

# THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 4 OF 1992

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## CO-ORDINATED TREE PLANTING, LOMBARD STREET: A SUCCESS STORY

Bobbie Burke

Lombard Street in Glebe is a contained area of some 200 metres in length, strongly defined by Marlborough Street at one end and the old Meloy's site [now up for housing redevelopment] at the other. A small group of residents considered that the street was in somewhat dire need of beautification and that it provided an excellent opportunity for a co-ordinated planting and parking scheme to improve the visual, environmental and utilitarian amenity.

All residents were invited to a meeting and a detailed proposal was prepared by those who came. We were fortunate to have professional contributions from both a resident engineer and a landscape architect. The proposal was circulated to everyone for comment and/or approval, and then forwarded to Council for the consideration of both its Traffic and Tree Committees.

The Traffic Committee approved our request to make formal provision for angle parking on the western side of the street. The Tree Committee, in full agreement with the Municipal Engineer and Tree Overseer, approved the planting suggestions, including road pavement plantings at selected intervals.

The tree species were selected by our landscape architect with particular regard to existing healthy plantings in Lombard Street, Council's utility services, the width of the street, the depth and nature of the soil, the predominance of sandstone in the locality and their general suitability for the Glebe area, evidenced by good specimens in other Glebe streets.



Following the necessary engineering works, including removing unhealthy and unsuitable trees, breaking out new holes and enlarging existing ones, we were provided with two large garden beds complete with sandstone surrounds at either end of the street, and then mulch, stakes, vents, webbing, staples, a staple gun, tree planting diagrams, and the required number of advanced trees of the species chosen.

And, on the morning of Sunday 3 May the trees were planted by the residents and members of the Tree Committee. Despite some hitches, we were well satisfied with Leichhardt Council's sympathetic and co-operative response to our proposal and have written to tell them so.

## REPORT FROM COUNCIL.

Ald. Neil MacIndoe

### ORGANISATION

Council is in the process of reorganising its structure along the lines of its five major programs: Environmental Protection and Enhancement, Urban Renewal, Community Development, Asset Management and Corporate Services.

I have argued strongly, but unsuccessfully, for the committee structure to reflect these programs. One major deficiency members will note about the list of committees on the back of the Leichhardt Leader is that many aspects of Community Development are simply not covered (age, youth, recreation, children etc).

I remain hopeful that after a trial period, aldermen will see the benefits of a more integrated system.

### OPEN SPACE

The aldermen are generally agreed that, owing to the recession, now is a good time to buy land for open space. As members are aware, Annandale has recently acquired Stage 2 of the Bicentennial Park; and the Mayor, who lives in Annandale, is keen to acquire the AGL site on The Crescent. The present asking price is \$ 2 million for an area of 6 600 sq. m., which in my view is far too high. There is also the question of whether this is the best opportunity available, and whether it will limit Council's capacity to undertake other important projects, such as the linking up of the open space areas on the Glebe waterfront.

### GLEBE ISLAND BRIDGE

I have been as surprised as everyone else at the progress of the campaign

for a lower new bridge, and the retention of the existing bridge

I was moved to reactivate the campaign in January by the concern of the Federal Government over the cost, and again in April by the environmental concerns of the City Council. On each occasion the response has been strong, but quite different

The current situation is that the Roads and Traffic Authority has agreed to conduct an EIS into the Eastern approaches to avoid an injunction that would stop the bridge altogether.

It is true that this move prevents further legal action. However, it also binds the RTA to the findings of the EIS. It is not impossible that these findings would force the redesign of the bridge. Do not hold your breath: the RTA is a tough opponent. However, no-one has ever managed to get them to this position before. Please contact Jeanette Knox or myself if you would like to help.

### GLEBE MARKETS

Council has resolved to regulate all markets in the Municipality by expanding the possible uses of Church, School and Special Use zonings. I do not believe this will solve, or even address, all the issues raised by the use of these sites for markets. For example, parking and traffic flow remains a related but separate problem. In many cases it is in fact the major one,

In the case of Glebe I moved continuing negotiations with the community through the newly-created precinct system, and extension of the use of the nearby multistorey Grace Bros carpark.

Alderman Macindoe put the following motions to the May meeting of Council:

\* Council notes that the **Glebe Hockey Club**, which has a distinguished sporting record, is looking for a suitable site to build a hockey field with a surface of artificial turf, suitable for all weathers. Therefore Council requests the Town Clerk to write to the Minister for Sport, Recreation and Racing, and the Wentworth Park and Harold Park Trusts, pointing out that these trusts control large areas of open space that are used very little, and only for racing, and which could be used for public active recreation, and have lighting, grandstands, changing rooms and other amenities that are expensive or impossible to provide at Federal Park, which is the Glebe Hockey Club's home ground; and therefore it would be of great advantage financially to the community and the sport of hockey if the new artificial field could be provided within the enclosed areas of Harold or Wentworth Park, where these amenities are located. The Town Clerk could then propose negotiations between the Glebe Hockey Club and these trusts to establish the most suitable venue and terms of use.

\* Council recognises the need for the Western Arterial to be completed as soon as possible and that this will require the construction of a new **Glebe Island Bridge**. A lower, shorter bridge will be less expensive and can be more quickly completed than a high level bridge and Council has by previous resolution committed itself to supporting a lower bridge for the following reasons:

(i) all vessels using the bays, with one exception, can be accommodated by a 15 metre bridge;

(ii) any ship discharging cargo in Blackwattle Bay can easily relocate to Glebe Island;

(iii) the cost of the higher bridge is twice that originally forecast, with no additional benefit to the taxpayer;

(iv) the higher bridge disadvantages both users and residents with adverse environmental effects, including fuel wastage, noise and air pollution.

Council notes that although the contracts for the bridge itself have been signed, none has been signed for the approaches, which are an essential and equally detrimental part of the high bridge design.

The existing EIS does not adequately assess these approaches. Therefore Council resolves to seek an immediate injunction to prevent further work on the high bridge and ensure that an adequate Environmental Impact Study is undertaken for the proposed bridge together with all its approaches, with a view to persuading the Federal Government to return to its original position in favour of a lower, cheaper bridge, and the State Government to undertake to design such a bridge accordingly as soon as possible. Furthermore Council seeks the support of Sydney City Council and the Drummowne Municipal Council in its action to obtain an injunction. Finally Council reaffirms to the RTA its support for the retention of the existing bridge which has National Trust classification and is one of only two such bridges remaining in Australia.

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Alderman Macindoe proposed the following motions to the June meeting:

\* Council notes that a number of houses owned by the Children's Hospital have been allowed to deteriorate and are now empty. As the Hospital is planning a move to Westmead, there can be no justification for retaining these houses for expanding the Hospital or its car parks. At a time when housing is desperately short, empty houses are undesirable and Council requests the Town Clerk to arrange a meeting with the Hospital Board to discuss the sale and renovation of these properties and to expedite the long delayed Orphan School Creek park project adjacent to the Hospital.

\* Council gives its full support to the working parties set up by the residents and the RTA to assist in amelioration of noise and adverse environmental effects, preparation of a supplementary EIS, and review of the Western Arterial and associated transport strategies, and in particular requests that:

(i) the proposed bridge be redesigned no higher than 15 metres

(ii) the transport strategy include light rail access to Balmain, Lilyfield, Rozelle, Annandale, Leichhardt and Glebe and the bridge be considered as part of a complete light rail circuit

(iii) the supplementary EIS include the western approaches through Leichhardt Municipality

(iv) noise attenuation measures be included for the protection of the

residents of Leichhardt Municipality  
(v) the existing Glebe Island Bridge be retained and maintained by the KIA  
(vi) the money saved by building a lower bridge be used to improve the transport strategy in the area including, in addition to those matters already mentioned, a light rail spur into central Balmain, the extension of Mullens Street to provide direct access to the Western Arterial, and improvements to Victoria Road.

\* Council requests the Municipal Town Planner to complete the study of business centres as soon as possible, and to ensure that vacant and obnoxious sites, such as that previously occupied by Sugar's timber yard in Glebe Point Road, are redeveloped quickly and on the same basis as other commercial areas. Completion of the study and passage of its recommendations would make the repeal of LEP 30 unnecessary.

(This motion was referred to the Town Planning Committee where it will be worked into the new comprehensive town plan.)

**KSA & GLEBE**

Alison McKeown

Joint municipal councils announced a legal challenge on dredging Botany Bay on 27th May, 1992. Dredging would occur as part of construction of the third runway. The Society has written to congratulate Leichhardt Council for its part in the challenge.

The Society's submission to the draft EIS for the proposed third runway made informed comments on many, many aspects including dredging and costal engineering issues involving the runway and Botany Bay. It is distressing that the Minister for the Environment Ms. Ros Kelly chose not to hold an inquiry into the EIS despite over 1,800 submissions (the great majority of which were against the runway), 300 requests from the community for an inquiry, and the existence of the combined Municipal Councils' independent experts' reports that highlighted considerable, significant differences in opinion from that of the EIS. At least one group, RORT Newtown, called for the Minister's resignation at the time. Was the Minister aware of the treatment of issues that lay beneath the EIS's front cover?

Second Sydney Airport Coalition forwarded an excellent written submission on what is believed to be restrictive trade practices at Kingsford Smith (Sydney) airport that would be exacerbated by the third runway, to the current inquiry by the Industry Commission on intrastate aviation; "SSAC fully support the Industry Commission's call for all airport activity to be subject to scrutiny by the Trade Practices Commission and for prices to be subject to scrutiny by the Prices Surveillance Authority." It is significant that the Commission mentions all airport activity.

The community's research is continuing. **CAEA Incorporated - Citizens Airport Environment Association Incorporated is preparing for a possible legal challenge on financial and economic aspects** that depends on the community's financial support. A fund-raising campaign is under way now. Individual Society members may wish to contribute. "Legal opinion and action does not come cheaply and money is needed to establish a fighting fund to proceed in your interest. Your financial support will be an investment in your own property and the environment in which you live" (John Dale, Chairman, CAEA Inc.). Donations would be welcomed by CAEA and they ask that cheques are made payable to: CAEA INC., Box N 41, Petersham North. 2049.

Society members are urged to continue with opposition to the proposed third runway. Please continue to write letters to federal and state politicians and to make contact with Leichhardt Council ph 367 9222. Ring and/or write to the media to support good work or criticise when necessary. ABC TV 437 3000, ATN 7 877 7777, TCN 9 906 9999, Ten TV 565 8888, SBS 964 2828. Sydney Morning Herald 282 2822, Telegraph Mirror 288 3000, Western Suburbs Courier 693 9999, The Glebe & Western Weekly 550 0311, ABC radio 394 1500. Other radio stations are on page 2047 of the current L-Z phone book.

Please continue to inform friends that the third runway is not a foregone conclusion. Ring me if you would like a copy of the Australian Financial Review's article "One Nation and third runway don't mix" (12/5/92) by Dr. Tony Aspromourgos.

4 June 1992.

Senator the Hon. Bob Collins,  
Minister for Transport & Communications,  
Parliament House,  
Canberra. 2600.

Jeanette Knox

Dear Senator Collins,

re: The proposed Third Runway & Badgerys  
Creek Airport, Sydney, NSW.

Please accept the Glebe Society Incorporated's  
congratulations on your new portfolio.

The Glebe Society wishes to raise its concerns with  
you on several points, and would appreciate  
information on the following:

1. The Society has grave concerns regarding Badgerys  
Creek Airport development. The 1,800 metre runway  
of taxiway strength is unsuitable for use as a major  
freight/domestic runway. If that is the deemed  
commencing standard for Badgerys Creek Airport, we  
query the accountability for that standard and a  
response to our query would be appreciated. Now is  
the time to commence building this modern airport.  
Australia at large will benefit from its operations. Is  
the government really prepared to sanction a start that  
should be straight-forward and simple, but in fact will  
have an in-built deficiency?

2. We have further serious concerns that there is still  
no published construction timetable for Badgerys  
Creek, and that the Federal Airport Corporation's  
agenda for Schofields airport will jeopardise Badgerys  
Creek.

3. The Society requests that tender and contract details  
for the third runway at Kingsford Smith (Sydney)  
airport are released. It is necessary to have access to  
those documents as they are the legal vehicle for  
enforcement of the environmental management plans.  
These details are surely public information and we  
believe there should not be a sense of privacy about  
them.

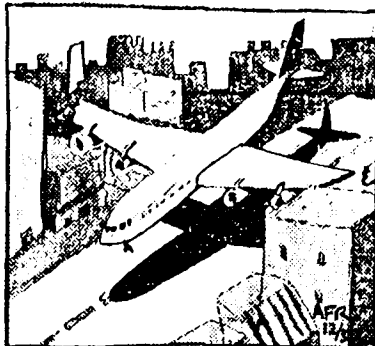
Yours sincerely,  
Alison McKeown.  
KSA & Glebe Subcommittee.

cc: Peter Baldwin, MP

Senator the Hon. P. Cook, Minister for Aviation.  
Second Sydney Airport Coalition.

Western Regional Organisation of Councils.

Leichhardt Municipal Council, Sydney.



Merle Larcombe's death a few weeks ago was a great shock to her friends in the Glebe Society. She was a regular attender at the monthly meetings of the dining out group, and we shall miss the zest that she regularly contributed to the conversation.

Merle's support for Glebe Society activities dates back many years. She was the organiser of a memorable fashion parade at the Glebe Town Hall, and was joint organiser of more than one birthday and Christmas party for the Society.

Another Town Hall event that she arranged was a performance of 'Children of the Wolf'. This was but one instance of her deep interest in drama and theatre. During the years when the Society had a play-reading group she was a keen participant.

Merle was a sociable, outgoing and generous person who was very ready to open her home for social activities such as the Happy Hour. Her willingness to help out, often at short notice, was thankfully appreciated more than once by hard pressed organisers of social events.

We offer our sympathies to her daughter Louise and to her family and friends. You will leave a gap in our Society Merle.

**PAMELA SCOTT**

Members will be saddened to learn that Pam Scott, the wife of the Rev Hugh Scott, passed away suddenly in the early hours of Monday 15th June.

St John's Church was packed for the funeral service on Thursday 18th. Bishop John Reid took the service and the Rev Vic Roberts, who was Best Man at their wedding, gave the Eulogy.

We offer our sincere sympathy to Hugh Scott and other family members. Pam was a good friend to the Society.

**THE PROFESSIONALS**

There was a rapid growth of the professions in Glebe from the 1880s and doctors congregated along Glebe Road. Arthur and William West from Trinity College, Dublin, at No 36 Glebe Road, James Douglas (74), and James Walker Smith (82), graduates of Edinburgh, and Frederick Ashwell (76), were among the first doctors to put up their brass plates on Glebe Point Road. But from 1900 Glebe medical practitioners were mainly graduates of Sydney University: Rudolph Bohrsmann at No 36, William Litchfield (216), W.C. Wilkinson (130), Phillip Sydney Jones (100), Walter Burfitt (311), Vincent McPhee (357), William Doyle (218), Sydney George (100), Mary Burfitt (222), Theo & Keith Potts (20), Laurence Highes (218), Edward Armstrong (222), Matt Hiatt (216), and Horace Foley (202).

The average working man's wage did not enable him to pay for private medical care for his family. The friendly societies played a crucial role in the network of social welfare and in Glebe they were known for their organisation of medical services, for their sick pay, and for the help they gave to those who fell on hard times. But even those who joined a friendly society found it difficult to cope with long-term illness.

The suburb could also support about half a dozen chemists and dentists. Among the well-known chemists in Glebe Road were:

- 43 - Henry Hoad, & later Albert Newman
- 91 - William Timmins
- 183 - Charles West
- 233 - M.H. Limon
- 321 - R.T. Philp
- 373 - Athol Jurd

and Orion Leggo at 178 St John's Road and 35 Ross Street.

Among the early dentists were:

- 8 - Charles Chandler
- 60 - Horace Napthali
- 134 - William & Norman McQueen



**CHILDREN AND GLEBE**

Are you interested or involved in what Glebe has to offer to young people? What sporting facilities, playgrounds, child care and safety provisions do we have for children and teenagers in Glebe?

A group of Glebe Society members and other people are planning to meet to discuss these issues and hope others will join them. Please ring Genny Kang on 660 1250 if you want to become involved.



**BLUE LIGHT DISCO**

By coincidence, plans are under way to establish Blue Light Discos in Glebe. This has the full support of the Glebe Police Patrol Commander - Sergeant Kos.

A public meeting will be held from 3pm to around 4.30pm on Saturday 25th July at the Department of Housing, on the corner of Glebe Point Road and Mitchell Street, to discuss the proposal. All members of the community are invited to attend.

## MONDAY GROUP

Katherine Buck

On 18 May a few happy hours were spent with Gwen Knox at her home in Victoria Street. The sun on the delightful walled garden was a perfect back-drop for the enjoyment of our lunches and companionable chatter.

Pat Moore had sent best wishes to us all from her other home (in America) and hopes to be back a little earlier than usual this year.

Gwen produced some memorabilia for us to share with her. The poem, written by Sally Nelson about the birds here in our park for inaugural member, the late Kate Smith, on the occasion of her leaving for Melbourne in 1977, was very special. A humorous 17th century prayer, author unknown, about growing old, we all appreciated as we felt it was fun "to see ourselves as others see us".

Our June meeting was at Katherine Buck's home. Sally Nelson showed us the photos of her holiday in Scotland.

The next meeting of the Group will be at 12 noon on Monday 20th July, at Sally's home - 1 Allen Street. Bring lunch for one, as usual.



"ERISHA"

## MONDAY GET-TOGETHERS

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Initially, there was great support from members for the regular meetings at The Haven Inn, on the first Monday of each month.

Unfortunately, we soon outgrew the space available, and this has deterred some members from coming in recent months.

We are going to experiment on Monday 6th July and will meet in a private room at the Ancient Briton Hotel, on the corner of Bridge and Glebe Point Roads. Do come along and try this new venue. We hope it works out, but if it doesn't, do you have any other suggestions?

When we have established a regular time and place for meetings, we will be able to advertise the Society's activities more widely.



## DINING OUT

We had good attendances at Aniello's in May and at Ryoma (formerly Rengaya) in June.

Dining Out in July will be on Tuesday 14th (the 3rd Tuesday) at the Kauri Hotel, 2 Pyrmont Bridge Road (on the corner of Wentworth Park Road) at 6.30pm.

Ian Edwards is leaving Glebe soon, so John Stander will arrange the Dining Out evenings in future. Phone John on 692 9927 to book your place, a few days before the 14th.

Thank you Ian for your help in the past and John for taking over.

**FOR YOUR DIARY**

Monday 6 July - 6pm - Members Get-together - The Ancient Briton, Cnr Bridge and Glebe Point Roads

Tuesday 14 July - 6.30 pm - Dining Out, The Kauri Hotel, corner Bridge Road and Wentworth Park Road

Wednesday 15 July - 7.30 pm - Committee Meeting - Lyndhurst, Darghan Street. (Also deadline for Bulletin contributions.)

Monday 20 July - 12 noon - Monday Group meeting - 1 Allen Street.



**THE GLEBE SOCIETY inc.**

**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 8224 (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

**WENTWORTH PARK**

Christine Stewart - 660 8324

**ARCHIVIST**

Lyn Milton - 660 7930 (H)

**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 Whittemore 660 7969 (H)

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Bulletin Editor: Jeremy Long 692 8742  
Membership List: Patricia Jackson 660 8849  
New Members Rep: Jenny Pockley 660 6363  
Monday Group: Sally Nelson 660 6138

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**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.