

Jeanette Know

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 2 OF 1992

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BAYS & FORESHORES

Ted McKeown

Now that the Bicentennial Park is a reality, the Society's attention as regards the foreshores of Blackwattle and Rozelle Bays has switched to making all of those foreshores available to residents. Our ambition is to achieve a situation where, in the not too distant future, you will be able to walk or ride your bicycle along the foreshores all the way from the head of Rozelle Bay to Glebe High School.

In the circumstances it has been decided to disband Tony Larkum's Jubilee Park sub-committee and Bob Armstrong's Waterfront Park sub-committee. Instead, John Buckingham will convene a new "super" sub-committee to deal with the bays and foreshores as a whole. He will, of course, continue to call on Tony and Bob, as well as many other interested members, in order to make this dream a reality.

At its recent meeting, the Management Committee passed a vote of thanks to Tony Larkum and Bob Armstrong for their years of service as sub-committee convenors.

If any members are interested in helping on this project, please phone John Buckingham on 660 7780.



REGULAR MEMBERS' MEETINGS

Ted McKeown

The Haven Inn, on the corner of Glebe Pt.Rd. & Wigram Rd., may not be a heritage landmark, but it is a very convenient meeting place. We are very grateful to the proprietor, Andrew Clarke, for making available a first floor room with a balcony overlooking Glebe Pt.Rd. for our regular members' get-togethers.

Come along on the first Monday of each month from 6.00 to 8.00pm, and enjoy a drink and a chat with your fellow members. This is your chance to make the issues which affect you as Glebe residents known to the members of the management committee.

I look forward to seeing you at the inaugural get-together at 6.00pm on Monday, 6th April.

University Hotel: A large 'For Sale' sign has appeared on the front of the University Hotel building which recently had its open windows boarded up. It seems that the present owners will not be able to finance their proposed redevelopment. We will need to convince the new owner to carry out the restoration work that will return this true landmark building to its former glory and incorporate more sympathetic construction in the vacant car park at the side. The saving of heritage quality internal spaces is also a priority.

Restoration of the Jubilee Fountain will further enhance this corner - Leichhardt Council has submitted an application for a dollar for dollar heritage grant to enable this work to be done. But what place does a large RTA sign for Parramatta Road motorists have in such an important location? Any other structure so close and so dominating near an 'item of the environmental heritage' would need to be assessed and gain planning approval before work starts. Approaches are being made to the RTA by the traffic sub-committee to get this monstrosity moved (if needed at all).

Roller Door in Ferry Road: A minor structure can have a devastating impact on the streetscape and this is the case with an amateur built roller door in front of a Federation carriage archway in a prominent position in Ferry Road. A building application was submitted to Council after the work was done and an objection has been lodged with Council seeking removal of this roller door.

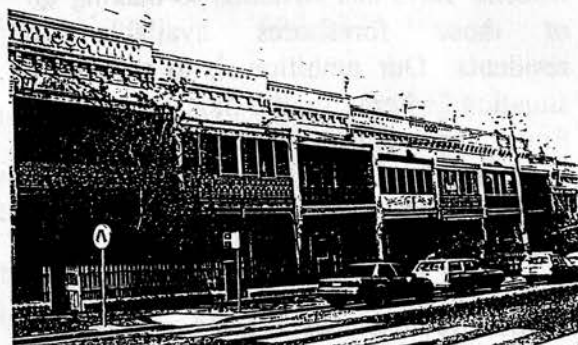
Single Storey Terraces in St Johns Road: Council is considering an application to add a second storey to two adjoining houses at the Reuss Street Corner. These houses now present a single storey Victorian facade to St Johns Road. In other areas our objections to upper level extensions have been based on the impact on predominantly single storey streetscapes - for example Allen Street. In St Johns Road there is great diversity of building height and size. Should this diversity be retained and how important is the maintenance of the original character of the area?

Bridge Road Flats Conversion: A coat of paint and a new, sympathetic front fence has made an outstanding improvement to a 1960s red brick block of flats in Bridge Road. It shows what can be done to buildings that might otherwise be seen to be totally out of character in Glebe. Are there other buildings where similar

improvements can be made - preferably for the benefit of existing tenants and owners?

Garages and Rear Lane Developments: When a rear lane has back blocks on both sides, a degree of flexibility in design standards may be acceptable but is that so when the rear lane backs onto public open space as is the case around St James Park? A succession of uncoordinated brick garages has appeared that do nothing for the local environment. The same question applies to rear developments backing onto the John Street Park. Is it reasonable to expect visual quality in structures visible from public open space?

Sharing the Planning Task: A network of people interested in maintaining and improving the heritage quality of Glebe is being formed. The planning task in the Society will be most effective if people from neighbourhood area can monitor and assess the impacts of developments in their own areas. Your contribution is encouraged and if you want to help please ring Peter Strickland or Christine Whittemore.



HOUSE INSPECTION - SUNDAY 18 OCTOBER 1992

One of the Glebe Society's most popular events, held in alternate years, is the House Inspection.

Not only Glebe residents but also many people from all over Sydney have a rare opportunity to visit several of Glebe's public buildings and private houses.

The Committee needs help straightaway in two ways:

* volunteers for the sub-committee organising the Inspection

* Offers of houses or other premises for inspection - the Society provides 'minders' at every location to take care of your property.

Please phone Ted McKeown with all offers of help.

Second Sydney Airport Coalition offers the following points. SSAC material is based on fact, including the contents of government documents.

The proposed Third Runway is redundant when these requirements are considered

1. If the "third" runway were the correct solution it would not be needed till 1999
2. The existing KSA airport can handle all forecast (FAC May 1991) passenger carrying aircraft for twenty years.
3. The "third" runway does not guarantee any more terminal area (other than the space available on the current airport) because the airlines must initiate release of further land for terminals.
4. The needs of General Aviation, freight aircraft (which have the highest forecast percentage growth), have not been catered for at the lowest cost.
5. The EIS for the proposed "third" runway makes no provision for Sydney to have 24 hour air transport to the year 2010; all other Australian State & Territory capitals have jet curfew free airports now.
6. 65 metres is the maximum wingspan aircraft Sydney can accept regularly (Brisbane, Darwin, Melbourne and Perth Airports are designed for 95 metres).
7. Sydney needs a 24 hour freight airport now for aircraft up to 95 metres wingspan. This airport must be capable of developing into a passenger airport when needed.

Access to KSA is suggested ranked in the following order: domestic aircraft (jets carrying 46% business travellers), commuter aircraft (turbo-props carrying people who require convenient access to the CBD for quick visits), international aircraft (jets presently carrying 12% business and 88% tourist or friends and relatives), general aviation (mainly small freight aircraft) who do not essentially need CBD access.

Badgery's Creek offers the following - Stage 1 could provide 24 hour access for jets up to 95 metre wing span if a 2.4 km runway, basic apron and hangar

facilities were provided, costing about \$100 million. Stage 2 would allow for 600-800 seat passenger aircraft expected early next century (Brisbane, Darwin, Melbourne & Perth airports are planned for these). However the Third Runway does not provide these facilities.

Master plans exist for all state and territory airports exceptKSA. If a master plan existed its deficiencies would be apparent and comparisons with other airports could readily be made.

It is interesting to note "No assessment has been undertaken of the tourism implications of locating an airport at Badgery's Creek" - Environmental Assessment Report, Environmental Assessment Branch, Dept. of Arts, Sport, the Environment, Tourism & Territories, Nov '91, p7.

Society members are encouraged to write to the Prime Minister, the Treasurer, Ministers for Finance, for Employment and for Aviation, Parliament House, Canberra. ACT 2600. Why should people "tighten their belts" due to the recession when the Government is prepared to embark on a proposal which can be described as flimsy, very expensive and definitely unable to meet requirements? The Runway proposal may well be indicative of our country's cleverness.

Copies of documents are available on request.

**SYDNEY AIRPORT
AIRCRAFT NOISE
COMPLAINTS
ALL HOURS
TEL. 211 4570**

GLEBE POINT ROAD PROJECT

A summary information sheet prepared by Liz Vines, the consultant for the Stage 2 heritage study of the project, is reproduced in this Bulletin. The specific recommendations in the report are being considered by the project committee. There are some encouraging signs that building owners are responding with quality repainting and repair work. Congratulations to the vet. at the Mitchell Street corner and the hostel terraces on the other side of Glebe Point Road.

INTRODUCTION

In 1989 the New South Wales Department of Planning commenced a Main Street Program for NSW and Stage One of a Main Street Study for Glebe Point Road was completed in February 1990. In 1991 Stage Two of the project was commissioned which had the following objectives:

- to outline actions to be taken to conserve and enhance the heritage character of Glebe Point Road
- provide a clear Statement of Cultural Significance of Glebe Point Road
- provide information and guidance to building owners and Council to enable appropriate restoration of existing heritage buildings and new development
- provide a list of significant buildings and items
- outline broad principles for streetscape improvement works
- incorporate an effective community consultation process



1882 view of Glebe Point Road from St Johns Road corner

HISTORICAL BACKGROUND

As part of the report, a Statement of Cultural Significance of Glebe Point Road has been prepared to carefully guide any recommendations which are made about the street. In summary, the significance of Glebe Point Road is as follows:

Glebe Point Road is the earliest road in Glebe created by the subdivision of church lands in 1828 and provided access to marine villas built during the Colonial period. It subsequently became a major transportation route and was the focus of early retail and commercial development. The pattern of ownership of Glebe Point Road changing from church ownership to government ownership has resulted in the retention by default of the architectural character of this significant early suburb.

Glebe Point Road survives as one of Sydney's most intact 19th century townscapes with the existence of early 1860s commercial and residential development so close to the City. It contains good examples of Victorian row shops and a wide variety of attached and detached housing, some of a very early date. In addition a number of public and ecclesiastical buildings by distinguished architects also survive. The street is characterised by mature street trees and private garden planting which provide a green and attractive environment. It is a thriving centre for residents, visitors and tourists and is well known as a vibrant, varied and stimulating commercial centre with restaurants, specialty shops and other facilities.

GLEBE POINT ROAD MAIN STR

Summary Info



c.1910 view of Ancient Briton Hotel, corner Bridge Road

RECOMMENDATIONS OF REPORT

The Leichhardt Municipal Council should wholeheartedly support a heritage based development strategy for Glebe Point Road. There is an urgent need to carefully monitor change to preserve a fragile and significant built form environment which will be subject to development pressures and incremental change. A conservation based development strategy will ensure that the present significant character of Glebe Point Road is retained while at the same time providing economic benefits for businessmen and property owners within the street.

Individual Building Recommendations are compiled for each property along the street outlining appropriate building improvements.

The repainting of building frontages which currently require work is strongly recommended and encouraged.

Any new building development should complement the existing heritage character of the street.

The report outlines a large number of buildings which should be individually scheduled as part of the Leichhardt Council's Local Environmental Plan No. 20.



Current view of Ancient Briton Hotel; hotel underwent dramatic changes in the 1920s

STREET STUDY • STAGE TWO • 1991

Information Sheet

The significance of the **Elphinstone Terrace** (153-181 Glebe Point Rd) is highlighted and it is **recommended that this terrace is carefully restored** and the continuous original verandah reinstated. This will require careful co-ordination between property owners, Council and State Government to whom an approach should be made for funding for this project.



1905 view, Elphinstone Terrace showing original post supported verandah

Free Architectural Advice should be provided for Council to ensure that any development in Glebe Point Road is carefully monitored and managed. This could be achieved by the appointment of a part time consultant **heritage advisor** to provide free architectural advice on any development in Glebe Point Road.

Building Design Guidelines have been prepared as part of the report and these should be widely distributed and made freely available to property owners for guidance in any work undertaken on existing buildings or new development within Glebe Point Road.

A separate **Volume of Early Photographs** has been compiled to allow for careful restoration of buildings to documentary evidence. This volume should be continuously added to and early photographs should be constantly sought.

Annual Heritage Awards should be introduced for building improvements in various categories (eg. commercial, residential, public building). Such awards serve to effectively raise the community's awareness and involvement in local heritage enhancement and revitalisation.

Historic Interpretation Material and Signage should be developed to allow visitors to understand more clearly the historical development of Glebe Point Road.

Streetscape Improvement Works should be gradually undertaken for Glebe Point Road. The report generally recommends the retention of the existing character and does not recommend the introduction of devices such as widened footpaths, or indented curbing. However, the area around the Post Office could be highlighted by the positioning of one historic lamp to exactly match the position and type in the early historic photograph. This area could be delineated with paving blocks used in conjunction with asphalt.



c.1886 view of Post Office corner. Note original gas lamp

Co-ordinated Street Furniture which is carefully chosen for its appropriate design and quality should be introduced along the street with seats, litter bins and any drinking fountains of unified appearance. Street lighting should be simple and contemporary in design.

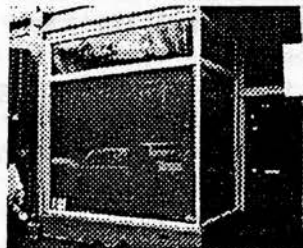
Street Trees - the current poplars planted in the street in 1947-48 are important streetscape elements. The trees cause on-going damage to footpaths and are severely pruned. It is recommended that interplanting with an alternative deciduous tree be undertaken (Cut Leaf Plane recommended) and 8-10 years growth allowed for prior to any removal of the poplar trees.



55 Glebe Point Road



72 Glebe Point Road



87 Glebe Point Road



112a Glebe Point Road

Original shopfronts surviving in Glebe Point Road

Original Shopfronts which survive along the street should be retained and any **new shopfronts** to existing buildings within Glebe Point Road should carefully reflect the date of construction of the existing buildings and generally be constructed in timber incorporating traditional historic shopfront elements.

Ald. Neil Macindoe

So far Council is continuing on course, despite the State Government's efforts to deprive it of planning powers over the five redundant industrial sites in Balmain. Autumn is the planting season, so I hope to see both additional street trees throughout Glebe - a process ably assisted by Christine Whittimore and Fiona Campbell - and some progress in turfing the new section of Bicentennial Park. Sarah Adey has agreed to nurture a small garden in the St Johns Road horse trough. Members please note that the new fence along Johnston's Creek is the work of the Water Board, which does not need Council consent for construction on its own land, as in this case.

Reprinted below are five motions on matters relating to Glebe which I put to the December meeting of Council and seven put to the January meeting. All were carried without dissent.

* That Council notes with satisfaction the high quality of the Draft Glebe Point Road Study, Stage Two, and directs Council employees to study the report and observe its recommendations during the interim before the acceptance and publication of the final report of the Study.

* That Council expresses its anger at the failure of the Central Sydney Area health Board to accept the proposal of the Glebe Community Health Planners to reopen Sydney Homoeopathic Hospital as a co-operative, and requests the Minister for Hospitals to direct the Board to hand over the Homoeopathic Hospital site for community health purposes without charge or for a peppercorn rent.

* That Council recognises the need to update the Light Rail proposal for the Municipality and to persuade the NSW Government to extend the recommended Light Rail service beyond the Fish markets at least as far as White Bay. Council invites the author of the original Light Rail proposal, Dr John Gerofi, to submit a brief and estimate of costs for this update.

* That Council notes that despite the incompetent handling of the sale of Stride's Yard properties by the Department of planning, resulting in a return well below market values, the Department has nevertheless made a substantial profit over its original investment. Therefore Council requests the Department to use this profit to increase public access to the harbour foreshores in the immediate vicinity, such as the waterfront section of 29 Cook Street, Glebe.

* That Council notes with concern the substantial cuts to HSC enrolments at Sydney technical College, a college that can provide more places for mature age and second chance students in Leichhardt Municipality than other institutions such as Glebe High School, and requests STC to reinstate the HSC intake for 1992 to at least that of 1991.

* Council notes that the anti-smoking sign on the Sydney Homoeopathic Hospital site is obscured by a cyclone wire fence and requests the Central Sydney Area Health Board to remove the fence to make the sign more visible.

* Council requests the Municipal Town Planner to make application for a dollar for dollar Heritage Grant for the restoration of the Jubilee Fountain on the corner of Parramatta and Glebe Point roads.

* Council requests the Municipal Town Planner to include all items designated by the Glebe Point road Study as essential to the character of Glebe Point Road in the list of items of environmental heritage attached to the Leichhardt Heritage Study.

* Council deplores the monumentally extravagant design of the proposed Glebe Island Bridge, and requests the State Government to design a smaller and cheaper one appropriate to such a narrow crossing, and build it as soon as possible. Ships too large to go under a lower bridge should be directed to berth in the main harbour, and discharge their cargoes into the existing silos or other suitable storage bin.



MONDAY GROUP

* Council notes with concern the unplanned acquisition of, properties in Glebe by the University of Sydney, and suggests the University instruct its planning consultants, Conybeare and Morrison, to include all University-owned sites adjacent to its main campus in its recommendations, and to consult with the appropriate local government authority before making those recommendations.

* Council requests the Municipal Engineer to repair and conserve the stone, convict-built section of Cardigan Street, Glebe, and to consolidate it with the two adjacent sections of open space landscaped and donated to Council by the Department of Housing, together with the intervening section of laneway, to make one unified area of open space, excluding all traffic.

* Council requests the Municipal Engineer to update the Glebe Traffic Management Study and put up further recommendations for advertisement and debate by Council.

Council Committees: On Tuesday 10 March Council set in place its committee structure for 1992, subject to review after twelve months. A full list should appear in the next Leichhardt Leader.

I am not satisfied that the organisation and scope of the committees, or their leadership, is in the best interests of the Municipality as a whole. Members should note that Glebe is affected quite differently from other parts of the Municipality by decisions taken in these committees and that, if Glebe is not to be disadvantaged, members will need to make their influence on these committees felt.

I am the only alderman from Glebe and the only one who is up-to-date about issues affecting Glebe. Seven of the twelve aldermen are from the Balmain area and the actions of the State Government have ensured a disproportionate focus on Balmain. This preponderance can only be corrected with the strong support of Glebe residents, especially those such as Society members who are well informed about local issues.

Note: Council has provided me with a fax machine and answerphone, so members can leave a message by ringing my private phone number, 660 0208.

The Monday Group is so called because meetings are held on the third Monday of every month except December & January.

Its origins are almost as old as the Glebe Society itself. Kate Smith, vital and lovable leader and co-founder of the Glebe Society, wished to encourage women to get together in friendship and with a common purpose. She held informal gatherings in her own home for women who were at home during week days and particularly encouraged those living alone.

Kate was keen on handcraft and taught several members to crochet. For many years the Monday Group knitted and crocheted rugs, garments and toys which were donated to various charities, including The Elsie Women's Refuge, Sydney University Creche, & The Glebe Community Hospital.

The Monday Group now has 18 members in the regular list - three or four dating back to the early 1970s. They meet socially for lunch in each others' homes or have an occasional outing to places of interest. Our aim is to promote friendship and community spirit, to stimulate interest by personal conversation and discussion of local and wider issues.

Any member of the Glebe Society is welcome to come and join in.

In April, as the third Monday is Easter Monday, the Monday Group will meet on 13 April at the home of Mary Vargenau, 67/1409A Anzac Parade, Little Bay.

Inquiries to Katharine Buck 660 2879.

DINING OUT

Next month we are dining at the British Lion Hotel in St Johns Road, Forest Lodge, on Wednesday 8 April at 6.30pm.

Please phone Ian Edwards on 660 6406 a few days beforehand to make your bookings. New diners are always welcome.

LEICHHARDT BICYCLE USER GROUP

COMMENCING IN MARCH WE WILL BE HAVING A SOCIAL RIDE ON THE SECOND SUNDAY OF THE MONTH. EACH RIDE WILL START AT MARKETOWN AT 9 A.M. AND DISTANCES WILL VARY BETWEEN 20KM AND 40KM. THE PACE WILL BE EASY BUT MOST RIDES YOU WILL BE ABLE TO RIDE FASTER AND OR FURTHER IF YOU WANT TO.

ALL WELCOME, ESPECIALLY NEW RIDERS, YOU DO NOT HAVE TO BE A MEMBER.

JUST TURN UP AT MARKETOWN AT 9.A.M ON THE DAY OR RING TREVOR BRIGGS [W] 210 3202 [H] 810 5354

FOR YOUR DIARY

Monday 6 April - 6pm - Members Get-together
- The Haven Inn, cnr Glebe Point Road &
Wigram Road - See you there!

Wednesday 8 April - 6.30pm - Dining Out -
British Lion Hotel, St Johns Road, Forest
Lodge

Monday 13 April - 12 noon - Monday Group -
67/1409A Anzac Parade, Little Bay

Wednesday 15 April - 7.30pm - Committee
meeting - Lyndhurst, Darghan Street
(Also deadline for Bulletin contributions)



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: Patricia Jackson 660 8849
Monday Group: Sally Nelson 660 6138

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 Sue
Littleton on 660 5610 for information.

GLEBE POINT ROAD PROJECT REPRESENTATIVES

Peter Strickland - 660 7624 (H)
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

DIGGERS MEMORIAL

Bill Nelson - 660 6138 (H)

ENVIRONMENT

Fiona Campbell - 891 8284 (W)

HAROLD PARK

Gideon Rutherford - 692 0239

KINGSFORD SMITH AIRPORT & GLEBE

Alison McKeown - 660 3917

LIGHT RAIL

John Hoddinott - 692 0071

PLANNING

Peter Strickland - 660 7624

TRAFFIC

Jeanette Knox - 660 7781

VENTWORTH PARK

Christine Stewart - 660 8324

ARCHIVIST

Lyn Milton - 660 7930 (H)