



Glebe Society Bulletin

10/2002 November/December

Holiday poetry competition

The Glebe Society invites members and friends to enter its first Poetry Contest.

- Dare to reveal the hidden poet within you!
- Have you ever really tried?
- Now you have the chance to express yourself as never before!

SPEND A LITTLE OF YOUR HOLIDAY
LEISURE HOURS PENNING A POEM,
BEGINNING WITH THESE WORDS:

If Sir Edmund came to Glebe today . . .

You are entitled to five entries per person, each of 100 words or less, on the subject of our first Prime Minister's phantasmal return to his place of birth. Interesting approaches will attract additional attention from the judging panel.

Entries must reach us by 25 January, 2003. Submit your entry by mail to Poetry Competition, PO Box 100, Glebe 2037, by email to webmaster@glebesociety.org.au or fax to the Bulletin Editor on 9518 9775. Your entry must include your name and telephone number. By entering the competition, you agree to allow the Glebe Society to publish your entry in *The Bulletin* or elsewhere. If you wish, you may stipulate that your entry be published under a nom de plume.

A group of three history or literary buffs, not entrants in the competition, will adjudge the poems and the winning entries will be announced in the first *Bulletin* of 2003. Prizes are yet to be determined at this early date, but the Management Committee will do its best to attract suitable rewards.

GOOD LUCK TO ALL ENTRANTS!

Parking meters “a success”

The Glebe Society has now received Leichhardt Municipal Council’s review of the operation of parking meters in the municipality. Essentially its conclusions are that the system is working well, both in achieving a turnover of parking and in bringing in substantial revenue for the municipality – over \$3m in the first year. Accordingly, virtually no changes to the present regime are proposed.

The “success” of the meters varies somewhat from suburb to suburb: the heaviest use is in Balmain: 32.2 transactions per meter/day and Leichhardt with 23.41 as compared with 17.87 for Glebe. Furthermore, while mainstreet parking occupancy rates are similar to the pre-meter situation through most of the municipality, the reverse is the case for Glebe, which shows a significant decline (as the human eye has also noticed, of course!) Average revenue per meter per day in Glebe is \$28.66 as against over \$40 per meter in Balmain and Leichhardt.

A substantial proportion of the revenue is derived from fines for infringements, of which 90-95% is generated almost equally between Glebe and Leichhardt. However, the bulk of fines is incurred by non-residents of the municipality.

To the extent that “outsiders” are paying to park in the municipality, to the extent that all-day commuter parking has been virtually eliminated in many streets, to the extent that parking spaces are more readily available, and to the extent that parking revenue is providing funding for much-needed expenditure on the municipality’s aging infrastructure, it may be that meters could be deemed advantageous.

Against these “advantages” must be set the annoyance of residents at

having to pay to shop in their own shops in their own suburb (mitigated though this might be by the provision of some 15 minutes free-parking meters scattered along shopping strips) and of shopkeepers losing customers who have been turned off by the need to pay to park. Cafes and restaurants in particular have been badly affected.

In Glebe, however, even within Council’s own parameters, parking meters can hardly be rated a success story. Glebe Point Road is no longer the vibrant, active place it used to be, as evidenced in particular by the number of shops that are currently empty. Businesses

which are too far away from the Broadway Centre for their customers to park there, or which lack nearby short-term free meters, are the prime sufferers.

We believe that it is a great pity that the opportunity to make a more

sophisticated analysis of the impact of meters, particularly in Glebe, has not been taken and that there is little or no “fine tuning” of this profitable activity proposed in order to resolve this suburb’s specific problems. In fact the proposed “modifications/improvements” which conclude the review could exacerbate these difficulties. These are an investigation into the introduction of parking meters into Arundel and Catherine Streets, which might well ease the burden of University parking on residents in these streets, but could create other problems if some alternative arrangements for University overflow parking cannot be made; and rejection of any requests to modify parking meter operation times, which seems unduly rigid and pre-emptive.

It is good to have the statistics provided by this review available publicly, but I would suggest that the review is overly complacent as regards parking meters in Glebe.

- Jeanette Knox

(Our Transport and Traffic convenor, Steve Stewart, is overseas.)



Another Harold Park land grab?

It appears that the denizens of Harold Park are at it again. The following is an extract from a story in the *Sydney Morning Herald* dated 23-24 November:

“The NSW Harness Racing Club board, which owns Harold Park Paceway, wants to carve off land at each end and sell it for medium-density development.

“Under the plan, the old tram shed site next to Jubilee Park would be redeveloped into 120 units. The tram sheds are subject to a heritage order.

“The club is considering 40 townhouses and new club premises to house 240 poker machines at the southern end next to Wigram Road.”

According to the *Herald*, Leichhardt

Council knows nothing of the plan, probably because Harold Park is hoping to get the NSW Government to take planning consent away from the council. The *Herald* reported a Government spokesman as saying this is unlikely.

Apparently the deal could net Harold Park up to \$28 million. It follows a previous bid by the club to build a hotel behind the grandstand and a leisure centre on the site of the tramsheds

An interesting aspect of the scheme as reported is the status of the tramsheds. They were owned by the Government which facilitated their acquisition by Harold Park for sporting purposes, rather than real estate speculation.

from the TERRACES . . .

“Glebe’s Treasures”

The Subcommittee is compiling a review of Glebe’s heritage, street-by-street, which also specifies heritage listings for individual properties. This compilation is an attempt to draw together, from numerous sources, information about local heritage items. Our premise is that when we fully understand our built environment, we are in a better position to value and conserve it.

But what has been formally recognised and/or documented, is not the end of the story. After all, Glebe’s heritage is about what WE as residents value about our built environment. We will welcome input from members.

“Glebe’s Treasures” is very much a work-in-progress and will evolve over time. However, copies of the 50 page draft will be on sale (\$5/copy) at the Glebe Society’s Christmas Party.

Terrace development in Glebe

Most of Glebe’s iconic terraces emerged in just two decades of the late 19thC. There was no significant terrace development in Glebe until the 1870s, following the arrival of gas lighting (1860) town water (1862) and the breaking up of the large estates. The dynamic nature of development in Glebe is demonstrated by the population growth from 3700 residents in 1861 to over 20,000 by 1900.

Terrace building offered economies of scale and allowed affordable housing to be provided to people for whom transport was problematic. The 18thC English terrace model evolved to suit the Australian climate and verandahs became common. Early examples of terrace development in Glebe include Lorne, Park and Louisa Terraces (all 1875) in Mitchell Street, and Magnolia Terrace (1879) at 272-280 Pyrmont Bridge Road.

Palmerston Terrace (1882-4) in Glebe Point Road and Herberto

Terrace (1885) in Boyce Street are outstanding examples of the vigorous terrace development of the 1880s.

However, with the depression of the 1890s, terrace development slowed and had ceased altogether soon after Federation.

Now, a century after the first terraces started to appear in Glebe, modern infill terrace housing (eg, in Ferry Road) has been used to good effect to maintain the precious human-scale character of our suburb.

The future of Lyndhurst

Immediate Past President John Buckingham met recently with the Director of the Historic Houses Trust to discuss the future of Lyndhurst. John received assurances that when the Trust moves to new premises in the city in 2004, the Glebe Society will be fully consulted about plans for this 1836 building.

“Old growth” heritage

Hector Abrahams (from Clive Lucas, Stapleton & Partners, heritage architects) spoke to members at a lively meeting held at Benledi on 25 October. Hector argued that virtually all heritage buildings have evolved and changed over time. Heritage buildings aren’t sacrosanct – but alterations must be done with sensitivity and understanding.

The Griffin incinerator

The Heritage Subcommittee has written to Leichhardt Council suggesting that consideration be given to the establishment of a small Museum of Glebe Industry in the restored Walter Burley Griffin incinerator. We argued that industry, such as timber yards, boat repair yards, etc, played an important part in Glebe’s history and that this aspect of our past could be lost or forgotten if efforts are not made to record it.

The text of the Society’s letter to council appears on page 6.

- Liz Simpson-Booker



Hector Abrahams makes a point during his talk at Benledi.

Letter to the Editor



Can Glebe preserve its status as a Conservation Area? As Pyrmont approaches and the value of Glebe blocks of land rise, the pressure to “Manhattanise” Glebe will increase. Change to a local government familiar with city centre density will further undermine the historic base of support for conservation of the low density housing in Glebe.

How can the conservation area be maintained? By increased public awareness that it IS a conservation area! I suggest that one of a number of actions should include talks similar to that given to us in October at *Benledi* by heritage architect Hector Abrahams. In addition and more importantly, signs at the major entry points to Glebe could be erected. They could be along these lines:

Welcome to Glebe, a Conservation Area and birthplace of Sir Edmund Barton

The reference to Barton provides the image of the turn of the 20th century when Glebe was an established suburb.

- Ian Jones
24 November 2002

Notes from the Secretary



Diabetes Australia

Diabetes Australia has premises in Glebe which front both Arundel Street and Parramatta Road (next to Officeworks). The Society has raised concerns with Diabetes Australia about the proliferation of graffiti tags on the Parramatta Road facade of the building.

Diabetes Australia has responded in a wonderfully innovative way. The tags have been covered by a colourful mural with a public health message "Be healthy, be active, be well, know your BGL (blood glucose level)" (see photo above). The mural was painted by a group of teenagers with type 1 diabetes. Congratulations to Diabetes Australia!

Farewell

Marianne von Knoblesdorf is back in Australia briefly before returning to Germany to care for her mother. The Glebe Society has benefited significantly from Marianne's enthusiasm and energy over the years and I personally am grateful for the encouragement and support she gave me when I hesitantly undertook the Secretary's role. Our best wishes go with Marianne.

Trolleys

The Society has written to Leichhardt Council pointing out that Ikea and Aldi have introduced trolley deposit systems. We have suggested to Council that any new business planning to use trolleys should be required by Council to install a trolley deposit system.

On another front, Belinda Lam, Community Coordinator of The Broadway Shopping Centre has written to the Glebe Society about a new service for collection of shopping trolleys. Belinda writes:

"Thank you for displaying the trolley collection contact numbers in your newsletters. We appreciate the work of the Glebe Society in helping make the streets of Glebe clean and better for the community.

"In recent meetings with the Broadway Shopping Centre Management and the Coles Myer Group (that operate our BiLo, Coles and Kmart stores) we have instigated a service which we hope will assist your organisation's concern over shopping trolleys in the area. There is now a trolley collection service for the area that surrounds Broadway. This service consists of a van with a trailer that monitors the streets for dumped trolleys from 9 am to midnight every day. This service commenced five weeks ago, and we are pleased to announce we have experienced no complaints from residents regarding dumped shopping trolleys for this period."

Belinda can be contacted on 9213 3333.

Review of parking strategies

Further to our report in the last Bulletin, we can now advise that Leichhardt Council has provided the Society with a copy of its recent review of parking strategies for the past 12 months. A review of the document can be found on page 2.

Spray cans

It is pleasing to note that the State Government has given notice of its intention to prohibit the sale of paint sprays to those under 18 years of age. However, the Government does not plan to implement the ban until mid-2003.

From the Editor's dungeon

I'd never considered the possibility of going to Council meetings for a cheap evening's entertainment. But after attending the Leichhardt Council meeting that discussed the Australand DA for the former Fletcher's container depot last week, I've changed my mind.

This is no reflection on the Council. It was an excellent meeting – residents had a say, and councillors spoke rationally and reasonably. In the end they decided, sensibly, that more information is needed and that there should be a site inspection on 7 December.

The entertainment came towards the end of discussion when the man from Australand rose to his feet to defend his company from a suggestion that its prime motivation was to make money from the development. Unfair, he claimed. All Australand was trying to do was to build a few houses! At this point most present fell about laughing. Or had we got it wrong? Are these 137 dwellings worth squillions being built to house the under-privileged?

Developers, like other companies, primarily exist to provide a return to their shareholders, and I have no problem with this. Please spare us the sophistry that they are either do-gooders or the victims of persecution by residents and councils.

Clean Up Australia Day 2003

Glebe Society members will be participating once again in Clean Up Australia Day which is set down for Sunday 2 March 2003. We would appreciate your suggestions about areas needing special attention (Jokers needn't bother to contact us to suggest "ALL Glebe"!!)



Fremantle - Glebe gone west

I have recently returned from Fremantle, WA, a nineteenth century waterfront suburb with strong similarities to Glebe. Its streets are clean, well paved and safe. Its commercial buildings are beautifully restored, with numerous cafés, galleries and bookshops. There is abundant parking and public transport, well-maintained parks and an accessible waterfront with restaurants. It shows every sign of being well cared for, prosperous, relaxed and popular.

By comparison, returning to Glebe it was difficult not to feel angry with Leichhardt Council. Glebe Point Road, potentially as attractive as anything in Fremantle, is shabby, dirty and neglected. There are at least sixteen empty shops; pavements in every stage of disrepair; disfiguring graffiti, trash and ugly banners everywhere; broken windows, fire damage, smashed glass, broken bins; trees damaged or ineptly lopped; fences falling down.

Moreover, it gets worse. Imagine the anguish of John Buckingham and the others who worked on the campaign at the state of Bicentennial Park: smashed lights, stunted trees, a desert of bare earth and dead grass abandoned to drug-dealers, dogs and vandals. The only sign of Council activity in all of this, apart from parking meter enforcers, is a team cutting down poplars in Glebe Point Road.

Harold Park

The only proposals advertised so far for the Paceway (see story page 2) are the leisure centre and hotel (old) and the replacement of the 1920s semis (recent). Members should keep an eye on the Society's website and the Sydney press for any further proposals while the *Bulletin* is in

recess (a favourite time for developers!)

12-14 Queen Street

Council rightly rejected the original proposal for turning this industrial building into 47 residences. Apparently the rejection was not firm or final enough. The developer has returned with a request for a review. Very unusually, Leichhardt Council appears to have accepted this request, although the proposal has marked differences: the additional top floor has been removed, and the parking reduced.

The Society has objected, not just because the proposal is a gross overdevelopment, but also because although it purports to be an adaptation of a building to another use, it is just an excuse to jam as many boxes as possible into a gutted shell.

The Society is concerned the same problem may arise with the Max Factor (Traveland) building in Glebe Point Road. The proposed use is simply unsuited to industrial buildings of this type. Either the existing use should be retained, or a completely different approach is needed.

- Neil Macindoe

The powerhouse of the CBD and its impact on Glebe

Sydney is a world city. It makes deals, not wheels. Well at least it makes more deals than wheels. Australia has become a service dominated economy and this dominance emanates from one town. Sydney's economy is so strong it is to other Australian capital cities as London is to Birmingham. And just as London had a golden square mile, The City; Sydney has the CBD and its "suits".

There one finds more lawyers per block than retailers. One of the effects of this concentration of finance and business professionals is that server suburbs and cities now do the back office work and manufacturing. Another is that you are more likely to live next to a business professional in the inner city of Sydney than anywhere else in Australia. My research group at the University of Western Sydney was established in Clarence Street so that we could study these matters. I was pleased therefore to see the well written article about some of these

issues by Deirdre Macken in the Australian Financial Review Magazine in September. These matters affect Glebe and are well worth reflection and discussion.

Our society is always ready to change about a decade after change occurs. This has been described metaphorically as boiling a frog. If the water is tepid and then slowly heated the frog does not notice until "significant change" has occurred. Significant change has occurred in Glebe Point Road.

What are the changes you have noticed?

What would you want GPR to become?

Who should be consulted?

Let me know your ideas please. You can email me at j.gray@uws.edu.au, or write to me at PO Box 100, Glebe, 2037.

- John Gray

(John Gray is the leader of the new Glebe Point Road revival project team.)

A Glebian looks back – and forward

This is a new series reporting some of the thoughts and memories of Glebe by Glebe residents.

Margaret's first memories of Glebe were as a child aged about 12 years old when her mother would detour through Glebe on her way home from the City to Belrose (which was then a rural north shore suburb) to buy Italian fruit and vegetables from Galluzzo's on Glebe Point Road.

One of the images Margaret remembers was of Glebe Primary School closing off a section of the road each day as part of its playground. "It all seemed very close, with little land, very bare with few trees".

Then came memories (perhaps somewhat hazier . . .) of attending Sydney University in the 1970s and going to many of Glebe's pubs, parties and student houses.

There used to be a big second-hand furniture shop called Dealertorium close to where the Courtyard Shopping area of Glebe Point Road is now – Margaret remembers contesting Col Joye for a chest of drawers (Margaret still has the chest of drawers today) and remembers seeing rabbits living in the sunken vacant lot where the Courtyard area is now, and feasting in the Kim Van, one of the area's first Vietnamese restaurants.

One political statement she recalls was "Grease your palm with Foley's" a play on the Foley's butter brand and reference to a certain mayor at the time.

Margaret came to live part-time in Glebe with her partner (who already had a house in Glebe) in the early 1980s. After spending time in England they came back to live in their house in 1988 and had to put on a new floor to accommodate a family of four.

Particularly fond memories include sitting on the balcony in the evening in summer, looking at the wonderful bats flying over and the rippling waters of Blackwattle Bay, waterfront

parks with children, long walks every Sunday, and many more . . .

Asked about the good things about Glebe, Margaret responded with a long list . . . Glebe's sense of community ("it's like living in a village, people say hello"), its supportive neighbours, street parties, proximity to everything – the city, the Fish Market, Sydney University, Victoria Park pool – its mix of housing and stately buildings such as St Scholastica's and Lyndhurst, the light rail . . . the list goes on.

And what isn't so good? The high street is beginning to look unloved, empty and drab. It used to be buzzy

and exciting. Sad that Darling Mills is closing, and so many shops are closed. The loss of the airport bus.

What are Margaret's hopes for the future? We must keep our sense of community, prevent over development, and reduce through traffic, especially trucks. Margaret wants to see the high street happy and exciting with a mix of businesses and a range of restaurants, public access to entire waterfront, and cleaner streets with continuing improvement in street furniture.

Memories from Margaret compiled by Hilary Wise.

Recycling the WBG incinerator

The text of the Society's letter to Leichhardt Council about the future of the Walter Burley Griffin incinerator in Forsyth Street is reproduced below.

Among the conditions associated with the (Australand) development applications is the requirement for appropriate restoration of the Burley Griffin Incinerator which currently forms part of the Leichhardt Council Depot at the end of Forsyth Street. We trust that Council will be ensuring that this restoration is carried out prior to the commencement of the main development works.

That apart, however, we understand that, once restored, management of the site will revert to Council, and that it is likely that one activity there will be the provision of some kind of coffee shop.

We would like to bring forward a further suggestion regarding use of this site for Council's consideration.

The suburb of Glebe is currently undergoing transformation from an area of mixed residential, business and industrial activities to one that is almost exclusively residential and commercial. New residents of Glebe are generally quite unaware of the

amount and variety of the industry that used to operate here, from timber yards, waterfront boat maintenance and repair to small factories. We would like to suggest that a very appropriate use for part of the incinerator building might be the establishment of a small Museum of Glebe Industry. We believe that this would add to the attraction of the site for visitors to Glebe, especially those who will be able to take advantage, before too long, of the waterfront walkway along the foreshores.

While we are sure that local residents would be happy to contribute in any way they could to a development of this kind, and indeed the Glebe Society would be glad to give its support, the setting up of such a display, even on a modest scale, would need to be done at a professional level. The Powerhouse Museum, for instance, should be able to provide the kind of expertise required to ensure a high quality of display and interpretation.

We hope that Council will consider this suggestion sympathetically and give it serious consideration. This kind of history is of a nature to be lost and forgotten readily if efforts are not made to preserve it.

Notice Board



Forest Lodge Public School

Home of The Glebe
Society Archives

Principal: Mrs Elva Salter Phone 9660 3530

Our regular feature, *From the Archives of the Glebe Society*, will resume in the New Year.

For your diary ...

Friday, 6 December 7:30-10:00 pm Glebe Society Xmas party at Darling Mills. Cost \$40 per person and \$30 concession, drinks included. Booking form in this *Bulletin*. For further information contact Cynthia Jones on 9660 2451.

Wednesday, 11 December 7:30 pm Glebe Society Management Committee meeting, upstairs meeting room Toxteth Hotel.

Glebe/Annandale Ward Councillors' phone numbers

Councillor Nicholas Dyer 9660 0158
Councillor Alice Murphy 9660 5503
Councillor Maire Sheehan (Mayor) 9367 9191
Councillor Chris Windsor 9552 3656

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	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

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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
Dumped supermarket trolleys 1800 641 497 (BiLo trolleys 9281 4511)
Aircraft noise 1800 802 584

**Copy deadline for the next issue
Tuesday, 18 February, 2003**

