

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 4 OF 1993

JULY

"Registered by Australia Post - Publication No. NBG 1483"

PUBLIC MEETING

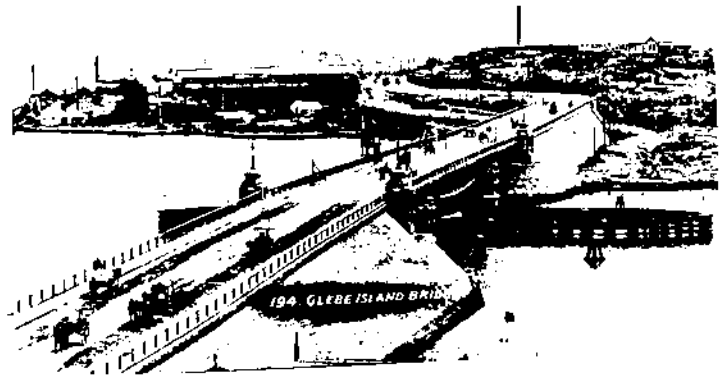
The Public Meeting originally advertised for July will now be held on Saturday 7 August, in the Record Reign Hall (corner of St Johns Road & Derwent Street). The time 2.30pm. Light refreshments will be served after the meeting.

In the 1960s Glebe was under pressure from the Department of Main Roads which had scheduled two freeways across Glebe - remember those red and white stripes on the local maps? Any buildings not scheduled for demolition for road works were threatened with demolition for new developments, principally large blocks of ugly redbrick units.

A lot of people didn't like those developments and protested. Today we don't have freeways cutting this suburb into pieces, much of it is designated a conservation area, Glebe Point Road is an interesting place to shop, there is a High School on Blackwattle Bay instead of an industrial slum, and Glebe residents can enjoy waterfront parkland on both Rozelle and Blackwattle Bays.

Now, in the 1990s, Glebe still faces pressures. Much industry has gone from the area. New developments are mainly commercial and residential. Tourism is having an impact we would not have dreamed of twenty years ago. Traffic, however, is still a problem as it was then.

Is Glebe going to become a residential adjunct to the Central Business District? What impact will the heliport have? What will be the effect on Glebe if Sydney wins the Olympic Games? What are the State Government's plans for roadworks, transport, and traffic, and how will they affect Glebe? What kind of environment are Glebe's children growing up in? Can it be improved?



Glebe Island Bridge (Photo taken 1906)

There are a host of questions about the future. We want to have a say about the answers. We want to know what your concerns and questions are. What sort of future do you want for Glebe?

The meeting will feature speakers on the topics of: life in a tourist area; the residential & commercial mix in Glebe; light rail; traffic and the environment and will include John Douglas, John Gerofi & Alan Steven.

We look forward to seeing you and hearing from you on 7 August.



LIGHT RAIL

At the meeting of the Management Committee of the Glebe Society on 14 July the draft statement of policy on light rail, published in the May Bulletin, was formally adopted.

FROM: MARKETS

Update: The operation of the Glebe markets has been the subject of a number of Council motions and meetings over recent weeks.

A motion to rescind an earlier motion to reduce the operation of the markets to one day a week was lost, and this decision was supported at a subsequent meeting of Department of Education representatives with the Mayor, Cr Larry Hand, and a number of councillors.

The Mayor then called a special Council meeting to review the decision to close the Sunday market, to discuss a Mayoral minute on the markets, and to reconsider a further motion recommending the continued operation of the market on Sundays with different conditions. Cr Hand said he called the special meeting because he believed Council had adopted the wrong process. A vote to debate the new motion was lost, leaving the original motion still applying.

While Cr Hand had had Council staff collate the views of residents in the vicinity of the markets, unfortunately a petition with 129 names was not directed to these staff and not taken into account in the Mayoral minute. This petition asked Council to limit the market to no more than 130 stalls on one day only, due to the adverse effects of traffic, noise pollution, and loss of privacy and peace.

After the markets were relocated to Harold Park the following Sunday, a number of residents attended the next Council meeting to protest at the resiting and absence of consultation - and there has since been no Sunday market. Despite a motion to prevent the operation at Harold Park and yet another rescission motion, it is understood that Harold Park Raceway has now decided not to allow the markets to trade there.

Where Now? In the interim, the Grace Bros parking area has reopened as a commercial parking station. The availability of this carpark did not appear to have a marked effect when it was open until late last year and it seems that by itself it may have only a limited impact on the traffic problem. This carpark was previously free of charge but Sunday visitors will now be charged and many may still choose to park in surrounding streets.

Glebe Public School, through the school council, is now required to submit a Development Application to Leichhardt Council to operate the market on school grounds. But the composition of the school council, as developer, has since been called into question by Council.

The school will be presenting six options to an open general meeting, at which members of the school community (parents, staff and the school council) will be able to vote on these options. This vote is to be used as the basis for the D.A.

It is not clear whether the current lease will continue, given that the conditions for operating the market have now changed.

Having regard to the previous lack of consultation with the school and local community on the operation of the markets, the Glebe Society welcomes the consultation process introduced by the Department of Education. The Society also supports further consultation with the school community for future negotiations on the terms of a lease, since the school is to be the major beneficiary of the markets.

Now that some of the heat has been taken out of the debate by the closure of the Sunday market pending a D.A., the Society hopes that the usual legal processes can occur in the absence of hysteria and media hype. We have never wanted to 'kill off the markets', nor do we believe that this was the wish of local residents. The point is that the Sunday market had been allowed to expand to the point where it had not just outgrown Glebe Public School, it had outgrown Glebe.

We fully appreciate that the markets are a source of employment for a number of people. They bring colour and vitality to Glebe Point Road and for some local businesses (although not all) they bring increased custom. But Glebe's unique character is largely a product of its residential and commercial mix, and proper consideration must be given to the requirements and wishes of both segments of the community.

Certainly, it is clear that residents will not tolerate a Sunday market of 370 stalls, attracting a reported 5,000 visitors to their neighbourhood on their 'day of rest'.

On 2 July Max Solling and I viewed the clay models of the Digger and Sailor, which have now been almost completed by Traditional Stonemasonry Pty Ltd, our contractors. After a small amount of further work the busts can be cast and placed on the memorial. Max and I were pleased that such a good likeness to the original busts is being achieved.

The restoration work already done on the upper sections of the memorial is highlighted by the fine floodlighting at night, carried out by Leichhardt Municipal Council. Thank you, Council! Many people have commented on the excellent effect achieved - we do want the memorial to be highly noticeable.

Our consultant architects and urban planners, McDonald McPhee Pty Ltd advise that the building fabric must be restored as a priority matter, since it has deteriorated seriously due to the effects of weathering and also deliberate damage. Accordingly it is planned to proceed soon to complete the restoration of the memorial building itself and so stabilize it for the future.

Two donations, each of \$500, have been received from the Commonwealth Department of Veterans' Affairs and the 55/53 Australian Infantry Battalion Association. Mrs Ann Disher, a resident of St John's Village whose husband served in World War I, has given a similar amount (doubling her contribution). These fine contributions have helped to push our total of donations to \$12,000. This leaves a shortfall of \$4000 to complete the works in hand.

Members of the Glebe Society can see that major progress has been made. If you have not previously been able to contribute please try to do so now. To paraphrase Winston Churchill, 'Give us the money and we will finish the job!' Contributions may be sent to the Hon. Treasurer, 1 Allen Street, Glebe, NSW, 2037.



OPEN SPACE STRATEGY

3

Fiona Campbell

Council recently invited comments on an open space strategy to improve and extend the open space networks. The strategy is based on 'local needs and physical opportunities'.

This strategy also provides the documentation for a contributions plan which enables council to levy developers under section 94 of the Environmental Planning and Assessment Act to provide land or money for open space.

The strategy now offers a chance to direct the future of the municipality and is being prepared in conjunction with the new town plan.

It is the first time open space has had such a review since 1983 when council adopted a strategy to optimise its scattered pattern of parks by linking them into a network and proposed green corridors along the creeks and canals - Hawthorne Canal, Whites Creek, Johnstons Creek and Orphan School Creek to connect to open space along the foreshores.

Comments from the community are now being considered by council and will be discussed at the Trees and Open Space and Town Planning Committees.

GLEBE POINT ROAD STREET TREES

Good News for a rejuvenation of the neglected street trees and avenue along Glebe Point Road. The Glebe Point Road Study has been presented at council by consultants, Gary Clubley and John Douglas.

This study was described in a bulletin last August which outlined the objectives covering

- location and identification of all existing trees;
- determining their condition, age and life expectancy;
- identifying trees needing removal due to poor health;
- identifying trees growing under power lines and treatment;
- identifying trees causing substantial footpath uplift and treatment;
- developing an interplanting and/or replacement program;
- developing a tree management techniques;
- maximising benefits to the historic, cultural, aesthetic and access requirements of Glebe Point Road while minimising future maintenance.

John Douglas will be presenting the study at the Glebe Society public meeting in August.

TRAFFIC & TRANSPORT CHARACTERISTICS OF
GLEBE

Despite the fact that Glebe is essentially a peninsula, which would normally tend to invite traffic of a local nature only, the suburb's proximity to the Central Business District and other inner city industrial and commercial areas has generated significant traffic and transport problems, although these may be subsumed under two broad categories:

1. **Through traffic:** a substantial volume of commuter traffic passes through primarily residential streets. The 'official' arterial road, (Pyrmont) Bridge Road, while carrying much of this traffic, does not take it all. Additionally, because of the traffic lights at the intersection with Glebe Point Road, and to a lesser extent with Ross Street, traffic flow in Glebe Point Road (and Ross Street) is slowed. This affects the efficiency of the bus service. There is also a tendency for the area to be used for long term parking by people travelling elsewhere.

2. **Influx of non-residential traffic:** there are a number of activities, both new and longstanding, which attract large numbers of people into the area at particular times: most obviously Harold Park, Wentworth Park, the University of Sydney, the weekend markets, the numerous restaurants on Glebe Point Road, and backpacker and youth hostel facilities. Further commercial and office development in Glebe will also generate increased visitor numbers.

POSSIBLE MEASURES FOR CONSIDERATION

1. **Through traffic:** measures to reduce the volume of through traffic should include making alternative routes or means of travel more attractive and travel within the suburb less attractive for through traffic.

- encourage the use of arterial roads i.e. Parramatta Road/Broadway; City-West Link. While it remains unrealistic to hope that (Pyrmont) Bridge Road and Ross Street will not remain as major roads, no increase in traffic should be encouraged. (Measures such as the narrowing of the roadway on The Crescent are applauded and to be encouraged.) Currently there seems to be some evidence, however, that the completion of the recent section of the City-West arterial is leading to additional traffic build-up in Wigram Road.

It is recommended: that Council monitor closely the impact of the City-West projec-

(and any other specific road projects) on Glebe.

- improve public transport services to a degree that makes them an attractive alternative to private transport. Improvements might include:

* MORE FREQUENT BUS SERVICES. The 431 bus is frequently full by the time it reaches Wigram Road and often cannot take any additional passengers by the time it reaches St Johns Road. At least a 15 minute service (rather than the present 20 minute one) for the 431 in off-peak hours (and at least a 10 minute service in peak hours) would be warranted in our view. The 459 route along Bridge Road was a useful one which is now serviced so infrequently that it is no wonder people do not use it, and yet the expressway into the city gives it the potential to provide speedy access to the CBD.

It is recommended: that Council urge the State Transit Authority to survey use of the bus services on the Glebe routes and increase the frequency of the services appropriately.

* TRANSFER TICKETS. The issue of tickets available for use on multiple routes (within a defined time period, e.g. 2 hours) would be an encouragement to greater use of public transport, as would be combined tickets for bus, train and ferry use.

It is recommended: that Council lobby the State Government to investigate more flexible ticketing systems for public transport.

* LIGHT RAIL. Utilisation of the existing goods line would provide the opportunity for stations at Harold Park, on or near Glebe Point Road in the shopping area, and Wentworth Park. In addition to heritage arguments for it, retention of the present Glebe Island Bridge would facilitate the provision of a light rail service for Balmain, a desirable measure to encourage the use of public transport and reduce through traffic demands on the suburb.

It is recommended: that Council lobby the State Government strongly to extend their present plans for Light Rail beyond the Fish Markets along this route and to plan for a Light Rail link to Balmain, utilising the present Glebe Island Bridge.

* FERRY SERVICES. Ferry services with wharves at Annandale (Johnston Street), Glebe Point, Darling Harbour and Circular Quay should be investigated, with the

provide that the route of any such services should not interfere with the Glebe Rowing Club's training and racing courses. The Club is an old-established one, and the waters of Rozelle and Blackwattle Bays provide stretches of calm water suitable for rowers that are not readily available elsewhere. Excessive commuter parking would, however, need to be discouraged in the interests of local residents.

it is recommended: that Council investigate the viability of a commercial ferry service from Annandale to the City via Glebe Point.

* CYCLEWAYS. Cycling is not a major alternative means of functional (rather than recreational) private transport because of the hazards involved, both physical and from polluting traffic fumes. The Society, however, supports the increased use of bicycles and the provision of appropriate routes for cyclists. Ideally these should be safe, pleasant and unpolluted. Wherever possible foreshore routes should be considered.

it is recommended: that Council actively pursue the planning and implementation of bicycle routes within the Municipality and cooperation with neighbouring Councils in this respect.

- plan for traffic calming measures for all residential streets in Glebe. It is recognised that once-off funding for the implementation of such measures throughout the suburb would be impractical, but once a plan is made and priorities established, measures could be implemented over a period of time, in association with lower speed limits in these areas. Speed limits of 30kph would be appropriate in many residential streets.

2. Local Traffic: The movement of people into and within the suburb is generated by:

- residents: people move within the suburb (shopping, business, etc.) and travel from it (to work, to the CBD, etc.). In some instances people use cars because of the lack of a viable or attractive alternative. While continued use of private transport must be accepted, better public transport (and appropriate publicity) could attract some car users to alternatives. An education program encouraging walking for short trips as a health benefit would be desirable.

- visitors: there is a wide range of visitors to the suburb. People travelling from other areas of Sydney tend to rely heavily on private transport if coming to Glebe for race meetings (Harold Park, Wentworth Park), the University, for shopping or restaurant visits and to go to

the weekend markets. In respect of the latter the parking problems in adjoining streets bear some similarity to those previously created by Harold Park (which are now somewhat alleviated by reduced attendance and should be even more so if the proposed Harold Park redevelopment plans proceed). They are exacerbated, however, by the lack of parking facilities such as exist at Harold Park (and Wentworth Park), with consequent effects on nearby streets (Derby Place, Cowper Street, Campbell Street, etc.) as well as on Glebe Point Road itself.

Overseas and interstate visitors (e.g. backpackers, youth hostellers) on the other hand are heavy users of public transport.

- employees: many workers employed in Glebe commercial enterprises are not local residents and travel to Glebe, making demands, therefore, either on public transport or, more frequently, on parking space.

To meet the needs of these different groups, the following approaches are suggested:

* (again) improved public transport services: in addition to buses, ferries, light rail, the possibility of a feeder minibus service should be considered. While the obvious route is along Glebe Point Road, routes encompassing other streets could also be viable for minibuses and make shopping, medical visits, etc. easier for elderly residents without private transport. Access to the Rowing Club might also be facilitated and provide it with much needed increases in patronage.

it is recommended: that Council survey households to obtain better information about their transport needs.

* parking: the provision of a major, peripheral, secure, parking area (the Grace Brothers site is the obvious location) would, in conjunction with the enforcement of current parking restrictions, benefit employees in local enterprises and visitors (markets, restaurants), particularly if coordinated with a local feeder minibus service. If the volume of private traffic along Glebe Point Road were reduced, the speed and reliability (and hence attractiveness) of buses or other forms of transport would be improved.

it is recommended: that Council take steps to encourage (e.g. by appropriate zoning, town planning provisions) the speedy reopening of the old Grace Brothers Parking Station.

Aircraft-go-round.

A number of large jet aircraft are permitted to come in and land from the south over Botany Bay between 5am and 6am. If the landing has to be aborted the movement then becomes a take-off to the north during curfew hours. Two such events occurred today, 15th July, just before 5.13am. We understand that these movements are not recorded on the log of aircraft movements because they do not land. Therefore they do not appear in aircraft noise data. Lockwood, whose wind studies of KSA are well-known, predicts these movements will increase.

Lockwood predicts the curfew at KSA will be abandoned in 1998.

At a recent high school meeting John Goldberg (who made extensive studies of schools and aircraft noise) highlighted that, according to the federal government's Department of Arts Sport the Environment Tourism & Territories, schools in the 20-25 ANEF contour zones will not necessarily be insulated against aircraft noise.

"Closure of the East-West (EW) runway" was the big selling pitch for the third runway. People living east and west of the airport would be much less subject to noise. It was also argued there would be an overall reduction in the number of people in Sydney affected by aircraft noise!

EW runway land would become available for other airport purposes which could be achieved otherwise by moving cargo bases - regarded as not a good option. Why, then, is the Federal Airports Corporation expressing a desire for land in a nearby suburb to build a cargo village? The EW runway land was meant to be available! The runway stays. We understand a microwave landing system is now in place for the runway.

The Prices Surveillance Authority's June report on its inquiry into the aeronautical and non-aeronautical charges of

the Federal Airports Corporation comments the FAC admits to being overcommitted financially. FAC has asked airlines to pay in 1995-6 for installed over-capacity, which is arguably a form of debt.

The federal Joint Committee of Public Accounts will inquire into the Commercialisation of Public Sector Operations, starting in August. It will focus on the FAC, the Civil Aviation Authority, the Department of Arts & Admin. Services as well as other matters raised. Accountability, efficiency and appropriateness will be examined.

Meanwhile, tragically, construction of the third runway proceeds.

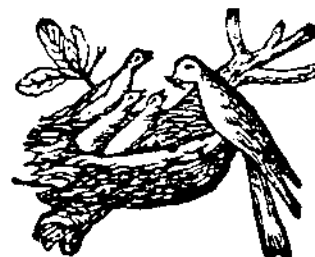


CHILDREN AND GLEBE

Many thanks to all those who attended our first meeting. The main issue discussed was the state of play equipment in Jubilee Park. Positive discussions have since been held with the Council on the provision of new play equipment in Jubilee Park, and we hope to have good news to report soon.

Various other issues were brought up, including child care in the area and the restricted hours of Hilda Booter Kindergarten, Glebe's pocket parks, Leichhardt Council's Open Space Strategy, the provision of children's health services in the area after the relocation of the children's hospital, teenage facilities in the area and sports facilities for children.

Anyone interested in becoming involved in discussion of children's issues in Glebe should contact Louise Schweikert on 660 7205 for details of further meetings.



The Annual General Meeting of the Glebe Society Inc. will be held on Sunday, 12 September. Make a note in your diary. Members are asked to congregate at 11 am for drinks and nibblies. The birthday cake, to celebrate the Society's 24th birthday, will be cut at 11.30 am sharp (or sharply?). The formal business of the meeting will then begin.

Reports from Sub-Committee Convenors will be published in the next Bulletin. Nominations for Office-Bearers will also be called for: President, Senior and Junior Vice-Presidents, Secretary, Treasurer, and five Committee Members.

And where will this be? Would any member of the Society be willing to offer their home as a venue? Please contact Jeanette Knox (660 7781) if you would like to host this gathering.

PIANO AND CELLO CONCERT

8pm Saturday 31 July 1993

Margaretta Cottage
6 Leichhardt Street, Glebe Point

Tess Remy-Schumacher cello
Jean-Bernard Marie piano

Tickets \$20 (Concession \$10)

Contact David McIntosh for tickets
(18A Cook Street, Glebe Point, 2037)

Only 50 tickets will be sold

URBAN ENVIRONMENT COALITION PUB NIGHT

Saturday 31 July at 7pm

East Sydney Hotel, cnr Crown & Cathedral
Streets, Woolloomooloo (nr Domain Parking)

POLITICS OF TRANSPORT

Speakers: Dr John Goldberg (Sydney U.)
Matthew Hurst (Light Rail Assoc.)
Peter Ferris (Railways Union)

Have a great night in good company - food
& drink at reasonable prices. \$10 entry.

Col McKenzie died on 29 June, after a long battle with illness, borne stoically and uncomplainingly. He and Jean have been members of the Society for many years and until recently were regular diners out in the Society's monthly explorations of Glebe restaurants. The Dining Group and the Monday Group, who knew him well, will remember him with affection as a thoroughly nice person. Our sympathies to Jean McKenzie and to his family.

MONDAY GROUP

On 16 August the Monday Group plans a trip on the Meadowbank ferry to Abbotsford and to have lunch in the RSL Club there. Meet at Circular Quay at 11.45am to catch the 12 noon ferry.

For any inquiries phone Sally (660 6138) or Katharine (660 2879).

DINING OUT

John Stander, at the last gathering of the Dining Out group, retired as coordinator of our dinners. Ian Edwards will take over this role again. Thank you John for your fine selection of eating places over the past year or so. We look forward to having Ian guide us to more good meals in the coming year.

June diners enjoyed an excellent meal at Thai Silk, and in July we sampled again the pleasures of Japanese cuisine and service at Ryoma.

As from August, it is proposed to meet on the first Monday of each month.

August details, therefore, are: Monday, 2 August, 6.30 pm at Tavolino Dolce, 89 Glebe Point Road. The menu sounds most tempting. See you there? Ring Ian beforehand so that he can book the table - 817 4329.

BRONTE HOUSE

The Waverley Historical Society is having an Open Weekend at "Bronte House", 470 Bronte Road, Bronte, on Saturday 31 July & Sunday 1 August, from 10am to 3.30pm. Admission \$2.00. 76 Bronte Bus from Central or Bondi Junction.



THE GLEBE SOCIETY inc.

BOX 100 GLEBE 2037

July 1993

Dear Member

MEMBERSHIP RENEWALS 1993/4

Unless you renewed your membership or joined the Society after March 1993, your membership fee for the year ended 30 June 1994 is now due.

We have four levels of membership fees - Pensioner/Student, Ordinary, Additional Household and Institutional.

The category 'Additional Household' is important to the Society for two reasons. Additional Household members have full membership privileges but do not receive an extra copy of the Society's Bulletin, so their additional membership fee is a bonus. Also, the number of individual members of the Society, as opposed to households on the mailing list, better reflects the strength of the Society.

Membership fees have not been increased recently. However a small increase for 1994/5 will be proposed at the 1993 Annual General Meeting.

The work of the Society in preserving and enhancing the natural and architectural character of Glebe requires your continued and valued support.

Please complete the details on the form overleaf and send it, with your payment, to PO Box 100, Glebe 2037 or deliver it to Ted McKeown, 397 Glebe Point Road or Edwina Doe, 224 Bridge Road.

We would also welcome members' help on the Society's sub-committees. Provision has been made for you to indicate ways in which you may be able to help on the form.

With many thanks and kind regards,

Yours sincerely

Ted McKeown
PRESIDENT

WOULD YOU LIKE TO HELP?

You may be interested in joining one of the following groups or helping the Society in its activities. Please indicate your area of interest below:

- Parks and Garden
- Town Planning
- Heritage and History
- Public Transport and Traffic
- Social Activities Organisation
- Committee Membership
- The Bulletin - writing articles, editing or typing
- Glebe Point Road Project
- Kingsford Smith Airport and Glebe
- Other _____

Other issues I would like to see the Society involved in are:

GIVEN NAME SURNAME

M _____

Address _____

_____ Postcode _____

Phone: (H)
 (W)

PLEASE ADDRESS BULLETIN TO:

_____ Postcode _____

Additional Household Members at the above address (full membership rights but do not receive Bulletins)

M _____

M _____

M _____

ANNUAL MEMBERSHIP SUBSCRIPTION

PLEASE TICK BELOW AS APPROPRIATE

- PENSIONER/STUDENT \$8.00
- ORDINARY \$22.00
- ADDITIONAL H'HOLD \$5.00
(each)
- INSTITUTIONAL \$28.00

DONATION: \$5.00 \$10.00
 \$20.00 \$30.00
 \$.....

I ENCLOSE \$.....
(ch/mo/cash)

SIGNED _____ /_/19

FOR YOUR DIARY

Monday 2 August - 6.30pm - Dining Out -
Tavolina Dolce, 89 Glebe Point Road

Saturday 7 August - 2.30pm - Glebe Society
Public Meeting - Record Keigh Hall, cnr St
Johns Road & Derwent Street

Wednesday 11 August - 7.30pm - Committee
Meeting - Lyndhurst, Darghan Street (also
deadline for Bulletin contributions)

Monday 16 August - 11.45am - Monday Group -
Circular quay for Meadowbank Ferry &
Abbotsford

Monday 9 September - 6.30pm - Dining Out -
(for venue see next Bulletin)

Wednesday 8 September - 7.30pm - Committee
Meeting - Lyndhurst, Darghan Street (also
deadline for Bulletin contributions)

Sunday 12 September - 11am - Glebe Society
Annual General Meeting & Birthday Lunch



THE GLEBE SOCIETY inc.

MANAGEMENT COMMITTEE

PRESIDENT: Ted McKeown 660 3917 (H)
391 3000 (W)

SENIOR VICE PRESIDENT: Marianne
von Knobelsdorff 692 0916 (H)

JUNIOR VICE PRESIDENT:
Cynthia Jones 660 2451 (H)

IMM. PAST PRES: Andrew Wood 660 2194 (H)

SECRETARY: Jeanette Knox 660 7781 (H)

TREASURER: Edwina Doe 660 7066 (H)
922 3877 (W)

COMMITTEE:
Mavis McCarthy 660 5119 (H)
Jenny Pockley 660 6363 (H)
Peter Strickland 660 7624 (H)
Christine Whitemore 660 7969 (H)

Bulletin Editor: Jeremy Long 692 8742
Membership List: Edwina Doe 660 7066
New Members' Contact: Jenny Pockley 660 6363
Publications: Patricia Jackson 660 8849
Monday Group: Sally Nelson 660 6138

GLEBE POINT ROAD PROJECT REPRESENTATIVES

Ted McKeown - 660 3917 (H)
Anton Crouch - 660 2889 (H)

CONVENORS OF SUB-COMMITTEES

All convenors are ex-officio members of the
Management Committee

BAYS & FORESHORES

John Buckingham - 660 7780

CHILDREN & GLEBE

Louise Schweikert - 660 7205

DIGGERS MEMORIAL

Bill Nelson - 660 6138

ENVIRONMENT

Fiona Campbell - 891 8284 (W)

HAROLD PARK

Gideon Rutherford - 692 0239

KINGSFORD SMITH AIRPORT & GLEBE

Alison McKeown - 660 3917

LIGHT RAIL

Andrew Wood - 660 2194

PLANNING

Linda Nash - 818 3095 (H)

TRAFFIC

Jeanette Knox - 660 7781

VENTWORTH PARK

Christine Stewart - 660 8324

ARCHIVIST

Lyn Milton - 660 7930 (H)

MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Ordinary \$22, Additional household members \$5
each, Student/Pensioner \$8, Institutional \$28.

Write to P.O. Box 100, Glebe 2037 or ring
Jenny Pockley on 660 6363 for information.