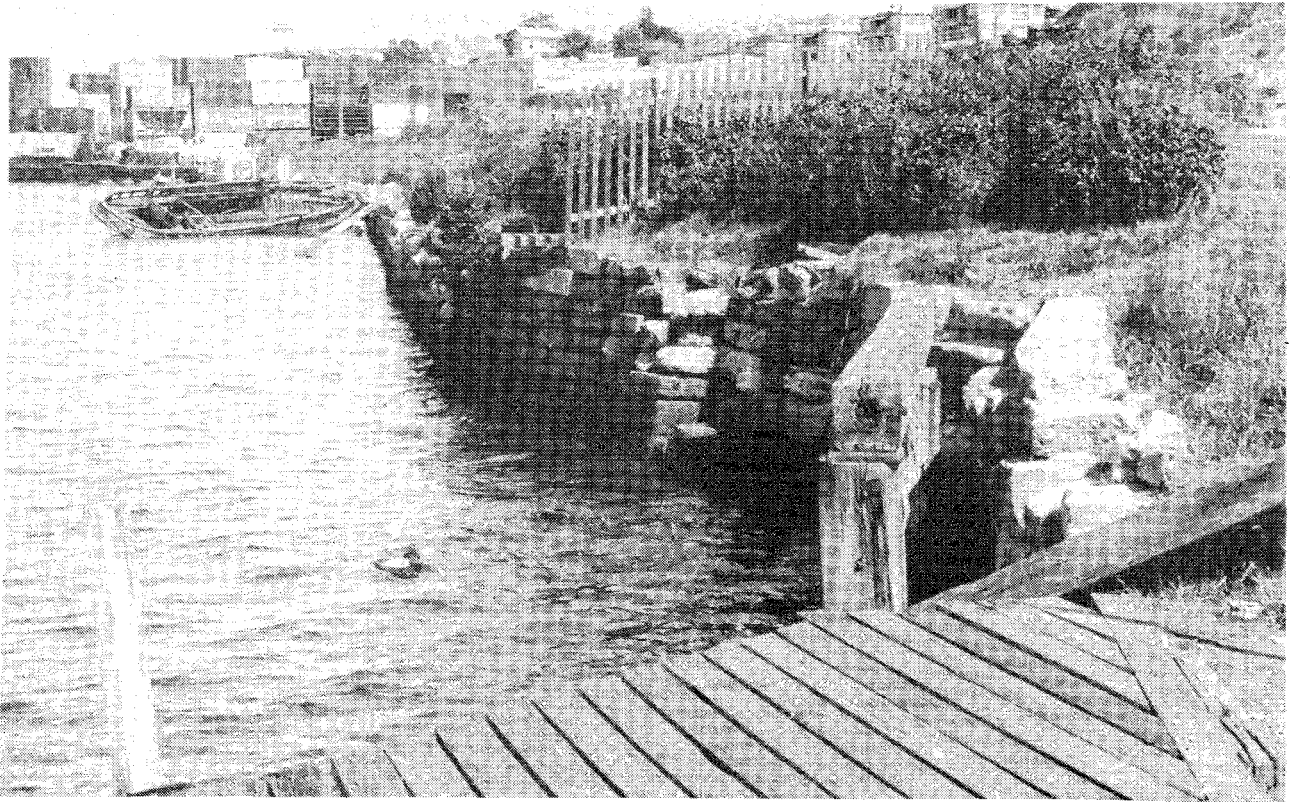


○ SPECIAL ISSUE:
THE SOCIETY'S WATERFRONT PROPOSAL

THE GLEBE SOCIETY

WATERFRONT PARKS FOR GLEBE



GLEBE NEEDS WATERFRONT PARKS

Glebe, with a population of 14,000, has only 45% of the open space regarded as the minimum standard for urban residents.

Sydney's heritage includes a magnificent and unique open space in the form of Sydney Harbour. Yet of the 21.7 km of harbour foreshores between Sydney Harbour Bridge and Iron Cove Bridge, only 1.1 km is accessible to the public. Of this, Glebe has less than 80 metres.

Ten years ago Glebe had an active waterfront with industries requiring access to the Harbour living in harmony with residents and providing employment. Today, almost all these industries have gone and the land lies derelict or has been alienated for non-waterfront use.

Opportunity now exists to provide residents with adequate public waterfront access -

at no cash cost to the State Government and at minor cost to Leichhardt Municipal Council

with negligible impact on available port facilities, and with no loss of employment in the area.

The realisation of this proposal will create new waterfront parks in Glebe and allow the development of a largely waterfront walk from Johnston's Canal on Rozelle Bay to Wentworth Park on Blackwattle Bay.

The achievement of these goals requires action from -

The Maritime Services Board

Planning and Environment Commission, and

Leichhardt Municipal Council

THE DETAILS

Glebe Point

THE PROPOSAL IN DETAIL

A proposal has been sent to the two Ministers and the Mayor seeking a series of waterfront parks linked by walkways (on the waterfront where possible) stretching from Johnston's Canal to Pyrmont Bridge Road (Wentworth Park). The land required is to be acquired, transferred or rezoned in order to provide adequate public access in Glebe is shown on the plan:

ROZELLE BAY - FEDERAL ROAD

- A. Steetley Industries site, and
- B. Former Police Boys' Club site

These sites should be rezoned for public open space and converted to parkland for passive recreational uses. The sites are ideally located on Rozelle Bay, beside Johnston's Canal which adjoins parkland proposals in Annandale and, with the closure of Federal Road, allow Jubilee Park to be extended to the waterfront.

- C. National Plywood site
- D. Sydney Sawmilling site
- E. Standen Bros./ Smith Bros. site

These sites should be rezoned public open space with a reservation that they may remain in their present usage until the existing businesses cease. Upon the cessation of existing use, the land should be converted to public parkland.

GLEBE POINT - JOHNSTON'S BAY

- F. Glebe Point Road adjoining Pope Paul VI Park (Marine Reserve)
- G. Reserve R89043 for Public Recreation

Leichhardt Council should close the road between the Park and the Reserve and develop the road and the reserve (now commercially leased) as parkland.

- H. Former Hardy's timber yard site

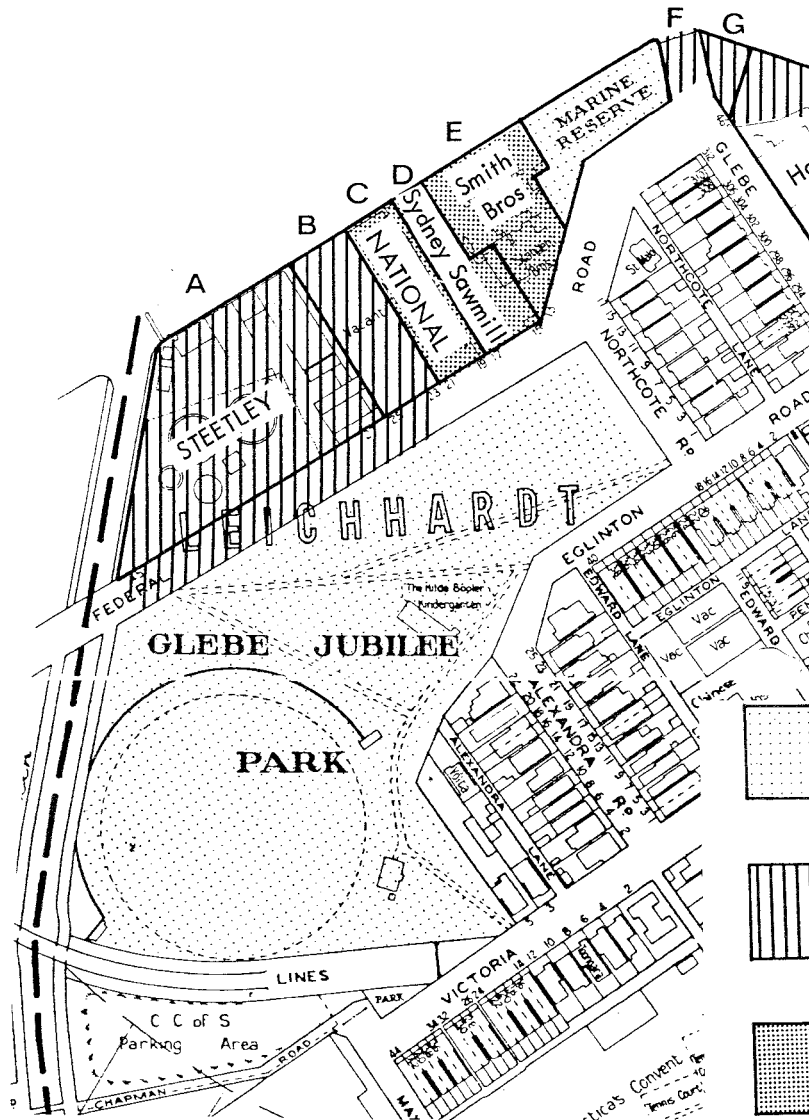
Negotiations are currently underway with a view to the site being rezoned from waterfront industrial to a mixture of waterfront public parkland and residential under conditions that would result in a visually pleasing development compatible with the character of Glebe and in an adequate waterfront public park.

- I. Strata Plan No. 12929 "The Anchorage"

Leichhardt Council should acquire all or part of the flat waterfront land at the foot of the cliff for public open space.

- J. MSB land part Vol. 2050 Fol. 103

This land - for which, because of its location, no waterfront industrial use is possible should be transferred at no cost to Leichhardt Council for Public parkland.



- K. Waterfront land at rear of Nos. 4 and 6 Mary Street

The narrow waterfront strip along the line of the existing unmade pathway should be transferred by the M.S.B. to Leichhardt Council for waterfront access.

- L. Public Lane and Waterfront reserve

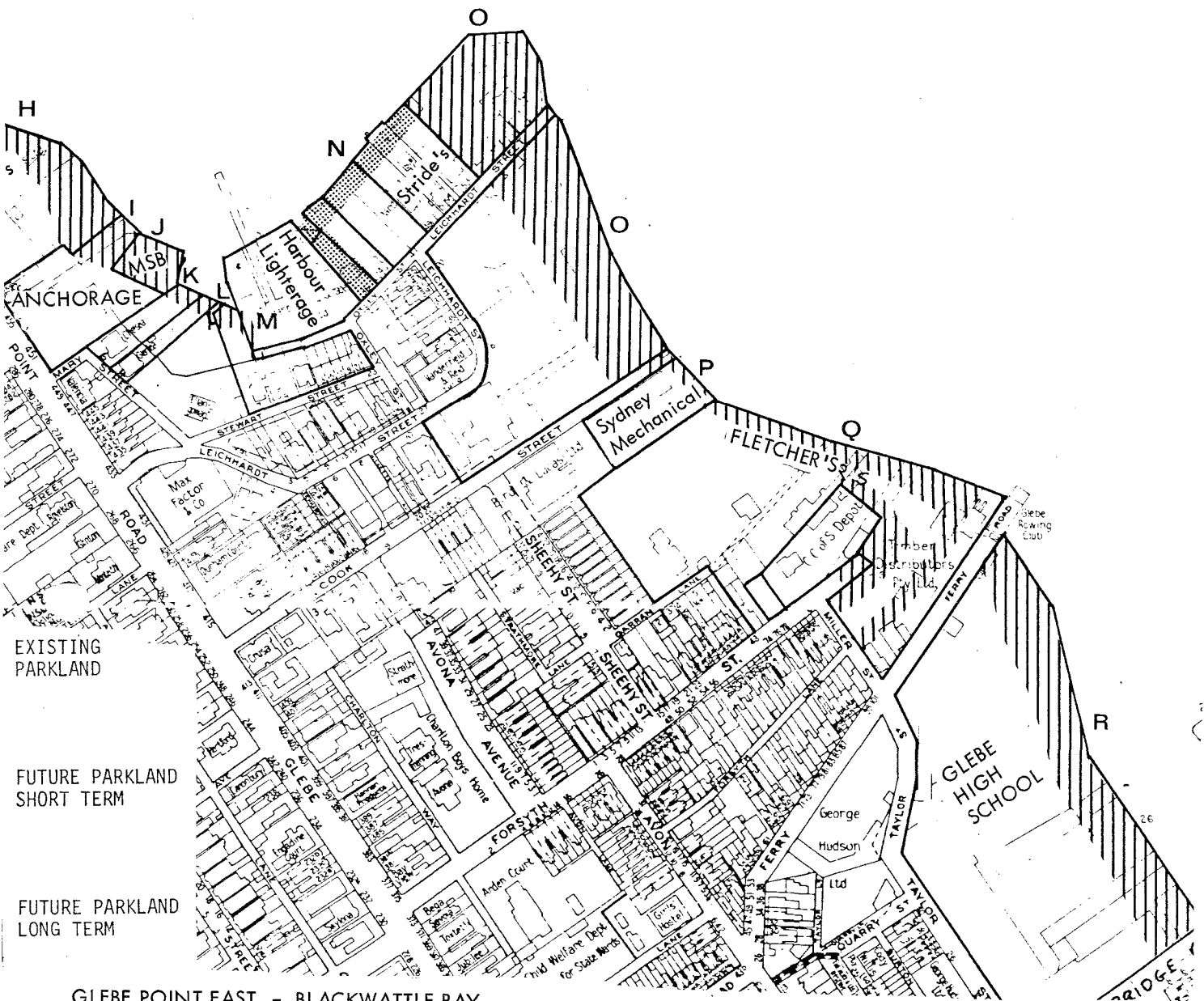
These areas are already under the control of Leichhardt Council and require only minimal landscaping and access.

- M. Harbour Lighterage Pty. Limited

A narrow pedestrian right of way from the waterfront to Oxley Street should be negotiated by Leichhardt Council to provide a link between the proposed parkland areas.

- N. Nos. 14 & 16 Oxley Street
Nos. 47 to 53 Leichhardt Street

It is proposed that the whole of No. 16 Oxley St. and a waterfront strip on the other properties be rezoned as possible future waterfront open space in order to reserve these areas for public parkland in any future redevelopments.



GLEBE POINT EAST - BLACKWATTLE BAY

O. Proposed Blackwattle Bay Park

The compromise proposals recently agreed to for the re-arrangement of the areas of parkland and home unit construction are supported, subject to the early extension of Sheehy Street to Leichhardt Street to overcome the already serious traffic congestion.

P. Sydney Mechanical Services Pty. Ltd. - 29 Cook St.

Q. John Fletcher (Customs Agents) Pty. Ltd. - Cook Street

As neither of these sites use, nor are likely in the future to use the waterfront facilities available to them, it is proposed that a waterfront strip 10 metres wide be obtained for waterfront parkland and to provide a link between Blackwattle Bay Park (Cook Street) and Glebe High School (Ferry Road). It is also proposed that the former Timber Distributors site bounded by Miller and Forsyth Streets, Blackwattle Bay and Ferry Road, and the extensions of Forsyth Street and the Council Depot, be developed as open space with the exception of Fletcher's access road.

R. Glebe High School

The current proposals provide for a wide waterfront strip of the school site, between Ferry Road and Bridge Road, to be landscaped for passive recreation uses. The opportunity exists in the future for the use of this land and adjoining playing fields for non-structured community recreation outside school hours.

CONCLUSIONS

These proposals for waterfront parkland and access in Glebe are realistic and readily capable of achievement given commitment by the public authorities involved and wide public support.

This proposal demonstrates that significant high quality parkland can be created at very little cost and with negligible impact on available port facilities and local employment opportunities. The following actions are required to implement them.