

GLEBE POINT EAST

On Thursday, 30th October, we noticed that demolition from the inside, of the old house on the Point, "Venetia", was under way. We told the demolisher to stop and we remonstrated with The Developers who own most of the Point, Parkes Developments.

That Parkes' should be demolishing was little surprise, as good or bad has indiscriminately been knocked down by them, but "Venetia" had been promised by them for retention and restoration for community use as part of the package "agreed in principle" with the old Council in 1973.

Parkes' Director in charge first told me it must be "thieves and trespassers", but on Friday morning the demolition sub-contractor, Mr. Primo Giovanetti, said that it was a mistake(?) made by "his boys" while he was away in Brisbane, which all adds up to being not good enough.

The Glebe Society has always been opposed to the sort of development Parkes have had in mind - originally seven blocks with 222 units. We assisted in lowering the number of units to 188 and the population density.

We have suggested to deaf ears so far that a development in sympathy with the surrounding area - terrace rows perhaps, would be more suitable. We hope to be able to assist local aldermen in the task of consulting with the developers in achieving the best solution for all - not just the most profitable one for Parkes! There is no law, nor right which says that they are entitled to dispoil the area with whatever sort of development they like.

Jim Coombs

PARKLAND, NOT PARKESLAND

One of the blocks of land affected by the Parkes Developments proposals soon to be put before Leichhardt Council is the one (just down from the Max Factor factory) on the corner of Mary Street and Glebe Point Road.

This land, because of its height and position, commands a spectacular view across Rozelle Bay and the Pyrmont peninsula to the City and the Harbour Bridge. Although it is not a water frontage, there is a deep gully between it and the water's edge which means that despite the fact that it doesn't look like it on a map, it does have a view.

Ever since Parkes Developments demolished the building originally there (at least two years ago), the view from the land has been hidden by a high and hideous fence patched together from old palings, bits of plywood and sheets of corrugated iron. Every time this eyesore of a fence has fallen down, exposing the marvellous view behind it, it has been put up again by Parkes Developments within days. When a local resident wrote to Parkes politely suggesting that the fence be removed or at least replaced by a lower and less ugly one and the land made accessible to the public until building operations began, Parkes replied that they couldn't do that lest the lot be used as a rubbish dump. When this poor excuse was laughed out of court, Parkes eventually came out with the truth: that the Company was not willing to expose the residents of Glebe even temporarily to the pleasures of the view or the use of the land, because from past bitter experience it had found that this led residents (and Councils) to resist all the more strongly when Parkes got to the point of wanting to build one of their picturesque and tastefully-designed blocks of flats on it. For all its corporate conscience, this was an inconvenience that the Company refused to risk again, whatever the social cost.

FEDERAL ROAD CONTAINERS

The extreme meanness of this attitude has made some local residents very angry. We have decided we are quite capable of demanding that this land and this view be given over permanently to the public even without having the benefit we might have had of enjoying it for the past two years or so.

This issue overlaps with others discussed elsewhere in this Bulletin. However, some of the most important reasons why we feel particularly justified in asking that the handing over of this land as a park be made a condition for Parkes being allowed, by the Council, to go ahead with any of its other proposed developments in the area are these:

1. Although two of Glebe's greatest assets as a suburb are its closeness to the Harbour and its closeness to the City, there are no easily accessible public parks here from which the view makes this obvious. Most of us might as well live at Cabramatta for all the consciousness we have of these two aspects of Glebe's identity. The glimpses of polluted patches of Rozelle Bay through the timber yards and the chemical factory from Jubilee Park are simply not enough to provide it. However, the view from the 451-459 Glebe Point Road block of land certainly would. If it were made a park, it would vastly and dramatically enhance the character of Glebe and reveal it for what it is: an inner-city harbourside suburb.

2. Although Parkes has offered land other than this as parkland, actual investigation of the proposed sites reveals that access to them is via narrow, already over-taxed streets in which there is no room for parking; and because of this, the very fact of the parks' existence is not likely to be even digested by anyone except the residents of the adjacent buildings, most of whom will be living in Parkes' developments. So what Parkes is really doing in handing over this land "to the public" is handing over to the ratepayers of Leichhardt the cost of maintaining "parkland" that will greatly increase the rent or sale price of Parkes' developments and be used overwhelmingly by their residents. This is hardly a gesture of unadulterated altruism. We therefore do not think we are putting too great a strain on the Company's "generosity" by asking that this additional block be handed over as a genuinely public park.

There is a petition circulating to this effect that we intend to present to the Council. Anyone wishing to sign it may do so at Gleebooks or Glungge. Otherwise write to the Council about it yourself. Please. It's worth it!

Margaret Coombs

Leichhardt Council has deferred the application by Harbour Lighterage (a subsidiary of the giant Brambles Group) to establish a container storage depot at Federal Road, "pending receipt of additional information". At the time of the deferment over 300 signatures had been received on a petition opposing the depot. The number now exceeds a thousand.

Representations were made immediately to the Minister for Local Government, Charles Cutler; the Minister for Works and Ports, Leon Punch; the Minister for Planning and Environment, John Fuller; Federal Ministers for the Environment, Joe Berinson, and Urban and Regional Development, Tom Uren. Cutler said it was not his affair, as did Joe Berinson. Leon Punch has not replied and Tom Uren expressed sympathy. John Fuller says "It is obvious that the proposal is being considered in accordance with the Government's environmental impact policy, and, in the circumstances, any intervention on my part at this stage, would not be warranted."

Further representations were made to Fuller suggesting that the State Environmental Policy, as spelt out in document E 1-4, requires that action by a Government Authority (in this case approval of Parkes' plan by the Maritime Services Board) which has significant environmental impact or is likely to arouse considerable public controversy (e.g. 1000+ signatures and a public protest supported by the local MIA, Pat Hills and the local alderman) should be supported by a full environmental impact statement (E.I.S.). No such statement by the M.S.B. exists.

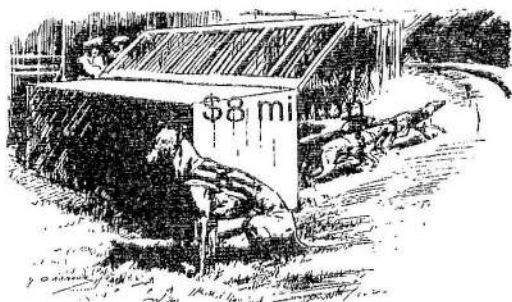
This representation led to no contact with us from the State Pollution Control Commission (S.P.C.C.) but Mr. Roger Hogan of the Commission spoke to Arthur Kenna, the Council's "Consultant Town Planner". They agreed that Harbour Lighterage's pitiful E.I.S. attached to the Development Application (D.A.) met the requirements of the law. Both were content to await developments (pun intended).

This is hardly good enough for the people of Glebe, the children at Hilda Booler Kindergartion, the old people at R. J. Williams Lodge or the people who see Glebe Point Road as the social heart of Glebe - an artery we don't want choked with trucks.

More, the Council has not refused the application, the Maritime Services Board has not carried out its responsibility under the State Environmental Policy, nor has the S.P.C.C. or the Minister. Should questions be asked in the House?

Jim Coombs

WENTWORTH PARK



An article by Jeff Collerson in the Daily Mirror of October 28th says that The National Coursing Association (N.C.A.) and The N.S.W. Greyhound Breeders Owners and Trainers Association might be getting together to establish an \$8 million grandstand at Wentworth Park.

It reported that G.B.O.T.A. are considering abandoning Harold Park as their racing venue and transferring their activities to Wentworth Park. The major reason for the move is the fact that G.B.O.T.A. has to pay the N.S.W. Trotting Club, owners of Harold Park, rent of \$235,000 per year.

The article went on to quote an N.C.A. committeeman, "Now we have a long-term lease on Wentworth Park, we don't want to build just an ordinary stand. We want something along the lines of Hollywood Park and other great tracks in the U.S., and with the help of the G.B.O.T.A. we can probably do this."

The Park was dedicated for public recreation in the last century - yet the Trust has "ex officio" two members from the N.C.A. and Soccer Magnate, Sir Arthur George. Ex-MLA Albert Sloss and sometime sports broadcaster and Health Minister, Dick Healey are members too. The only resident on the Trust (whose members are appointed until they turn 70) is ex-alderman Greg Johnston. The Trust should take its trust more seriously. They are not running a dog track and car park - it is a place for public recreation and they should be developing it as such.

"Herald" readers may recall the statement made by N.C.A. secretary and Trust member G. Candrick in May that the Trust would consider any proposals put forward by the Society to beautify the park.

Well, we did. We suggested the development of landscaped gardens and play areas.

We got no reply.

The next vacancy on the Trust (when one of them turns 70) is in 1977. We have asked the Minister to keep us in mind - but then there have been three Lands Ministers in the last twelve months. Will they remember us?

Remember since its dedication the Park has had the Railway line put across it on the viaduct, the water frontage (Blackwattle Bay) taken by the M.S.B. and the N.C.A. track. The D.M.R. plan to put its expressway across too. Like "Lady Jane" in Patience "little will be left of her in the coming by and bye."

Glebe Society members who are less than enthusiastic about the G.B.O.T.A./N.C.A. plans are asked to write to the Hon. J.M. Mason, L. Th., MLA, Minister for Lands and Forests, C/- The Lands Department, Bridge Street, Sydney. Mr. Mason has to grant approval for any proposed extension of greyhound racing at Wentworth Park. Similar letters of protest could also be sent to Mr. John Barraclough, Minister for Culture, Sport and Recreation, and to the Wentworth Park Trust. Each has a finger in this particular pie.

Jim Coombs and Ian Evans

HISTORY

The History Group is to have a new look. In addition to the research work being carried out by Max Solling and Kate Smith, members will now be able to participate in various activities. One idea which has been suggested is that a competition should be run in which children submit an essay on local history, a prize would be donated by the Society. Would all those interested in this and the Group contact Dorothy Perkins on 660.7623.

If you know of anything that may be of interest to readers of the Bulletin, please contact the editor, Joey Rowden at 4 Leichhardt Avenue; phone 660.5704.

PLANNING

The Planning meeting of the Society held on Sunday, 26th October decided to form a "task force" to get things moving in Glebe around the 1974 Planning Scheme.

Most people may think that this is just another "Town Plan" concentrating on zoning and coloured maps, but if one takes a good look at the total scheme it becomes clear that it should be called a Community Plan. A summary of some of the policies will show why.

- *Better building codes which require much more landscaped open space and larger rooms, etc.
- *Large scale tree planting.
- *Pollution control by strictly enforced codes.
- *Conservation of buildings and areas (most of The GLEBE is a conservation area).
- *Retain and extend access to the waterfront.
- *Control residential development by density zoning - not by building type. Most areas are 80 people per acre or less which is about the same as two storey terrace development.
- *Find ways and means of providing low income housing. (The Glebe Scheme was first proposed to the Aust. Govt. with this policy in mind).
- *Encourage industry which doesn't pollute and control by building and performance codes.
- *Encourage existing shopping centres to improve goods and services.
- *Improve accessibility to shopping centre by both public transport and cars.
- *Improve health services (e.g. Community Clinics).
- *Full-time child care, play groups.
- *After hours use of school facilities.
- *Improve and extend libraries.
- *Much more parkland. In Glebe 3 new parks - two on the waterfront. In addition a policy of buying areas large enough for park use when they become available through fire, etc.
- *Better playground facilities.

*Discourage construction of expressways.

*Avoid undertaking major road works until benefits have been fully assessed.

*Prepare a submission on transport need, including ferries, to the Public Transport Commission.

*Co-ordinate parking. Some users require parking at different times to others. As space is scarce, ways may be found of making better use of parking areas.

*Pedestrian ways based on giving priority to pedestrians.

This is only a brief resume of most of the policies, but it does show the '74 Planning Scheme is worth fighting for.

The group's progress will be reported in the Bulletin.

REMEMBER THE EXPRESSWAY?

After the Fig Street, Fiasco in October last year, it was finally agreed (or so we thought) between the D.M.R. and Ministers Uren and Jones (D.U.R.D. and Transport) that the expressway would NOT proceed until agreement had been reached between officials of the D.M.R. and D.U.R.D. NO agreement has been reached as far as we know.

Yet the D.M.R. has continued to put up the concrete pylons over Darling Harbour which point the expressway unavoidably through Fig Street and across Wentworth Park (see elsewhere this issue). They still want to win by 'fait accompli'.

They should wake up. There is a State election next year that Labor might win. Mr. Wran has promised to stop the expressway. What then?

The D.M.R. may argue that they need a replacement for Pyrmont Bridge and that they don't want more cars in the city. The expressway is a very expensive replacement for Pyrmont Bridge and if you don't want more cars in town, you don't make it easier for them to get there.

Jim Coombs

FOR YOUR DIARY

Sunday, 23rd November. The Annual Ferry Trip. The ferry leaves Glebe Rowing Club Wharf, Ferry Road at 11.00 a.m. Stops will be made at Parsley Bay and at Shark Island, where there are barbecue facilities. The ferry returns at 4.00 p.m. The cost is \$5.00 for a family ticket, \$2.00 per adult and \$1.00 per child. Bookings should be made to Dale Dengate at 25b Avenue Road or Diana Schlicht (660.3959), who would also like to hear from those people willing to help and provide lunch for extra children from Bidura and Royleston.

Tuesday, 25th November, 8 p.m. A meeting of the Gardening Group is to be held at Jean and Theo Ahlston's, 58 Toxteth Road.

Wednesday, 26th November, 8 p.m. at John and Dale Dengate's home (25b Avenue Road). The Play Reading Group will be reading a "surprise" mystery play as its final play-reading for the year. Surprise us by coming along and being surprised. Enquiries? Ring Marion Jones on 660.4072 or Albert Renshaw on 660.0682.

GLEBE FAIR

Members are asked to assist in the running of their stall at Glebe Primary School on 29th November. Help can also be given in the form of transport by ferrying the goods to and from the fair at approximately 9.30 a.m. and 4.00 p.m., and in donating secondhand books and clothing, white elephants and home produce. If you can help in any or all of these ways, please contact Dorothy Perkins on 660.7623.

Saturday, 29th November, 4.00 p.m. Wine bottling at Hilary and Tony Larkum's, 17 Alexandra Road. See note elsewhere in the Bulletin.

Saturday, 6th December, 10.00-10.30 a.m. Public meeting to discuss containers in Foley Park. Please show your support. For further information contact Jim Coombs (660.0026).

Saturday, 6th December, 11.30 a.m. After the container rally come to the coffee morning at Elizabeth Ahlston's, 12/264 Bridge Road. Please note the slightly later start. Elizabeth will put a notice out to direct you.

Saturday, 13th December, 8 p.m. The Christmas Party. Cost will be \$7.00 a pair, Pensioners \$1.00 each, which includes a light supper. Contact Joye Wallace (660.0137) or Jan Potter (660.1604) or send your money to 8 Gottenham Street before 1st December.

WINE BOTTLING

On Saturday, 1st November a very successful wine bottling was held at Hilary and Tony Larkums. A very good Shiraz and a very pleasant dry white were obtained from Kay's Winery at McLaren Vale. Another 100 litres is being obtained for anyone who wishes to take advantage of the wine-tasting on Saturday, 29th November. Tony apologises to all those who missed out on the earlier tasting through no fault of their own, and asks people to ring him on 660.7030 to reserve their wine. (Orders must be in dozens). Tasters are requested to bring their own clean bottles to the bottling.

MISCELLANY

If you want to know how to win resident action battles, or how to contact which government department, contact Jan Potter on 660.1604 for your copy of "Handbook for Action". The handbook costs 50 cents and the proceeds have been donated to the Glebe Society.

Also please contact Jan (660.1604) if you have any work suitable for the 30 builder's labourers denied tickets by the Building Labourer's Federation. At present these men are in the demoralising position of living on National Assistance and hand-outs.

The Society has joined the Save Public Transport Committee as an institution. Individual members are invited to join and should send their subscriptions of \$2.00 (you can donate more) to Alan Sorrenson at 8 Gottenham Street.

The Society offers a verbal bouquet to Councillor Ivor Cawley for his honest and forthright approach to the problems of people in the area.

STOP PRESS

Owing to the events of "Remembrance Day 1975" (11th November in case you have forgotten), the Federal Ministers referred to in this issue no longer hold the positions mentioned!

GARDEN - IN

SUMMER SCHOOL FOR GARDENERS

The Garden Club of Australia is arranging a summer school at the Women's College, University of Sydney, Carillon Avenue, Newtown, on February 4th, 5th and 6th, 1976.

A number of well known gardening authorities including Allan Seale, Shirley Stackhouse, Joan Doney and Stan Peck will address a series of meetings and there will be opportunities for questions and discussions. This is an excellent chance to improve your knowledge of gardening and put your problems to acknowledged experts.

The fee for participation is \$4.50 per day, which includes morning tea, lunch, and afternoon tea. For those unable to attend the day meetings, an evening session will be held on Friday, 6th. Fee \$2.00 including supper. For further particulars, ring Theo Ahlston, 660.1083.



As this is the last issue of the Bulletin for the year, the Committee and the Editor would like to wish all members a very Merry Christmas and a Happy New Year. The Bulletin will be back in January.