

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

No. 9 OF 1985

NOVEMBER/DECEMBER

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SANTA IS COMING!!
SANTA IS COMING!!!!!!

Santa has been so busy this year we thought we were going to miss out! But no, Santa said he couldn't let the Glebe Society be disappointed, so he is making a special effort for us.

Come along to
ANIELLO'S Italian Restaurant
284 Bridge Road, Glebe.
(Corner of Junction Street, just below Ross Street).

We were there two years ago, and they looked after us so well we decided to repeat. There are NO STAIRS - WE WILL HAVE THE GROUND FLOOR.

WEDNESDAY, 11th December, 1985

The fun will start at 7 p.m. BE EARLY.

MENU: Antipasto
Scallopini
Calamari
Fritto Misto
Salad
Garlic Bread
Gelato
Christmas Cake
Coffee

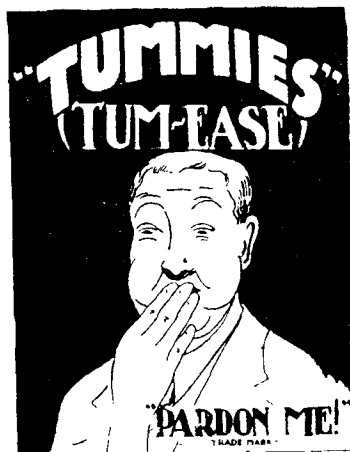
PRICE: \$18.50
\$10.00 (pensioners)

SANTA WILL GIVE OUT THE PRESENTS.

DON'T FORGET to bring a wrapped gift, marked for lady or man, (nothing over five dollars.....)

Jean McKenzie has kindly offered to take BOOKINGS, so please ring her as soon as possible on 660-0492.

Special Note - We have to pay for all bookings made, so if anyone has to cancel for any reason, please understand we will have to collect!



Tummies (Tum-Ease)
A. S. M. Waites, Sydney,
1933.

THE BULLETIN NEEDS HELPERS.

Andrew Birtchnall, who has been so efficient in distributing the Bulletin this year, is going to work in America for 3 years. We wish him bon voyage. Of course we now need a new Bulletin distributor for next year, preferably someone with access to a word processor or other means of printing address labels. The job consists of keeping the mailing list up to date and posting the Bulletins 10 times a year.

Help is also needed in producing the Bulletin - preferably a new editor, but certainly someone who is willing to learn the ropes for a few issues and then take over.

Please ring Edwina Doe on 660 7066 if you can help.

A HAPPY CHRISTMAS
TO
ALL OUR READERS

COCKLE BAY(DARLING HARBOUR) MONORAIL

The Society has long supported the introduction of light rail to improve Sydney's public transport system, especially in the areas where there are existing suitable goods lines and rights of way. A few copies of a monograph written by Dr John Gerofi and published by the Society explaining the operation of light rail are still available at \$3 each.

Light rail uses tracks flush with the road surface, like the tram system now operating in Melbourne and once a feature of Sydney public transport. However the cars are much faster and more capacious, and the power source is an almost invisible overhead wire. It is the preferred system in most modern European and American cities.

For some time a NSW Cabinet subcommittee has been attempting to make up its mind whether to use a light rail system for public access to Darling Harbour, or an elevated monorail. It appears the Department of Planning and Environment recommended using both, which sounds a little clumsy. At the end of October the Minister responsible for Darling Harbour, Laurie Brereton, announced the choice of a monorail. The Lord Mayor, Doug Sutherland, immediately convened a protest meeting which took place on Tuesday 5th November and was attended by about 400 people, including representatives of this and other residents' action groups, environmental and public transport groups.

Mr Brereton has since tried to justify the choice of a monorail on financial grounds. Both systems require some relocation of services. However the TNT monorail, unlike the light rail system, uses pylons embedded quite deeply into the ground. It seems likely, therefore, that the costs to the government for relocation of services alone is likely to be far greater with the monorail. The financial arguments are far less conclusive than Mr Brereton claims.

The monorail does not connect with any major public transport systems, but only with major retailers. This is directly contrary to the justification for a 'people-mover', originally intended to bring as many people as possible, from all over Sydney, to Darling Harbour. The monorail begins to look like a tourists' fun ride. The light rail proposal connects with Central Railway, Wynyard and major bus routes, and can be extended cheaply to Walsh Bay, Circular Quay and the Opera House.

Plans for Darling Harbour include car parks for about 5,000 vehicles. A transport sys-

tem which connects well with existing public transport will be an incentive for visitors to leave their cars at home. On the other hand, a system which connects only with major shops encourages people to use Darling Harbour as a shoppers' car park; a giant version of Westfield et al.

The pylons, track and stations used by a monorail are much more intrusive than the sunken track of light rail. They will add a quite new and conspicuous visual element to an area of Sydney with many old and gracious buildings, including the Queen Victoria Building, being restored by public demand. As though there were not enough pylons already in Darling Harbour, the monorail will add hundreds more on a different scale. The light rail does not draw attention to itself; it does the job inconspicuously. This should be counted an advantage, rather than otherwise.

Best of all, a light rail system in Darling Harbour would be a testing ground and nucleus for a rejuvenation and expansion of Sydney's transport system, at a time when the impetus and commitment of recent years seems to have been lost. The battle is by no means over, whatever the Premier might say. Your voice is needed to confront the well-oiled publicity machine now supporting the monorail. This is an issue especially close to the hearts of dwellers in the inner city, and one which is well worth a fight.

MCCORMACK'S VACATE WIGRAM ROAD SITE

S. McCormack and Sons, a firm of carters that moved into Glebe in the 1920's, have sold their container storage yard on the corner of Wigram Road and The Crescent, apparently to the present owners of the Harold Park Hotel, thus ending a serious traffic hazard.

The poetry readings that are currently taking place in the Harold Park Hotel have attracted some attention in the newspapers. They began in September with some local poets, and have continued to flourish. If the publicans have bought the very decayed storage site, perhaps they will continue in the same public spirit and return the Harold Park Hotel to some of its former glory. There was once a very splendid Victorian pub on the site, unfortunately demolished in the 1950's. The Society has very fine architects' drawings of the original Harold Park Hotel. Let us hope any new building is also of high standard.

The Society's Traffic Sub-committee, headed by Jeanette Knox, has prepared a submission to the Divisional Engineer, Department of Main Roads. It expresses so clearly the many traffic problems which threaten our daily lives in Glebe that it is reproduced here in full.

GLEBE ISLAND ARTERIAL - ENVIRONMENTAL IMPACT STATEMENT

SUBMISSION FROM THE GLEBE SOCIETY

Introductory

Although the proposal for a Glebe Island arterial road does not involve construction directly in Glebe, there are aspects of the plan that could affect the suburb indirectly. It is these, together with some more general comments, that this brief submission addresses.

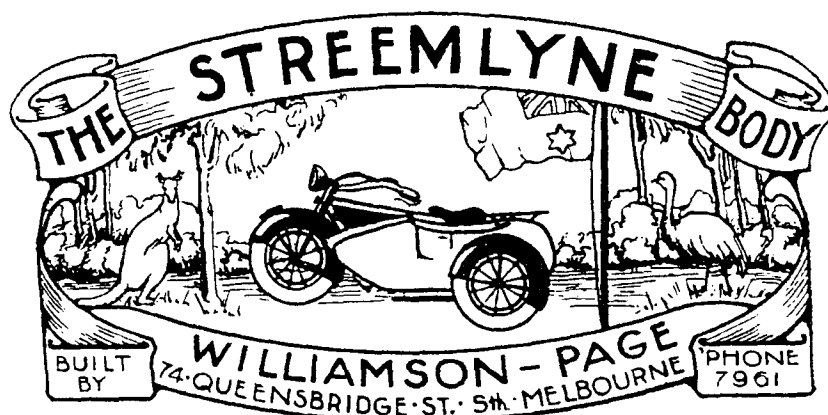
There are clear benefits in the proposal as far as the residents of Pyrmont and Ultimo are concerned in the diversion of traffic away from residential areas of those suburbs. To the extent, also, that the proposal obviates the need for constructing one or more freeways through Glebe, there are also benefits to this suburb. However, looking at the proposal from the point of view of Glebe residents, there are a number of points which warrant further consideration.

1. The bridge

The bridge planned in the favoured proposal is a high level one (current estimated cost \$16 million). The low level bridge estimate is \$11.4 million. A major reason brought forward in support of a high level bridge are the requirement of the Maritime Services Board for access to Blackwattle Bay and Rozelle Bay by coastal (rather than fishing) vessels. In the detail of the plan, however, it appears that the Board is seeking a high bridge for the access of only five ships. The Glebe Society would query the economic justification for such an expensive bridge to accommodate 5 ships (one of which is not yet built) - this averages a cost of \$3 million (plus) per ship.

Blackwattle Bay and Rozelle Bay are not deep water areas. If larger shipping comes into the bays, the question of dredging could well arise. Costs and possible environmental damage resulting from this type of activity do not appear to have been considered.

The long term probability of the coal and cement industries remaining in their present locations may also be questionable, given the trend for industries of this kind to move away from inner city areas, and given the State Government's general policy to return as much of Sydney foreshores as possible to public use.



The Streemlyne Body.
Williamson-Page,
Melbourne.
Side-car body: 1924.

As regards the impact of the bridge visually, this will be considerable for Glebe residents of the area across the bay from it. Residents will be, literally, faced with a bridge much larger than the present one, and noticeably closer (only 250 metres across the water).

Further, the size of span of the proposed bridge seems excessive for the stretch of water it crosses. The planned bridge will dominate the gap across the bay, and obscure a hill which is, we believe, actually the highest natural elevation in the area of the city and its immediate environs.

The Society hopes the Department of Main Roads planners will review the bridge proposal in the light, therefore, of its visual obtrusiveness, its physical proximity to Glebe, and its disproportionate size relative to the water it spans.

2. Traffic

- a) The environmental impact statement says (p 20) "the overall context in which the improvement of the route is now proposed is one of little or no overall growth in demands in the inner areas, i.e. the improvement is directed more toward improving the present inadequate level of service, providing a more integrated arterial road system and relieving the adverse aspects of through traffic in Pyrmont than toward accommodating regional growth".

There are some difficulties in reconciling this comment with the fact that

- i) there is extensive warehouse redevelopment in the area and, most significantly
- ii) the Darling Harbour Redevelopment is expected to attract major influxes of people to the site.

The effect of such development proposals is going to mean, effectively, an expansion of the Central Business District westward by something like 2½ kilometres. Additional traffic generation seems unavoidable.

- b) Looking more specifically at Glebe, the plans included in the statement indicate, in particular, additional traffic flow on Pyrmont Bridge Road. This runs, for large sections of its route, through residential areas. Increased traffic on this road will exacerbate an already existing tendency for this busy road to cut the suburb in half.

If the Department of Main Roads is to spend large sums of money to build some very expensive roads, we would contend that it would not be unreasonable for residents of Glebe to expect that (as is planned for Pyrmont-Ultimo) the consequence should be a reduction rather than an increase in through traffic. Pyrmont Bridge Road should not be developed as an alternative or essential part of an arterial or freeway system. The present use of roads in Glebe by through traffic is inappropriate to an essentially residential suburb on a peninsula.

- c) Related to this is the question of the planned staging and timing of the arterial road construction. This is relevant not just in relation to the Glebe Island Arterial, but also in the context of plans for the construction of the City-West Link Road which is currently being publicized.

The Glebe Arterial is envisaged as extending to Gipps Street by 1988, and to Glebe Island by 1992. No date is even proposed for the new bridge construction.

There exists, in our view, the potential for a chaotic traffic situation

in which the City-West link is feeding traffic from the west to the White Bay area, and in which the Arterial extends to Glebe Island but not beyond. The consequences could well be intolerable levels of traffic filtering through residential streets in Glebe quite unsuitable for the purpose.

1988 cannot but be expected to be a year of heavy traffic with the Darling Harbour development - it promises to be a difficult year for suburbs such as Glebe which are so close to the development.

- d) Figures are quoted in the Statement of the number of people transported by bus at the present time. Emphasis is also placed on the potential for growth in the north-west of Sydney and the need for access from the north-west. It was with considerable concern, therefore, that the U.T.A.'s forward estimates for public transport indicated an expected (or planned?) reduction in the number of bus trips. Increased rather than reduced public transport would have seemed a more logical forecast or aim.
- e) Traffic estimates in the Statement are given in general terms, and there is no analysis of what proportion of the traffic on the planned road system is likely to be commercial or industrial. It would be desirable, in our opinion, for more co-ordinated planning to be carried out not only with the U.T.A. but also with the S.R.A. in order to maximize the amount of freight transported by rail rather than road.

3. Funding

Finally the Society would address the matter of funding for road construction. Funds are obviously limited. The questions therefore arise as to

- a) what are the priorities for road building?
- b) how much funding can be made available annually?

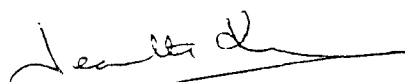
The Glebe Society would point out that the growth areas in Sydney are on its periphery. This is where development is occurring, and where planned road construction is urgently needed. We would question the validity of giving a high priority to traffic 'improvements' which have the effect of increasing traffic flow into the central city area. The priority is a misconceived one.

As regards annual funding, we believe that something like \$6 million was made available in the State Budget for major road works. At this level of provision, the Glebe Island Arterial, with its estimated cost of \$70 million plus at the minimum (and at current prices) would be a project that would take 15 years to complete - piecemeal.

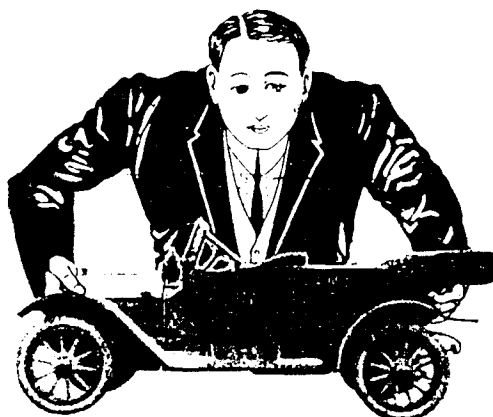
Conclusion

The points touched on seem, in our view, to raise a number of difficulties associated with the Glebe Island Arterial proposal. It is urged that some reconsideration of aspects of the proposal be undertaken, taking these comments into account.

Yours faithfully



Jeanette Knox
Convenor Traffic Sub-Committee



GLEBE ESTATE LOSES MAJOR PARK

The tenants and other residents of the Glebe Estate area, especially those of Bishopthorpe (west of Glebe Point Road and south of Saint John's Road) suffered a serious loss at the Leichhardt Council meeting on 24 September 1985, when both Glebe aldermen voted for the overdevelopment of the largest vacant block in the area for aged housing. Residents have now been left with 0.2 square metres each, or just about enough land to stand on shoulder, not counting any population increase.

A local residents' group, the Catherine St Park Group, had worked extremely hard to promote the area as open space. It is, or was, an attractive triangle of land, with some mature trees, between Catherine and Mt Vernon Streets, vacant for many years and used as a car park during business hours and a children's play area after school and at weekends. The first-rate research and irrefutable arguments of this public-spirited group of residents was not enough to touch the consciences of the local aldermen, however. So hostile and biased was the Council meeting that it was only through the good graces of the independent Labor aldermen from Balmain; Wyner and Origlass, that the Society's argument in favour of a re-arrangement of units for the aged to allow a greater proportion of open space on this site was heard at all.

It seems unlikely that the aldermen of Leichhardt Council, including our own Glebe aldermen, will support the proposals for improved living conditions and community services made by the Housing Commission and other interested groups. It is a pity such an opportunity should be lost, and especially hard on those people who will be moving into the area shortly. Most of them will need all the support they can get.

ORPHAN SCHOOL CREEK PARK

This project, so important for Forest Lodge, is on the move again. An exchange of land has taken place with the Children's Hospital and work should begin early next year. The closure of the ends of Hereford and Creek Streets is proceeding more slowly; the Scarf Family site should yield some open space as well as town houses.

WENTWORTH PARK CENTENARY

The Centenary fell only one day after the Glebe Community Fair and in the middle of a season of hectic activity for many people. Although it was not well attended there was plenty of enthusiasm. Anyone else who would like to help should ring the Convenor of the Save Wentworth Park group, Michael Lindley, on 692 0212.

Emma Minchin (87) told stories of Wentworth Park before WW I; concerts and picnics, cricket matches, tennis courts in the southern corner and early silent movies screened in the open air. Some people were most concerned with limiting car parking to specific defined areas so landscaping could be carried out. Others were concerned that the high costs associated with the new stand would create pressure for far greater use of the dog-track area, with associated noise and glare. It is likely that these groups will pursue their separate areas of interest with the Society providing co-ordination and assistance where necessary.



Who's logo is this?
(see p.7)

MEDIA MISS CAPTAIN JOHNSTON'S VISIT

Captain Johnston, of Johnston Creek and Johnston Street fame, re-visited his property at Annandale on Sunday 17th November. He was rowed along Johnston's Creek and stepped ashore near Federal Park, where he was welcomed by a large crowd, many of them in period costume.

The Captain looked remarkably healthy, considering his first visit was almost 200 years ago.

As one would expect, he was appalled by the prospect of the MSB using the foreshore and part of Federal Park for their workshop. The proclamation which he read to the assembled crowd included references to "Nifty" and "Broody" and their evil doings.

Unfortunately, representatives from the media, who had been invited to witness this historic occasion, failed to appear. Perhaps a few cannonballs or musket shots would have attracted their attention.

AUSTRALIAN HELLENIC HISTORICAL SOCIETY

The Glebe Society welcomes the formation of an organisation 'to actively engage in the research and preservation of Greek Australian history'. Greek Australians have played, and continue to play, a significant role in the Glebe community and the Glebe Society. The Committee hopes that Greek Australians resident in Glebe will collect and preserve their family history and lodge copies with the AHHS and Glebe Society. A considerable amount of research has already been done on Italian Australians in Glebe. Perhaps the same can be done by the numerically larger community of Greek Australians and the other ethnic groups, most of which are represented in our Society.

For information regarding the AHHS, contact: Mr T. Psarkis
38 Stuart St, Blakehurst, 2221

While we live we'll
grow.
W. J. Overell & Son Ltd.
Draper; 1909.

ANIMAL CORNER

It's that time of year again when holidays take priority, so we give a timely reminder to think of our furry (and feathered) friends.

If you have to leave your pet at home for a few days, be sure you arrange with a neighbour to give fresh water each day and some food. Always keep food in a shady place.

Did you know that the Glebe Veterinary Hospital at 113 Glebe Point Road, have a 24 hour emergency service. We hope you won't need it, but it is good to know that it is available. Their number is 660-1771.

A RENOVATOR NEEDS HELP

Josephine Bastion would appreciate hearing from anyone who can recommend a building contractor or individual tradesman to undertake such Glebeish tasks as stripping woodwork, rehangng heavy folding doors, replacing marble fireplaces, stabilising plaster ceilings, etc.. Information on a source of replacement skirting board would also be welcome.

Please ring 660 7107.

THE MONDAY GROUP

The Group's Christmas Lunch was a great success. There was a good turn-out of members, who thoroughly enjoyed a real Christmas feast, feast.

The first meeting for 1986 will be on Monday 17th February, when the programme for the year will be decided. The venue for this meeting will be announced later.

New members are always welcome. The aim of the Group is to promote friendship and a community spirit among stay-at-home women - mainly of mature years. They meet on the 3rd Monday of each month from February to November and generally alternate tea parties at members' homes with visits to places of interest in the City or close to Glebe.

For further information, ring Sally Nelson on 660 6138.

THE SUGAR'S NAME LIVES ON (and so do the rabbits)

Our treasurer, Mike Curtis, and a group of friends have opened Sugar's Cafe Gallery in the offices of the old Sugar's Timber Yard. They will have continous exhibitions of the works of up-and-coming artists, including prints and pottery. They are also feeding the rabbits.

Mike has invited us to a Happy Hour at the Gallery on Saturday 18th January, at 12 noon. Do come along to this, our first function for 1986.

**BOOK FAIR**

The Total Environment Centre is holding its annual book fair from 30th November to 24th December; 10am to 5pm weekdays and 1pm to 5pm on weekends.

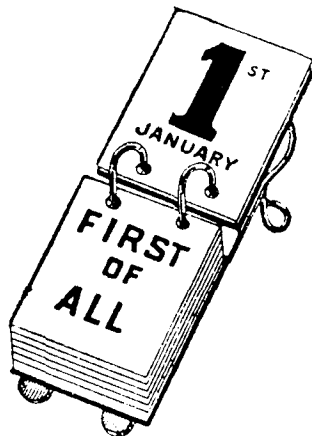
They are on the 3rd floor, Argyle Centre, 18 Argyle Street, The Rocks, and have a wide range of environmental books, as well as posters, 1986 calendars and a wilderness diary.

MORE NEW MEMBERS

Our recent activities; the stalls at the Glebe Food Fair and Foley Park Fair, and the Rally in Jubilee Park have encouraged many new people to become members of the Society. We welcome them and hope that they will participate fully in our varied activities.

Here are some recent additions to the list:

- BACKEN, Graeme
- BRAYLEY, Greg
- FLORES, Hector and Anne
- GROSE, Margaret
- HODGSON, Don and Jan
- KOLBE, Peter
- MATHIE, Pamela
- McVITTY, Walter and Lois
- SALAT, Christel
- WHITEMAN, Tammy
- WHITTEMORE, Christine



AND A PROSPEROUS NEW YEAR.

PEOPLE TO CONTACT FOR AREAS OF SPECIAL INTEREST:

- Bi-centennial Park -
John Buckingham - 660 7780
- Blackwattle Bay Park -
Bob Armstrong - 660 4189
- Harold & Wentworth Parks -
Gideon Rutherford - 692 0239
- Jubilee Park -
Tony Larkum - 660 7030
- History Group -
Alan Hunt - 660 2407
- Planning -
Alan Robertson - 660 6149
- Traffic -
Jeanette Knox - 660 7781
- Monday Group (Social) -
Sally Nelson - 660 6138
- Meet the Members Evenings -
Alan Hunt - 660 2407

The Committee is anxious to form groups to cover other interest areas. If you are willing to help form a sub-committee on any matter concerning The Glebe, contact Neil Macindoe (660 0208).

MEMBERSHIP OF THE GLEBE SOCIETY COSTS \$8 PER YEAR (INDIVIDUAL MEMBERSHIP).
FOR INFORMATION, RING JOHN STANDER - 692 9927

FOR YOUR DIARY

Full details elsewhere in Bulletin.

TUESDAY 3RD DECEMBER - 7.30pm.

Committee Meeting - 224 Bridge Rd.

WEDNESDAY 11TH DECEMBER - 7pm.

Christmas Party; Aniello's (see p.1.)

TUESDAY 15TH JANUARY - 7.30pm.

Committee Meeting - 224 Bridge Rd.

SATURDAY 18TH JANUARY, 12 noon

Happy Hour - Sugar's Gallery (see p.7)

MONDAY 17TH FEBRUARY

Monday Group Meeting - details later.

CONTRIBUTIONS FOR THE BULLETIN

Articles, announcements and all other items of interest to those who live in Glebe are always welcome.

Phone Edwina Doe, 660 7066 (H) with details.

The next Bulletin will be coming out at the end of January.

MANAGEMENT COMMITTEE:

President

Immediate Past Pres. : Neil Macindoe
660 0208 (H)

Senior Vice Pres. : Edwina Doe
660 7066 (H)
922 3877 (W)

Junior Vice Pres. : Eileen Lacey
692 0173 (H)
569 4933 (W)

Treasurer : Mike Curtis
692 9416 (H)

Secretary

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Chris Barry : 660 6115 (H)
Maureen Fry : 660 7157 (H)
Alan Hunt : 660 2407 (H)
Ted McKeown : 660 3917 (H)

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660 4825 (H)

New Members' Rep.
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