessels to see the Games.

Whoever gave the Government that advice was proven absolutely wrong. The marina proved to be a classic white elephant. There were more local boats there, at heavily discounted rates, than international visiting craft.

Now a year and a half on from the promised removal date, the marina is still there and being touted as the basis for a Marine Precinct that will destroy forever the quiet of Rozelle and Blackwattle Bays.

We face the prospect of having our bays turned into a place of last resort for every marine activity that nobody else wants. The old wharves of Walsh Bay and Pyrmont have been given into the hands of the highest bidder to be used for purposes that do not require waterside location. Just look at the business names painted on the buildings. Most of them could be operated just as successfully from a

building in the bottom of a disused brick pit.

Only now that all these key sites are gone has a Working Harbour Policy been created - and you don't need to be an Einstein to guess what's coming next. The spin-doctors won't even have to cut and paste much about their old pitch.

It will be the same "do your bit for Sydney" this time to help these businesses which are crucial to our vital tourist industry.

Major pressure for a working base will come from charter boat operators who will tell us sadly that they have been priced out of other facilities around the harbour and there is nowhere else for them to go. That will translate to noisy turnaround tasks late at night.

The boating industry will tell us that we must keep the huge shed along James Craig Road for dry storage of small craft. That will translate to a myriad of buzzing outboard motors in the quiet of early morning and create havoc with the rowers who use these presently calm waterways.

Thrown out of its present home will be the Heritage Fleet, culled from the short-list of potential users because it did not have money to offer for its working site. All that will remain will be the name "James Craig Road", given in honour of the restoration of the Heritage Fleet flagship.

The only hope of a Sydney home for the Heritage Fleet is the site along Pyrmont Bridge Road where the Waterways Authority recently redeveloped wharfage. This area has been ceded to the Sydney Harbour Foreshores Authority, which has the money-spinner of the Fish Market close by to provide funding.



The gantry of the coal discharge plant at Blackwattle Bay after it was "dismantled"

There is even talk of TAFE bringing its Marine School to the site to be coupled with the Heritage Fleet and the new role in senior year education of the old Glebe High School which is now the Blackwattle Bay campus of the Sydney Secondary College.

Such a development could have the bonus of the rebuilding of the old Coal Discharge Plant, knocked down in haste two years ago. Heritage Fleet riveters have the skills that could see this piece of Blackwattle Bay history restored.

TGSI has been keen to retain this piece of industrial history from what was one of the busiest pieces of harbour working waterfront in the days when coal fired boilers were the norm for hospitals and large industries.

- Collin Hills

## From the Editor's dungeon

Horse laugh of the year (apart from plans to change council boundaries): a card dropped in Glebe letter boxes recently proclaiming Harold Park to be Glebe's local club, offering cheap beer and free roasts to tempt us inside. I don't mind the racing, but Harold Park will have to do better than this to establish itself as a good neighbour.

## A personal commentary

# Glebe battles only half won

When The Glebe Society was formed in 1969 it quickly developed a set of objectives:

1. stop radial freeways
2. save The Glebe Estate
3. conserve Glebe's heritage
4. elect a Council that reflected residents' values.

The Society worked hard and effectively, and its success was dramatic. The tide of events was flowing in The Society's favour. These causes won wide support, not just in the Glebe community, but in many other inner city suburbs enjoying similar revival, and also with reforming governments at every level.

Further objectives were quickly added:

5. improve public transport and introduce light rail
6. reduce polluting industries
7. increase open space, especially on the waterfront
8. devise a town plan that ensured sympathetic development.

It took a little longer, but great progress was made with these also. The Society's achievements took a lot of time and effort. Many of the most active members either became exhausted, or felt the time had come to move on, or to devote more time to their families and careers. It is left to those who followed them to take stock, encourage others and develop further goals and strategies.

- Radial freeways did cease for a time, then less destructive routes were found for them, often underground. We are about to be adversely affected by a cross-city tunnel. Sydney has continued to become more car-dependent.
- The Glebe Estate was indeed saved with the aid of sympathetic local and federal politi-

cians. We should not underestimate the value of a large amount of public housing close to the city centre. However, there were no adequate measures taken to deal with the accumulation of similar social problems in one place. Spurred by Society members, Leichhardt Council has made several attempts to coordinate services, but has not sustained them.

- Success with 1 and 2 made conservation easier. Until territorial graffiti became so widespread, people visiting Glebe after a long absence remarked on how dramatically it had changed. The exceptions are the commercial areas.
- There has been intermittent improvement to the local Council, but there are now fewer resident activists on Council than for many years, and the major parties dominate once again (four Labor, three

---

### Light rail "excellent as far as it goes"

---

Liberal). Some members find at least some aspects of Council satisfactory; others lament the absence of reform, commitment, energy and goals.

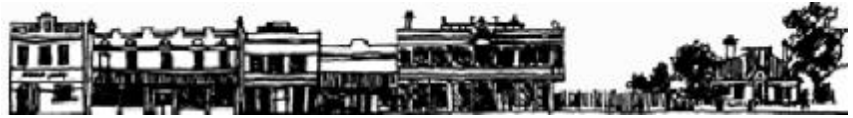
- The light rail is excellent as far as it goes: it just needs to go a lot further in both directions, but especially to Circular Quay. There have been losses and gains with the buses: on balance we are probably better off, and this has helped keep our car ownership low. It is still increasing, but not as fast as elsewhere.
- Although we have been very successful in getting rid of

polluting industries, we have not had the same success in keeping or attracting the environmentally sustainable kind. Glebe is at risk of becoming a very pretty, very dead dormitory. The withdrawal of Leichhardt Council from the Glebe Point Road Project, and its inappropriate use of meters, is an indication of its indifference.

- Our open space strategy has probably been more successful than any other, and Glebe's entire waterfront should soon become publicly accessible. However, the failure of Council to maintain these hard-won parks, or do its bit to acquire them, as in the case of Orphan School Creek, threatens to undermine the whole endeavour.
- While it is true the threat of large scale demolition and replacement with three storey walkups has been averted, a town plan needs to do more than maintain the status quo. Moreover, even the finest heritage streetscapes lose their charm when covered with territorial graffiti. The State Government has provided Leichhardt Council with money to deal with graffiti, and hopefully soon with legislation, but all the energy seems to be coming from The Society and other concerned residents.

These comments should not be taken as in any way underestimating or denigrating our past achievement. On the contrary, if we had not advanced so far we would not be able to see what is possible. However, it would be an insult to the memory of those who have fought so hard if we left their battles half won.

- Neil Macindoe



# A new approach to heritage?

On the evening of 4 September Ian Pickles, once again resident in Glebe after a long sojourn at Byron Bay, and myself joined the Heritage sub-committee for a discussion on the adequacy of heritage controls in Leichhardt. Ian suggested the possibility of a Heritage Development Control Plan, which would lay down guidelines for work in relation to Heritage Items and perhaps for Conservation Areas as well. As mentioned in a previous report, the Glebe Suburb Profile is deficient, and perhaps, with the possible transfer of Glebe to the City, a good way to remedy that deficiency and of increasing heritage protection would be to incorporate heritage guidelines in the profile.

Incidentally, finding out what is in all these Council documents no longer requires such an effort - they are all now available for your perusal on Leichhardt Council's website.

---

## Harold Park's approach to heritage

---

Harold Park's contribution to the heritage debate is to put in an application to demolish the delightful row of eight 1915 semis fronting Ross Street. This row is especially conspicuous because it is the first housing people see approaching Glebe from The Crescent or Forest Lodge. Despite neglect by the owners the semis are still in very good condition, and although modest have stone fences and foundations. The proposed replacement is a row of nine three storey town houses, which would be much less attractive and less in keeping with the Glebe Conservation Area.

Please let Leichhardt Council and Harold Park PACEWAY know how you feel about this approach to heritage by writing to Peter Head, Acting General Manager, Leichhardt Council, PO Box 45 Leichhardt 2040.

---

## Max Factor/Traveland, 431 Glebe Point Road

---

We appear to have won the first round. Cara Crosswhite, Conservation Officer for the National Trust, has written to reassure us Leichhardt Council will refuse the current application (August *Bulletin*, three extra storeys, 82 units).

In a better world, you would imagine the applicant would withdraw the proposal and start again. However, in the world we are stuck with bitter experience tells us developers often think their proposals are the best thing since sliced bread and try to reduce objections by pitting one group of residents against another. Hence we need to remain vigilant and united for the next move.

---

## The Anchorage, Glebe Point Road

---

Almost two years after the public meeting to discuss the design for this waterfront link between the end of Glebe Point Road and Blackwattle Bay Park, Leichhardt Council has released a plan to display for comment in Glebe Library until 15 October.

The Society has written to Council about the obvious deficiencies of the plan, including poor connections to the rest of the waterfront and no access for those with disabilities. A ramp for launching small boats leads onto mudflats at low tide.

Council appears to be equally negligent with the subdivision and purchase of this site. If you want to see continuous public access to the waterfront, here is another letter you could write.

---

## Amended plan for Fletchers, Forsyth Street and Ferry Road

---

In its response The Society acknowledges the applicant has gone some

way toward meeting objections, but not far enough. The height and density still exceed the maxima laid down in the masterplan. Further design changes and deletions are required.

The Society also reiterates its concerns about the suspended platform over the seawall, the quality of the landscaping, and the treatment of the Council Depot site. The Society has requested that, in accordance with its resolution of 28 November, 2000, Leichhardt Council require restoration work on the Griffin structures to be completed prior to other development to ensure it does in fact take place. Furthermore, it should be carried out to a standard set by the Griffin Society, and the future use of the structures determined.

The number of vehicle spaces has actually increased. Naturally, no-one wants to see an increase in traffic, and residents of Forsyth Street and Ferry Road already suffer too much. All the more reason why Leichhardt Council should not be permitted to wash its hands of responsibility for traffic issues, as it has done regularly all over Glebe. Local residents should be wary that in easing their own situation they are not merely exacerbating others elsewhere.

The Society has also requested the waterfront pedestrian and cycle paths be separated.

**Note:** The good news is that following representations from The Society, Leichhardt Council has inserted a condition in the approval for a revamped Glebe High School requiring creation of a 10 metre right of way along the entire waterfront (19 September). This would complete access to the entire Glebe foreshore.

- Neil Macindoe

# The Palisade Fence - another casualty of the turf wars?

One of the Society's continuing concerns is the degradation of the fine stone retaining wall and palisade fence on the northern side of Parramatta Road, between Ross and Derwent Streets, opposite Sydney University.

The wall is listed on the Local Environment Plan as being of State significance. Heritage engineers applaud it as an excellent example of a retaining wall and stone course work.

Many of the capping stones are seriously abraded and large sections of the iron fencing along the top are missing and/or damaged. The derelict state of sections of the wall

has helped to encourage graffiti vandalism.

A restoration plan was developed between Leichhardt Council and the Department of Public Works & Services (Heritage Design Service). The work was scheduled to be phased over a period of three years. A section of the wall near the footbridge was restored just prior to the Olympics.

And subsequently? Nothing...

There are safety as well as heritage issues at stake here. It is disturbing that Leichhardt Council has been prepared to ignore these.

- Liz Simpson Booker

## Renovating in Glebe? - beware of lead

It was only 40 years ago that lead was finally removed from paint. So it is likely that many Glebe houses have high lead levels – in old paint flakes, in the dust, in the roof spaces and even in the ground around the house.

Young children are particularly at risk from exposure to lead because:

- they are ground dwellers,
- they eat soil,
- their fingers are often in their mouths, and
- lead is sweet (a child might lick or suck a painted surface).

Babies and young children are good at absorbing any lead to which they are exposed: while an adult might absorb 10%, a child could absorb as much as 50%.

Lead can cause lowered IQs, reduced learning abilities and abnormal behaviour. It can be fatal.

In Australia, 10-15% of preschoolers have higher than desirable lead levels. If you think your child might have been exposed to lead, talk to your GP who

can organise a blood test.

Ideally children (particularly babies and preschoolers) and pregnant women should move out during the course of renovations at home or in nearby houses.

Further information is available from the Lead Advisory Service on 9716 0132.

## Litter bins in Ross Street

The Society has written to Leichhardt Council expressing concern that there are no litter bins on the eastern side of Ross Street, between Wigram Road and Parramatta Road. There are a number of takeaway shops and a bus stop on this stretch and it is heavily used by pedestrians, particularly university students.

The need for rubbish bins is evidenced by the litter which accumulates on the footpath, gutters, gardens and on any handy horizontal surface.

Sections of this footpath are narrow. However, it is bizarre that a council overseeing an area developed in the 19th century with its narrow streets and footpaths, should have selected the new fat three-compartment litter bins as a one-size-fits-all model for

## Edmund Barton portrait presented to Library



A framed photograph of Sir Edmund Barton, Australia's first Prime Minister, was presented of behalf of the Glebe Society by the President, Andrew Craig, to Margaret Whittaker of the Library on 9 September. Barton was born in Hereford Street in Glebe in 1849.

In making the presentation, Andrew paid tribute to the unique position of Glebe Library in our community and its contribution to the intellectual and social life of those who live in Glebe.

### Glebe still in limbo

South Sydney Council is seeking leave to appeal against its Court of Appeal loss on council amalgamations.

our streets. One is left with the uncomfortable notion that Council's criteria for placement of litter bins have nothing to do with litter.

Vince Cusumano, the Acting Director – Works and Services at Leichhardt Council advised that Council is now looking at different designs of bins which can be placed in areas which have either narrow footpaths or other constraints which preclude the current bin design. Mr Cusumano also stated "There are opportunities to place a bin at the St Johns Road end of Ross Street and this will be included in the new bin installation programme."

No timeframe is given.

- Liz Simpson Booker

# Tunnel causes concern about increased traffic

The Glebe Society has called for a package of measures to alleviate through traffic in Glebe as a result of the Cross City Tunnel.

In its response to the revised draft environmental impact statement on the tunnel, the Society proposes that a condition of consent should be that strong measures are taken to limit traffic through Glebe, including:

- a load limit on Pyrmont Bridge Road prohibiting heavy vehicles,
- rephasing of the signals at the Pyrmont Bridge Road/Glebe Point Road intersection to favour Glebe Point Road traffic over Pyrmont Bridge Road traffic,
- highly effective traffic calming measures in Pyrmont Bridge Road, Cowper and Bay Streets, and
- introduction of additional measures that encourage traffic to use the major arterials of the Anzac Bridge and Broadway rather than encouraging traffic through a residential precinct.

The Society says: "We are disappointed that the Cross City Tunnel proposal does not materially address the additional traffic impact that will be caused by the scheme. Pyrmont Bridge Road is currently running above capacity during the peaks. During the evening, traffic in Pyrmont Bridge Road queues from the Glebe Point Road intersection as far back as the junction with Wattle Street.

"Further traffic loading could interfere with the operation of the Western Distributor/Wattle Street ramps. This traffic is causing extended signal cycle times at the Glebe Point Road/Pyrmont Bridge Road intersection which then causes gridlock with the signals at the St Johns Road intersection and beyond ...

"The Society notes that there is no requirement to implement any ameliorative measures unless the traffic intrudes beyond what is predicted in the report. Quite clearly the initial proposal does nothing to improve the adverse impacts that will be visited on the residents of Glebe as a result of the tunnel, nor does the revised proposal improve this situation."

The submission also calls for a second exhaust stack to built.

"... exhaust emissions from as far east as Rushcutters Bay will now be redirected to Darling Harbour and the surrounding precincts of Pyrmont, Ultimo and Glebe," it says.



"The Society submits that a second exhaust stack towards the eastern end of the tunnel must be adopted so as to distribute emissions in the approximate proportion that exists now.

"The current design with the single stack on the Darling Harbour side amounts to a starkly and blatantly unfair burden on residents and the public on the western side."

The submission requests that a permanent monitoring station be established at the corner of Pyrmont Bridge Road and Glebe Point Road so that pollution in the neighbourhood can be properly monitored.

The submission also restates the Society's support at this stage for fitting electrostatic precipitators to the tunnel.

Referring to proposed closure of the Market Street ramps during construction, the submission says the Market Street ramps provide valuable access to Glebe and closure for an extended period will cause considerable aggravation should Glebe residents be required to detour via Broadway.

## White Bay open day

White Bay Power Station does not have a good reputation in Glebe. When fully operational it was a heavy polluter: long term residents remember their washing turning black. Moreover, it was one of four power stations within a couple of kilometres, none of them with any filters. Their progressive closure led to a significant improvement in air quality, and residents dreaded the occasional blackouts which led to them being taken out of mothballs.

With these memories I attended the Open Day on 22 June in a very unsentimental mood. However, like the hundreds of others who did the tour, I could not help being moved once I entered the buildings. The 1950 Boiler House now contains only one boiler, a huge and complex piece of machinery which can be closely inspected. Otherwise the vast building, five storeys high, is empty, its windows soaring for its full height. The control room, whole walls of bakelite and glass dial and switches, is pure science fiction, a natural film set.

The Turbine House is long rather than tall, but just as spectacular in its own way. The purpose of the Open Day was to gather information from residents and ex-workers, and to hear suggestions for possible future uses. The main buildings and the remaining machinery are heritage listed, though not, I believe, the stacks, which are fairly recent. Also, unlike Hardy's Timber Mill (end of Glebe Point Road) they are publicly owned. I have no doubt there will be many interesting suggestions about their future, as Balmain and Rozelle folk are renowned for their lively imaginations. Residential use has been specifically excluded. What is certain is the Power Station will remain on the White Bay skyline, and that a few at least of the mighty interiors and engines of the industrial past will be retained for future generations without the tough jobs and environmental horrors that accompanied them.

- Neil Macindoe

# Notes from the Secretary

## October Working Bee

Half a dozen volunteers turned out on for our September working bee. Our aim was to clean out garden beds and scrape off the posters and stickers which blight Glebe Point Road. We started at the Parramatta Road end and made slow progress! However, we collected about six large bags of rubbish, posters, weeds, etc in two hours.

There is still plenty of work to be done! Consequently our next working bee is scheduled for **Sunday 13th October from 9.30 am to 11.30 am**. The meeting point is Glebe Post Office.

**Please come along and join us.** We suggest you bring protective gloves, paint scrapers, water sprays and box cutters.

## Adjourned AGM

Our Annual General Meeting, held on 25 August 2002, was adjourned pending the audit of the accounts. Having had three treasurers in the course of 12 months has more than trebled the amount of work needed to track documentation and prepare the accounts for audit.

## “Old Growth” – change in historic places

Major additions to old large buildings can be done well, without spoiling the buildings, according to architect Hector Abrahams, who will give an illustrated talk to members and friends on Friday, 25 October, at 6:30 pm at Benledi.

Mr Abrahams says the most sustained pressure bearing upon historic buildings and places is development. “In Glebe, the inner city or the city at large, and its suburban fringes, it’s development, development, development,” he says.

“For a long time historic buildings have been studied for their origins in architectural history and history of

Notice is hereby given that the adjourned AGM will take place on **Wednesday 13th November 2002 at 7.30 pm** in the upstairs meeting room of the Toxteth Hotel. The only business of the meeting (under Para 33 of the Society’s Rules) will be the consideration of the audited accounts for 2001/2002.

## Review of parking strategies

The Society has asked Leichhardt Council for a copy of its recent review of parking strategies for the past 12 months.

*The Glebe* (4/9/02) reported that in the first year of operation, Council netted \$3 million from meters and parking enforcement and employed 13 additional parking officers.

Members will recall that at the time the proposal was floated, there was a Council commitment to a ‘community contract’ which guaranteed that net revenue from parking meters would be directed towards specific infrastructure (footpath and streetscape) improvement projects within the respective suburbs (*Bulletin*, 4/2000).

the places. There is a particularly interesting sister study to be made in how these old buildings themselves were developed in the past. It is not as if development is a modern invention.

“An informed study of old places is a template for understanding growth, change, issues of style and architectural direction and is a source of delight, inspiration and dare I say it, design direction. Such a study is inexhaustible, and I will present a tour of some predictable and not so expected ways of developing buildings and places discovered by asking old and traditional buildings how they grow.”

## Clean up Glebe a priority task

Rubbish, letter, graffiti and vandalism emerged as the second highest priority task for the Glebe Society at the recent strategic planning meeting. The only higher priority was to conserve Glebe as a heritage area.

A meeting to plan how to attack the problem will be held at Benledi on 16 October, starting at 7.30 pm. All members are encouraged to attend. See leaflet enclosed with this *Bulletin* for details.

## Letter to the Editor



Mr Crouch’s contention (TGSI website Graffiti Forum, 23 January 2002) that public space is public and therefore should not be changed to the taste of individuals without consensus is insidious. Much of the property which is graffitied is private in any case so it is ultimately up to the private owner how it appears, within the constraints of publicly determined norms. Within those limits, it is those who own the private property in Glebe, and the governmental authorities with their public mandate, who control how Glebe looks. For those who do not have the influence of property or a voice in government, ‘public space’ is something from which they are entirely alienated. In the case of some youth, they make the streets they live in their own with graffiti. Such creative self-expression is a way of integrating oneself with one’s environment, and essential to all human societies - we cannot therefore hope to stamp it out entirely.

Public space ought not to be a space where in every case the tastes of the majority are always expressed, but a space for everyone, where everyone is represented and can express themselves. Plus, I rather like graffiti.

- Mark Kelly



## Records of pestilence and other matters

“Purging Pestilence - the Bubonic Plague” - photographs taken during cleansing operations across Sydney in 1900 – is but one example of the wide range of records held by State Records Collection.

Lindsay Allen from State Records, which is the New South Wales Government’s archives and records management authority, gave a talk on the collection at Benledi recently.

The collection comprises records from as early as 1787 to the present day and includes information from many sources including universities, public hospitals, local government, convict records, the courts, goals, immigration authorities, and the Lands, Health, and Education Departments.

Some parish surveys and land release maps also are available.

Coroners’ records include some interesting reasons for death including “Lightning Strike” and “Falling from a Buggy”.

In total some 7.8 million records are held. The majority of the material is stored at the Western Sydney Records Centre at Kingswood, but there is also a smaller Sydney Records Centre at Globe Street (off George St) at the Rocks. Some material is available on the web ([www.records.nsw.gov.au](http://www.records.nsw.gov.au) and [www.lpi.nsw.gov.au](http://www.lpi.nsw.gov.au) for parish maps).

The Globe Street centre has an exhibition *Sydney: Resort of Thieves*, an exhibition exploring crime, the city, language and the subterranean world of women, until 30 November 2002.

However you won’t find everything you’re likely to want in State Records. Generally records are not available until 30 or more years after they were created, some are closed for privacy reasons, many others were lost many years ago, and today only about 5% of the State Government’s records are retained.

- Hilary Wise

## From the archives

*A series from the Society’s archives selected by Archivist, Lyn Milton.*

From various Bulletins published in 1983 and 1984

### Cleanliness in Glebe

Glebe is getting grottier every day and the whole area is suffering from the litter in the streets and gardens. The Committee discussed a campaign to convince all residents that a change is needed. We could also encourage business people to join the Society and/or to form a Business Association to work towards more pleasant surroundings and therefore increased trade.

### Just mention the Society

*Edwina Doe*

If you want to complain, without inviting ill-feeling, use the cover of the Society.

A large pile of old cardboard cartons was decaying in the corner of the car park behind my house. When I complained to the people responsible, I explained that I am a member of the Glebe Society, which keeps an eye on such things. A week later, I was asked if the Society would approve of the cleaning up job which they had done!

### Apathy on amalgamation

*Eric Gidney*

A public meeting was held at the Glebe Town Hall on Sunday, 18th September, to oppose the transfer of Glebe to the Sydney Council. The turnout was very disappointing. Despite the distribution of 4,000 leaflets, only 30 people turned up. What do we have to do to motivate you??

Nevertheless, interesting comments were made by a number of speakers, including Nick O’Neill, who opened the discussion, John Buckingham, Eric Gidney and Eileen Lacey. The point was made that socially and environmentally we have far more in common with Leichhardt than with the City Council.

On the day before the meeting, at Markettown, volunteers organised by Sharon Page of Lilyfield, collected over 400 signatures from Leichhardt residents opposed to the amalgamation. If you haven’t sent in your objection, do so today. Let’s hope that we are successful in stopping this bureaucratic bungling.

### Local photographs available on the web

Margaret Penson from Leichhardt Library recently introduced a group of 20 people to Leichhardt’s digitised photo collection now available through the Sydney Inner West Virtual Library (SIWVL, pronounced “swivel”) ([go to www.siwvl.nsw.gov.au/libraries/leichhardt/local.html](http://go.to/www.siwvl.nsw.gov.au/libraries/leichhardt/local.html) and follow the [link](#)).

Margaret was speaking at a Glebe Week function arranged by the Friends of the Glebe Library.

This wonderful site includes photographs of Leichhardt, Glebe, Annandale and Balmain. It includes the Bernard Smith collection, and pictures of every street in Annandale photographed over a number of years.

It also includes tramway photographs from the 1950s and 1960s and some new photographs. Even photos taken in the 1970s 1980’s are of interest today.

Margaret is very keen to get old and new photographs onto the web to add to this wonderful resource, and she asked people to think about photos they could make available to the Library to put up on the website.

- Hilary Wise

## Notice Board

### Talk by heritage architect

Heritage architect Hector Abrahams will give an illustrated talk to members and friends on Friday, 25 October, at 6:30 pm at Benledi (see page 8 for further details). Hector is keenly interested in the art of knitting modern additions onto heritage buildings and inserting new buildings into heritage streetscapes. Admission: \$5.00. Contact David Mander Jones for further information.

### Sydney Open 2002

The Historic Houses Trust will be holding its fourth day of architectural adventure, Sydney Open on **Sunday 3rd November**. Sydney Open provides access to fascinating places that are usually off-limits and rare glimpses of some of our best-loved heritage buildings. Two Glebe sites (Lyndhurst and Tranby) will be the subject of special focus tours. For more information please call the Historic Houses Trust on 9692 8366.

### The Art of Flowers

Government House and gardens in Macquarie Street will provide the setting for The Art of Flowers on **Saturday 12 and Sunday 13 October**, 10 am to 5 pm. The house will be transformed with magnificent traditional and contemporary floral decorations. England's leading floral master, Kenneth Turner, will transform the Ballroom into a sumptuous Victorian scene.



### Forest Lodge Public School

*Home of The Glebe Society Archives*

**Principal: Mrs Elva Salter Phone 9660 3530**

### Shopping tips in Glebe

- Newbold and Collins Bookbinders are at the rear of 112 Glebe Point Road (enter via Derwent Lane) (tel 9566 1095). They can do everything from mending pages to rebinding as well as reglue leather spines. Terry Collins can also make solander boxes for rare books.
- Verdant Flower Merchants are newly arrived at 166 St Johns Road (Tel 9518 7385) - for blossoms and vases.

### Do something different - tour a steelworks!

The Royal Australian Institute of Architects has organised a free tour of one of Australia's major industrial sites - BHP's Port Kembla steelworks. One of our members, David Mander Jones, is a member of the RAlA, and would be happy to include members of The Glebe Society in his party. Date: **Friday, 11 October** with a bus leaving the Sydney Airport Hilton at 8 am, returning at 5:30 pm. Buffet breakfast and lunch included. Contact David on 9552 4172 for more details.

### Free tours of James Craig

The Sydney Heritage Fleet is celebrating the 100th birthday of two of its historic vessels, *Lady Hopetoun* and *Waratah*, on **12-13 October** at Wharf 7 at Pyrmont. Attractions include free tours of the Fleet's flagship, the barque James Craig, and Harbour trips aboard *Lady Hopetoun*. For details browse to [www.seaheritage.asn.au/News/Birthday.html](http://www.seaheritage.asn.au/News/Birthday.html).

### Active Australia Day

Leichhardt Council is promoting Active Australia Day on Sunday, **27 October** from 10:00 am-2:00 pm at King George Park, Rozelle. This day is a great opportunity for clubs, schools, vacation care centres and recreation groups to attract and sign up new members. Stall hire is \$85.

Groups are also invited to be a part of the program of demonstrations and a wide range of recreational and sporting activities are planned.

For further information contact the Council's Community Recreation Officer, Roger Faulkner, on 9367 9270.

### Flat to let

One of our members wishes to let her one-bedroom flat with large living area, balcony, gardens, modern kitchen and bathroom, off-street parking, own laundry, alarm. \$300 pw.

Enquire at Ray White Real Estate (Amanda) for inspection, phone 9660 1044.

### \$500 'Go for it' grant

The Broadway Shopping Centre and MTC Work Solutions have announced the "Go for it!" \$500 grant competition. If you are leaving school this year, you could earn one of two \$500 grants to help you get closer to your dream job.

Entry forms are available from the Broadway Centre. Closing date for entries is Friday 1 November 2002

# For your diary ...

**Wednesday, 9 October** 7:30 pm Glebe Society Management Committee meeting, upstairs meeting room, Toxteth Hotel. Members welcome to attend as observers.

**11-12 October** 11 am Sydney Heritage Fleet celebrates the 100th birthday of *Lady Hopetoun* and *Waratah* at Wharf 7, Pyrmont. Free boat rides and tours of the *James Craig*. Further information page 10.

**Sunday, 13 October** 9:30 am to 11:30 am: Glebe Point Road working bee - meet at Glebe Post Office. Call Liz Simpson-Booker for more details.

**Wednesday, 16 October** 7:30 pm – 9:30 pm. Clean up Glebe strategy meeting at Benledi (next to Glebe Library). All Glebe Society members encouraged to

attend. See page 8 and insert in this Bulletin for more information.

**Friday, 25 October** 6:30 pm, Benledi. Illustrated talk by heritage architect Hector Abrahams. Cost \$5.00. Further information, see pages 8 and 10.

**Sunday, 27 October** 10:00 am-2:00 pm Active Australia Day at King George Park, Rozelle. See page 10 for more information.

**Sunday, 3 November** Historic Houses Trust open day of places normally off limits to the public. Glebe sites that will be open include *Lyndhurst* and *Tranby*. Phone 9692 8366 for further information.

**9-17 November** Glebe Music Festival (see insert in this edition for program and bookings)

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](http://www.glebesociety.org.au)

### Management Committee

President	Andrew Craig	9566 1746
Vice-President	Hilary Wise	9660 5845
Immediate Past President	John Buckingham	9660 7780
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	Edwina Doe 9660 7066
Andrew Wood (from December)	

### Sub-Committee Convenors

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

Bays and Foreshores	Collin Hills	9660 8608
Environment including Noise Pollution	vacant	
Planning	Andrew Craig	9566 1746
Transport and Traffic	Neil Macindoe	9660 0208
	Steve Stewart	9660 5845

### Project Teams

Clean Up Glebe	vacant	
Conserving Glebe Heritage	David Mander Jones	9552 4172
Reporting infrastructure defects	Margaret Sheppard	9660 4121
Wentworth Park	Judy Vergison	9692 9200
Glebe Point Road	John Gray	9518 7253

### 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

Join the campaign against grot! Attend the Clean up Glebe planning meeting 7:30 pm, Wednesday, 16 October at Benledi

## In this issue

- I p. 1 - President's vision for Glebe
- I p. 3 - Empty promises on Rozelle Bay's future.
- I p. 7 - What will become of White Bay power station?
- I p. 7 - Concern on increased traffic from new tunnel



The GLEBE SOCIETY Inc  
PO Box 100 Glebe 2037

POSTAGE  
PAID

### 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](mailto:leichhardt@lmc.nsw.gov.au)

Dumped supermarket trolleys 1800 641 497

Aircraft noise 1800 802 584

**Copy deadline for the next issue  
Tuesday, 15 October**

