



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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Submission on the Poplars

A copy of the Glebe Society's submission responding to Council's exhibition of a strategy for the Glebe Point Road Poplars follows.

This submission took into account the comments of members who attended a meeting to discuss this issue, advertised in the Bulletin, and a bus tour to inspect examples of proposed and other species with one of the authors of the study, Gary Clubley, who spent half of a March Saturday discussing the rationale for his recommendations with members and answering queries.

Comments from members were very varied – such as those from people who wanted flowering species, people who wanted eucalypts, people who didn't want poplars, those who did want poplars and people who knew what they didn't want but didn't know what they did want. I attempted to represent as many comments as were offered and took as middle a line as possible in that some compromise had to be reached to recommend any direction at all.

In making this submission I add that the appearance of our avenue of trees is one of neglect. A number of the trees are unwell (decay is very evident in some) if not dangerous and anyone who listened to Mary's comments at the start of the bus trip will be aware of the very real problem that exists with the pavements – particularly for elderly residents – because of the current state of the trees. Many of the trees are struggling in a pavement which often collars their trunks and they have often responded to a lack of care by suckering extensively. In addition, headless poplars, cut short under power lines – or just cut short – have little to offer.

Above all, I would like to see an avenue of healthy well loved trees which adds to the character of our suburb.

The study has recommended gradual replacement of unhealthy trees. Some trees

need removal now and I suggest that it is time to finish patching over the pavements and plan for what we do want.

The enthusiasm and support of members – such as Barbara Fazekias who also assisted with a group promoting awareness of the study – and the people who joined the bus trip is greatly appreciated.

Fiona Campbell

GLEBE POINT ROAD STREET TREE MANAGEMENT STRATEGY SUBMISSION TO LEICHHARDT MUNICIPAL COUNCIL

Overview

The Glebe Society commends Council – and the authors, John Douglas and Gary Clubley – on the thoroughness of the Glebe Point Road Street Tree Management Strategy and the emphasis given to the on-going management of the avenue. The Society also appreciates the time and expertise contributed by both authors in attending a Glebe Point Road Project meeting and a bus tour to discuss the study with residents.

The Society supports recommendations related to phased removal and replanting. The urgent need for replanting is also supported as the trees contribute much of the positive atmosphere in the street.

However, the Society considers the recommended replacement species, *Flindersia australis*, unsuitable. This is on the basis that:

- *Flindersia australis* has a much smaller scale compared to the poplars and the Society wishes any new planting of trees to have a similar scale which relates better to the street, given its significance and its length
- *Flindersia australis* has a relatively round, low canopy – particularly compared to the poplars – which would obscure the facades of the buildings

- *Flindersia australis* is evergreen and the Society believes there is a strong desire in the community for a deciduous species.

The Society does not support recommendations for *Araucaria* and considers this species has little community support.

While two alternative deciduous species are recommended, the Society considers that the built streetscape would be largely obscured with a planting of Plane trees or *Celtis*. The form of the poplar is very suited to Glebe Point Road as many of the buildings – and particularly the terraces – are situated close to the footpath. One of the advantages of the existing poplars is that they do not wholly obscure the buildings behind them.

Furthermore, the consultants themselves have stated that

Plane trees ... 'will eventually lead to pavement damage even with the use of root barriers' and 'they would probably be too large for use in the commercial area of Glebe Point Road' and

Celtis 'does have aggressive roots that are likely to cause damage even if root barriers are installed'.

There therefore appears little to be gained by planting these species, given the community support for the existing poplars and their advantages as discussed in this submission.

Recommendations

Carriageway Planting

While the trees are planted in the footpath, there are three major management problems:

1. roots lifting the footpath
2. conflict with overhead power lines (and while ABCs are proposed for the span from Parramatta to St Johns Road, these would still conflict with a poplar planting over this distance, while power lines still present a problem for the balance of the avenue)
3. conflict with overhead awnings

With the constraints related to planting on the footpath, the Society requests that carriageway planting be undertaken for the replacement species. This has been recommended for the proposed Norton Street Mainstreet planting and was accepted by the meeting convened on Wednesday 30 March to discuss this, including the Mayor.

While there is some disadvantage relating with carriageway planting, this is well outweighed by the advantage of minimising footpath

damage and the danger and Council liability in relation to pedestrians which exists with footpath planting – regardless of species. This is especially the case with the narrow width of the footpaths along Glebe Point Road.

Along with the deterrence provided by the kerbway with carriageway planting, footpath damage could be further minimised with the use of root barriers.

In essence, carriageway planting therefore offers the following advantages:

- allows the planting of larger trees to provide an avenue effect which improves the amenity – including clients of businesses along the road – without significantly reducing parking spaces
- allows a complete new avenue before existing trees are removed, demonstrating Council's commitment to implementation of the whole project
- allows simultaneous planting to produce a more even avenue
- allows relatively large trees to be planted which will be a distance from the built streetscape, therefore maintaining visual access to the architecture
- allows poplars from the footpath to all be removed as the new trees are becoming established
- does not conflict with overhead ABCs or power lines

A further advantage of carriageway planting is that, given the possibility that programs can be modified over time (and therefore may not be completed), by planting in the one operation the program can be seen to be effected – and the initiative would reflect on the existing administration.

A carriageway planting would need to be undertaken in conjunction with strong, secure bollards and grates to ensure the tree trunk and particularly its roots are not damaged, as root damage in particular may predispose trees to surface rooting or suckering.

Species

The upright form of the existing street trees, the *Populus nigra italica*, although providing little shade, does give almost unimpeded visual access to the streetscape including the buildings which have contributed to much of the character of Glebe.

Given the community affinity for the poplars, the Glebe Society recommends that Council

investigate other poplar species that may be more suitable to the location in comparison to the existing species, particularly as other species are less prone to suckering compared to *Populus nigra Italica*.

In particular, we therefore suggest follow-up research of the following species with a view to using these species for replacement planting in the carriageway:

Populus alba tremula which has been reported to be growing successfully in locations in Victoria where it has been protected with bollards

Populus yunnanensis which has been used in a street tree situation in Wattle Grove and the Dandenong area in Victoria

Populus Simonii which has been used as a street tree in Wentworth Street, Point Piper (reference Julie Whitfield, Woolhara Council)

or other poplar species that may be recommended for this situation.

In conclusion, we have found the advice provided by Established Tree Transplanters (050 64 4240) as well as that provided by Andreasens Nursery (727 5477) very helpful, especially in relation to comments on examples of the success of species of existing street trees.

We also ask that the petition relating to the street trees along Glebe Point Road which we submitted after the public meeting held by the Society last August be referred to the Trees and Open Space Committee.

Upgrading of Play Equipment in Jubilee Park, Glebe

The Children in Glebe Sub-committee organised a meeting with the Mayor on 14 April to discuss up-grading of the play equipment in Jubilee Park. Despite heavy rain, ten parents and a number of children showed up to express their support for installing the second stage of equipment, suitable for older children. While Larry Hand promised his support and said that serious consideration will be given in the next budget to installing the equipment, having had similar reassurances from the Council in 1988, 1991 and 1993, the sub-committee is continuing to campaign for the improved equipment. For further information contact Louise Schweikert on 660 7205.

House Inspection - call for volunteers

Our bi-annual House Inspection will take place in early November, 1994. A small group of volunteers are needed to begin planning for this important event. This is an excellent opportunity for members to become involved in the Society's activities, but with a short-term focus.

The House Inspection is important to the Society both as its main fund-raising activity and as an opportunity to promote awareness of the range of architectural styles in Glebe, and the issues involved in restoring, renovating and maintaining these historic buildings.

If you would like to become involved in planning for this interesting event, please contact Jan Macindoe, 660 0208 (H), or Christine Whittemore, 660 7969 (H).

Concert at St Peters Anglican Church

The following invitation has been sent from Joanna Warren of the Music Committee of St Peters Anglican Church, St Peters.

We at St Peters Anglican Church would like to inform any of your members who might be interested of a special concert being held later this year. This concert will take place on Saturday 28th of May at 7.30 pm in the church.

The Sydney Male Choir will be the principle artists as well as a soloist and we are looking forward to an evening of very fine choral singing.

Unlike other events organised by us in the past, there will be an entry charge of \$10 and \$8 concession. The purpose of the concert is to start to raise money towards the restoration of the historically significant Brindley and Foster (1880) Pipe Organ in the church.

There is plenty of parking in the grounds, and supper will be served at interval for no extra charge. We would be grateful if you could make this information available to your members.

**Great Opportunity,
Monday 9 May, 6 - 8 pm
Darling Mills
get-together
for the Glebe Society response
to Council's Environment
Strategy**

What's in it for me?

- great venue, snacks and drinks
- comment on how your lifestyle can be improved:

- your DAs
- greening your suburb

Be there!



The summary of Leichhardt Council's Environment Strategy is printed below. To make your contribution to the Glebe Society's response come to the get-together advertised above.

TOWARDS A SUSTAINABLE FUTURE: An Environment Strategy for Leichhardt Council

Leichhardt Council is committed to building a sustainable future for the people of Leichhardt and their local environment.

Council has developed this Draft Environment Strategy as a local action plan that makes Council's own operations, the management of parks and streets and local development controls more environmentally friendly.

The overall aim of the strategy is the creation of an urban ecosystem that provides the best habitat for a sustainable urban culture in Leichhardt.

In the Strategy, Council examines local environmental issues and outlines a vision and local action plan for the development of an ecologically, socially and economically healthy environment. The action plan outlines projects and local controls that foster ecologically sustainable design and management practices

for buildings, streets, parkland, and foreshores.

Another part of Council's action plan is the implementation of an integrated pollution control program to improve the quality of air, water and soil and to protect the natural environment.

The Draft Strategy identifies seven key areas for environmental policy which enable Council to make a contribution towards the improvement of environmental quality in the local council area.

- They are;
1. Buildings and Streets
 2. Open Space
 3. Pollution Control
 4. Waste Minimisation
 5. Transport
 6. Environmental Education
 7. Green Goods

Council's environmental policies and action plans aim at reducing the impact of our local community on the health of the global environment that we all share and depend on. They are based on the philosophy of -

'Think Globally, Act Locally'

From this philosophy Council developed a set of objectives for Ecologically Sustainable Development (ESD) in Leichhardt. They are:

- To reduce the overall consumption of natural resources, while maintaining our quality of life;
- To use renewable resources at a sustainable rate which allows the resource to be replenished for continual use and future generations;
- To utilise non-renewable resources wisely and allocate their use to the most effective and vital uses for the benefit of all society;
- To minimise waste and pollution;
- To utilise and reuse waste products as resources;
- To protect, restore, and recreate natural ecosystems and maintain bio-diversity;
- To maintain stable climatic conditions for a healthy human population and planet.

The Commonwealth Government defines ecologically sustainable development as *"development that improves the quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends."*

Leichhardt Council can include the principles of ecologically sustainable development (ESD) in local development controls, Council's public works and open space program and apply environmentally friendly practices to Council's own operations and management to work towards an integration of development and environmental health.

Council's visions for local environmental policies can be summarised as follows:

1. Buildings and Streets

Council will develop local development controls which ensure that new developments are ecologically sustainable and create a healthy, energy efficient city.

2. Open Space

Council will create an integrated open space network which links forshore areas, creeks and local parks and enhances ecological processes and biodiversity.

3. Pollution Control

Council will work towards minimising pollution of air, water, soil, fostering biodiversity and the rehabilitation of natural ecosystems to sustain ecological balance.

4. Waste Minimisation

Council will enable the community to follow the principle of 'Reduce, Reuse, Recycle' by practising waste minimisation, separation and recycling thus making waste products available as a valuable resource in the production process.

5. Transport

Council aims at establishing a convenient infrastructure for pedestrians, bicycles and public transport to reduce the need for cars.

6. Environmental Education

Council will raise environmental awareness and encourage an environmentally sustainable way of life in the community.

7. Green Goods

Council will buy products that contribute to a healthier environment and minimise effects on the global ecosystem.

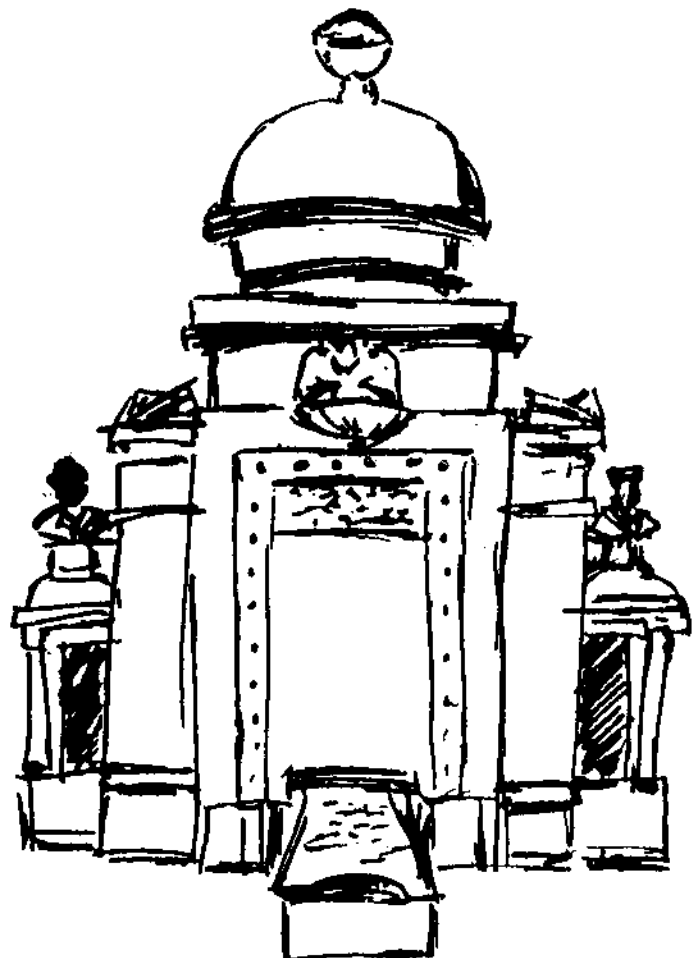
Heritage Memorial

Glebe marked Heritage Week with a dawn service on Anzac Day at the partially restored Diggers Memorial in Foley Park, the first dawn service held there with living memory.

A soft autumn mist hung around the red and white marble monument and shrouded the dark, looming figs and the pale peak of St Johns Church. Ted McKeown, a soldier, and the Mayor laid wreaths, a piper from the University Regiment played "The Flowers of the Forest", and Major Mitchell spoke of older, other dawnings at Gallipoli and on the Somme.

It was a fitting celebration of an outstanding community effort, to which you can still contribute by sending a donation to the Glebe Diggers Memorial Fund, PO Box 100, Glebe, to put back the Angel and the Crown.

Neil Macindoe



CITY WEST - BAYS PRECINCT

Summary of The Glebe Society Inc's submission

While many of the broad philosophies outlined are congruent with our own aims, we find a number of problems inherent in the plan, and we have asked that these be addressed.

We are most unhappy with an approach that makes the Minister for planning sole "consent authority" reducing the opportunities for local involvement in the decision making process, and lacking the openness and transparency we have now with Leichhardt Council. It also lacks the local knowledge necessary to assess impacts of development on existing communities.

The designation of the area defined as the Bays Precinct as suitable for urban planning ignores the fact that people live and work in land based suburbs. The foreshores of Glebe are a part of Glebe and should be planned for as such and not as part of a mainly water-based Bays precinct. While some aspects of planning are best done from a water side perspective, the concept of a Bays precinct is totally inappropriate. We enclosed a copy of our Bays Policy document with our submission.

There are major potential development sites on the west side of Blackwattle Bay that are outside the precinct area (ie, 461 Glebe Point Road, the Harbour Lighterage site (recently sold), 29 Cook Street, and the Fletchers site). The provision of public access to the waterfront in the vicinity of Glebe High School also needs to be considered. By excluding such critically important areas, we are not convinced that the Precinct area as defined will achieve the quality of development near the waterfront we expect.

We note that the MSB now has its "Draft Port Land Use Strategy" open for public comment and that draft includes proposals to continue commercial shipping in Sydney Harbour. The change in MSB plans (from vacating Glebe Island and White Bay) reduces the need for a separate planning instrument for the "Bays Precinct".

We have much difficulty in seeing any advantages in the proposed planning instrument over what already exists in local environmental plans (especially LEP20) and the controls in place for development in what is now designated as a foreshore zone and conservation and heritage areas. The potential for interpretations that fit the rules but are otherwise unsympathetic is too great. The proposed height controls are excessive and particularly open to abuse.

While the Glebe Conservation Area is generally outside the formal boundaries of the Bays Precinct (some of the park areas are currently proposed for inclusion in an expanded Conservation Area following a detailed heritage study), the size and importance of

Glebe as a Conservation Area should be given prime consideration in assessing the scale, quality of design and other impacts of proposed developments. As the existing Glebe Island Bridge has been identified as having heritage significance we have asked that it be included in the formal list of Heritage Items.

Apart from its heritage value, we strongly support the retention and continued maintenance and protection of the old Glebe Island Bridge as it can provide opportunities for local access, particularly for pedestrians, cyclists, local traffic and public transport, that are not practical with the long and deviant access ramps proposed for the new bridge. The old bridge also provides a direct and easy access route to and from the Port facilities at Glebe Island and White Bay. We are also not happy about proposals to keep the old bridge in a permanently open position. Keeping the old bridge permanently open would remove a major means for managing the use of the Rozelle Bay and Blackwattle Bay waterways.

The proposal that Wentworth Park be formally identified as a major recreational and entertainment facility would serve to reinforce the unfortunate sequence of events over a long time that have resulted not only in the alienation of what was once planned to be a major urban park of the same quality as Centennial Park, but have allowed the construction of an intrusive, and unsympathetic grandstand that dominates the landscape and the destruction of grassed areas where these have been allowed to be used for car parking.

The expected 30 year time frame for City West is long enough to start planning now for the relocation of the greyhound racing facility and the demolition of this monstrosity. As a first step, we would like to see the adoption of the Master Plan for Wentworth park prepared by Manidis Roberts for Sydney City Council.

The cross sectional plans in the the Planning Study that show buildings in the area between Pyrmont Bridge Road and the water that are too large and alien to the concept of opening up the foreshores. There are major opportunities to extend Wentworth Park to the water and close the section of road between the park and the water to create an outstanding area of waterfront public open space. This could become a major regional asset, benefiting the people who come to live or work in the area as well as for existing residents.

We support proposed improvements to Harold Park, that will provide for an all weather hockey field, enhance the appearance of this facility, and locate entrances to reduce parking congestion in residential streets.

While we recognise the planned light rail service to the Fish Markets as a first step towards a local service, we are surprised that such a limited service

can be expected to be economically viable before significant development occurs in the Pyrmont/Ultimo precinct. Insufficient consideration has been given to the benefits of extending the route (at marginal cost) to add a catchment of existing residential and employment areas.

Peter Strickland

Aircraft and Glebe.

The Glebe Society was invited to speak at the Sydney Olympics public hearing which was held at Parramatta Council Chambers on 7th April. The Hon. Peter Morris, MP, was chairman. Jeanette Knox and I undertook to represent the Society and inform the Committee of the Society's views regarding airport and land transport.

Questions directed to us included: what do we think is the solution to Sydney's air traffic needs, what would we do with Kingsford-Smith Airport, is noise the prime objection, do we think noise will reduce with quieter jets, would it be acceptable to privatise ownership and operation of Badgerys Creek Airport and what would be the effects on our suburb if Badgerys Creek was the main airport. We were asked to describe the structure of the Society, and finally, to address the complexity of David Lockwood's independent wind analysis and the implications for Kingsford Smith Airport.

The Sydney Kingsford Smith Airport Draft Planning Strategy (master plan) Supplement, 1993, states that the Federal Airports Corporation is self-funded and it ***needs to protect its existing revenue resources*** (our parenthesis). This statement contrasts with the new "National Competition Policy" (Hilmer Report, 1993), in which we find one of its principles is that "Conduct with anti-competitive potential, said to be in the public interest, should be assessed by an appropriate transparent assessment process with provision for review to demonstrate the nature and incidence of the public costs and benefits claimed." The Federal Airports Corporation is presently the developer of Badgerys Creek Airport: the Federal Government signalled that a light-weight 1.8 km runway is a sufficient start although big jets could not access that facility on a regular basis. The Government rejected, without explanation, the Public Works Committee's 1992 recommendation for a 2.5 km runway that would enable jet aircraft access on a more commercial basis. Will the Government make a step in the right direction? We understand that the new Transport Minister, the Hon. Laurie Brereton, postponed signing Badgerys Creek construction documents.

Alison McKeown.

Glebe High School Library.

Glebe High School's Parents and Citizens Association would like to draw Glebe Society members' attention to the school library's need for more books. A daily reading program called "Drop Everything and Read" commenced in 1994; library borrowing rates have increased substantially and more books are required to meet the demand. Students borrowed over six hundred books in first term.

The library would like any books that you can offer:

- English fiction and non-fiction,
- Novels in other languages, including Greek, French, Arabic, Chinese and Vietnamese.

Book donations can be delivered to Glebe High School's reception desk, at the main entrance, between 9am and 3.30pm weekdays. If you would like your donations collected, please ring the Association's president, Judy Martich-Osterman, (a.h.) 660 5770, or Alison McKeown, (a.h.) 660 3917.

The Association thanks Society members and Glebe residents generally, for support given to the fund-raising raffle last December. We are glad to say that two Glebe families won two of the prizes.

Total Environment Centre Tour

The Total Environment Centre organises regular one-day tours which may be of interest to members. The next tour will be to Long Neck Lagoon Field Studies Centre and an organic garden at Kurrajong.

The tour departs from Eddy Avenue, Central Station, at 9am on Sunday 29 May, by bus. Bring binoculars for the birds on the Lagoon.

For further information ring the TEC on 247 4714 or 247 8476.

New committee members

The Management Committee has recently been brought up to required numbers by the addition of two new members, David Browne and Otto Cserhalmi.

Peru Perumal has also agreed to assist Linda Nash with Planning matters.

The main duty of committee members is to attend the monthly meeting, held on the third Wednesday of the month. The meeting is a pleasant occasion which allows members to keep up to date with issues which affect Glebe residents. Any member of the Society can attend management committee meetings to raise matters for discussion, or can ring members of the committee.

Dining Out

You may not have the time or the inclination to climb Mt Everest but you can still dine like a Nepalese at the Yak and Yeti, 41 Glebe Point Road, 6:30pm Tuesday 24th of May.

Please ring Ian Edwards on 817 4329.

For Your Diary

Wednesday 18 May - 7:30 pm - monthly meeting of the Glebe Society Management Committee, held at Lyndhurst, Darghan Street, Glebe.

Tuesday 24 May - 6:30 pm - Dining Out - Yak and Yeti, 41 Glebe Point Road.

For bookings, please ring Ian Edwards on 817 4329

Saturday 28 May - 7:30 pm - choral concert at St Peters Anglican Church, 187 Princes Highway, St Peters.

Sunday 29 May - 9:00 am - Total Environment Centre tour to Long Neck Lagoon Field Studies Centre and an organic garden at Kurrajong.

THE GLEBE SOCIETY inc. Management Committee

President

Vacant

Senior Vice President

Marianne von Knobelsdorff 692 0916 (H)

Junior Vice President

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Immediate Past President

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Committee

David Browne 660 0865 (H)
Otto Cserhalmi 552 3800 (W)
Edwina Doe 660 7066 (H)
Peter Strickland 660 7624 (H)
Barbara Sutton 660 0782 (H)
Christine Whittemore 660 7969 (H)

Contacts

Bulletin Editor
Jan Macindoe 660 0208
Membership List
Edwina Doe 660 7066
Publications
Patricia Jackson 660 8849

Archivist

Lyn Milton 660 7930

Convenors of Sub-committees

All convenors are ex-officio members of the Management Committee

Aircraft

Alison McKeown 660 3917

Bays & Foreshores

John Buckingham 660 7780

Children & Glebe

Louise Schweikert 660 7205

Environment

Fiona Campbell 821 6287 (W)

Harold Park

Gideon Rutherford 692 0239

Light Rail

Andrew Wood 660 2194

Planning

Linda Nash 818 3095
Peru Perumal 660 0711(W)

Traffic

Jeanette Knox 660 7781

Wentworth Park

Christine Stewart 660 8324

Membership of The Glebe Society

Costs: Ordinary \$25; additional household members \$5 each;
Student/Pensioner \$10; Institution \$30

Write to P.O. Box 100, Glebe 2037, or ring Jeanette Knox on 660 7781.