



THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

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March

Social Activities

The next Sunday lunch will be at the British Lion Hotel Bistro at about 12:30 on 23rd March, the Sunday before Easter. The hotel is in St John's Road on the corner of Forest Street, not far from the Glebe Town Hall. Naturally it is *not* BYO so we'll buy our drinks there.

On Saturday, 12th April, at 9:45am, Max Solling will discuss the many historic photographs on display in the Toxteth Hotel, corner Glebe Point Road and Ferry Road. Some more photos are being prepared at the moment. The publican, Shaughn Murphy, will provide coffee and biscuits afterwards. The relatively early start will allow Max a good hour before the hotel officially opens at 11am. I do recommend this activity, especially to those members who have never heard Max speak on the history of Glebe. His knowledge is remarkable.

The following Saturday, 19th April, sees the opening of the new library at 10:30am, by Ms Sandra Nori MP. The following information derives from the latest Glebe Chamber of Commerce newsletter:

There will be a Cocktail Party in *Benledi* to celebrate the opening, on Friday evening, 18th April from 7pm - 10pm. The nibbles will be donated by various restaurants in Glebe and the drinks by various Glebe pubs. All sponsors will be acknowledged. Tickets are available at \$25 each from Christine Newton 9660 8349 or Marie Mackie 9552 4227. The proceeds will be used to landscape the site further.

The Chamber-sponsored Glebe Book Fair on Sunday 20th April is getting bigger and bigger, and it will promote one of Glebe's major attractions - twelve book-

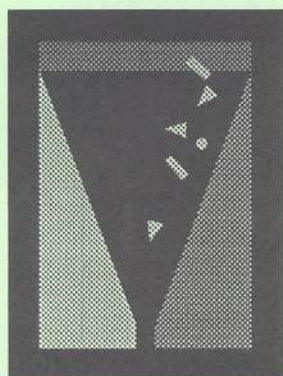
shops. The event is anchored by major events at Gleebooks, the huge annual Co-op Bookshop sale in St John's Hall, children's activities in Foley Park and a secondhand book bazaar in the grounds of the new Library. The Glebe Society will take a community group stall in the Library grounds on the day - volunteers please, ring me at 9692 0071.

The NSW Writers' Centre, in the Rozelle Hospital grounds, and Gleebooks are sponsoring a writers' competition.

On Sunday afternoon, Peter Corris (alias Cliff Hardy) will be hosting a *Party with the Literati* at the Toxteth Hotel. As you may know, Cliff Hardy "lives" in Glebe, overlooking Wentworth Park, around Bellevue St. In one of the early novels, Corris/Hardy wrote something like "If you are standing in Glebe's main street, and look left and right and can't see a pub, you're probably standing outside one."

The National Trust's annual Heritage Week commences on Sunday 20th April, for eight days, and will have a large number of Glebe sites and activities listed this year, thanks to the Chamber's initiative.

John Hoddinott



There are social events of all kinds coming up over the next couple of months.

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Planning Report

The Land and Environment Court upheld the DA for 51 Hereford Street, the Youth Hostel. The new owner wants to convert it to 80-odd residential apartments, mostly bed-sitter style. Council refused the DA on the basis of insufficient parking, but the Court ruled otherwise. I believe a BA still has to be presented, with details of the conversion.

The excavation for the town house development at 2B Wigram Rd next to the Johnston Creek canal has been completed. There was some objection to the trucks removing the earth entering from Wigram Rd and leaving via Hereford Street, and Mavis and I visited the site. We were told by the builders that this would cease within two days, as indeed it did. This development will release a significant amount of landscaped public open space when completed.

At the last Working Party meeting, in early February, for the 461/463/465 Glebe Point Road sites, the owner presented his two major options on paper. In brief these are: leave them as they are (or approved for) or zone all three residential, which, as you know, I believe will be the final outcome. The situation is now that the owner with his town planner will investigate these options in detail, and it could well be that the Working Party may not be needed for much longer, in which case it will have achieved its aim to help solve a very difficult problem. My report last Bulletin was probably unnecessarily pessimistic, but it was written before the above development occurred.

The two Section 102 applications (amendments to DAs approved for 461 and 463) have, I believe, not gone to a full Council meeting yet. The owner is still emphatic about an over-water walkway and a marina if the first option is chosen.

John Hoddinott



Aircraft and Glebe

KSA - Sydney (Kingsford Smith) Airport

In January the Society wrote to Federal Transport Minister, the Hon J Sharp, to convey our vehement opposition to Ansett Airlines' call for a relaxation of Sydney (Kingsford Smith) Airport's curfew during the Olympic Games. Copies of the letter were sent to Peter Baldwin MP, Sandra Nori MLA, Leichhardt Municipal Council, Federal Democrats and Greens.

The Society then wrote to the Minister with regard to the Federal Airports Corporation plan to pull back the third runway's threshold towards us at the north end of the airport. A threshold is where aircraft can touch down on a runway. We asked the Minister several questions including:

- at what height would aircraft fly over the domestic terminals and an hotel if the threshold is moved? (the third runway does not meet world's best practice for airports as aircraft now approach and depart over terminals)
- when will a satisfactory, objective environmental impact statement at this airport be conducted?
- when will Sydney get a proper, modern, 24 hour, environmentally appropriate airport?
- when will the Minister act to legislate a cap on the number of aircraft movements at KSA?

The Society also wrote to the Leader of the Opposition, the Hon Kim Beazley, asking him what he and the shadow Minister for Transport will do to support inner-western Sydney residents regarding the runway threshold and the need to cap the airport. The Society pointed out to Mr Beazley that it is nearly ten years since Badgerys Creek Airport should have been constructed and have commenced operations.

The Society hopes to make some sort of submission to the long term Sydney Airport operating flight plan. It seems the plan has been compromised by discovery of the plans to change the runway threshold.

Some proposed flight paths touch Kurnell's petro-chemical storage facility. I am

perturbed by a personal experience recently, looking out of the window of a plane onto the storage tanks beneath. Flight paths should be distant from such installations as these.

Anecdotal reports are coming in from people living around Holsworthy. They never thought they would be going to anti-airport meetings. They are now.

Alison McKeown

Light Rail Association

A member has passed on the following information from the Light Rail Association.

"It is an exciting time for the Association. The light rail line from Central to Ultimo-Pyrnont will soon be completed, allowing commuters and transport planners to see the efficiency and ease of light rail. The introduction of light rail has been made imperative by continuing urban consolidation, the Fox studio development near the Anzac Parade tramway corridor, the redevelopment of Campbell Parade to eliminate parking near Bondi Beach, and the increased road traffic expected from the Eastern Distributor.

You can join or renew your membership by writing to the current President, Prof George Paxinos, 25a Norton St, Randwick 2031, enclosing a cheque for \$25 payable to the Light Rail Association.

If you do not wish to become an active member, but support our efforts to improve Sydney's public transport, you may wish to become a Friend of the Light Rail Association. Friends of Light Rail receive an up to date newsletter on the activities of the Association, and are informed of coming events. To become a Friend of the Light Rail Association, please send a cheque for \$10 payable to the Light Rail Association to Prof Paxinos."

A Ferry Service for Glebe?

The Glebe Chamber of Commerce has floated the suggestion that a ferry service be established between Glebe and Darling Harbour/City. As a result of this, a meeting was held in February between representatives from the Chamber, from The Glebe Society and from the University of Sydney Women's Sports Association.

The Chamber was interested in negotiating with a company whose vessels are described as "no wash" and it had also drafted a questionnaire that it was considering distributing in the Glebe Point area. The rowers were very strongly opposed to the introduction of a ferry service because of the effect of the wash from power vessels on narrow rowing skiffs. They were also concerned that the construction of a wharf at Glebe Point would encourage other power vessels to use the Bays.

The Glebe Society favours any improvements to public transport which might encourage people to use their cars less. However, the Society is also a long-standing supporter of rowing in Blackwattle and Rozelle Bays. Rowing, either by the original Rowing Club or more recently by the University, has been practised on the exceptionally still waters of these two bays for well over a hundred years. The Society is committed to the continuance of this sport in the area.

Following the meeting, representatives of the same groups took an early morning ferry cruise from Darling Harbour to Rozelle and Blackwattle Bays. The journey is indeed a pleasant and quite speedy one, but equally, even at low speeds and with the minimal wash of the ferry, it was obvious that ferries and rowing skiffs do not coexist happily on the water.

It seemed to the members of the Glebe Society Committee who attended (Ian Edwards, Marianne von Knobelsdorff and Jeanette Knox) that the only way a ferry service could be acceptable was if there was a time separation of activities. Jeanette suggested later that the Waterways Authority might be approached to declare the two Bays "no

power vessels" areas at specified times, e.g., 5:30am to 7:30am and possibly over another period in the evening. We have clearways on roads. Why not "clearwaters" on the Bays so that the rowers have guaranteed safe use of the water. The fishing fleet could complete its unloading before rowing begins and ferries would still be able to serve peak hour commuters afterwards. Both Bays (not just Blackwattle Bay as at present) should be "no wash zones".

In the meantime, we await any feedback that the Chamber of Commerce receives from its questionnaire and, if the results do indicate that a ferry service might be welcomed by residents and viable for the operators, we will support the rowers in any negotiations to ensure the safe continuance of their sport on our Bays.

Jeanette Knox

Revegetation project

The Save Rozelle Bay Campaign met with the local member of State Parliament, Ms Sandra Nori, on 20th February. Plans to revegetate the area between the Tramsheds and the future light rail line at Glebe with native plants were outlined. It is proposed that the plants will come from the native plant nursery to be developed by the group at the rear of 3 - 7 The Crescent, Annandale. Ms Nori is forwarding a letter of support to the group and is arranging an onsite meeting with The Glebe Society, The Light Rail proponents, Harold Park Paceway and residents.

The nursery will propagate seeds collected from nearby remnant bushland in Gledesville. Plants grown in the nursery will assist a major revegetation project by the FRROGS group in Orphan School Creek Gully, Glebe.

The nursery will be run on a voluntary basis. Council has provided funding to set it up but we will attempt to minimise ongoing costs. Equipment has been collected by donation and from street cleanups!

In this project interests you, please contact: Beth Buchanan (9660 1304); Elisabeth Dark (9660 6227); or Grayham Ryan (9660 3573)

Light Rail

Stage One of the Light Rail construction is running to schedule and it is expected that the service will begin carrying passengers in mid 1997. With regard to the suggested extensions (to Leichhardt and to Circular Quay), the Society wrote to the Minister in September last year, supporting the extensions but also strongly urging consideration of a stop at Glebe Point Road. As a result of the letter, the Minister asked the Company to review the location of stops in Glebe, although he did also raise the issues of access and safety. As a result the Company has prepared preliminary estimates for an underground stop as suggested - which is, of course, an expensive exercise.

This year, the Society became aware of plans by the owner of the Haven Inn for a significant upgrading of the hotel including the possibility of underground parking. In consequence, the Society had discussions about the possibility of combining redevelopment of the Inn with access to the Light Rail stop. There would be several advantages in this, ranging from sharing of costs between more than one body and improved security for light rail travellers. A meeting involving representatives of the Light Rail Company, The Glebe Society, the owner of the Inn, Council and our local State member was held at the end of January. The proposal aroused interest, and further discussions of feasibility have occurred between the Haven Inn, the Company and the Department of Transport.

Should a Glebe Point Road stop prove feasible, there is the further advantage that the Company would have more flexibility in the location of the two other Glebe stops at Wentworth Park and Jubilee Park. The latter, in particular, could be moved to give more convenient access to the new Harold Park entrance. The Glebe Point Road stop would also serve any safety issues associated with the length of the tunnel, by providing access to the central section.

In the meantime, a recommendation about the extensions to the Light Rail route are expected to be considered by State Cabinet in the future. The Society and the Chamber of Commerce have letter-boxed Glebe with



the enclosed leaflet. Please write to the Minister for Transport, Mr Langford, as soon as possible, telling him that you will use an extended light rail system and that it is essential that a Glebe Point Road stop be included.

Jeanette Knox/Andrew Wood

Bays and Foreshores Policy Revision

The enclosure with this issue of the Bulletin is the revised version of the Glebe Society's Bays and Foreshores Policy. Over the years, there have been various changes in the status of parts of the Glebe waterfront and it seemed appropriate to revise our long-standing policy and to add or modify as appropriate.

The result is enclosed for your perusal and comment. The Glebe Society is committed to conveying to our membership through this Bulletin, our continuing deliberations on the various matters that are put before us. This policy has had many hours of thought and discussion put into it and we look forward to your constructive criticism. We would be grateful if your comments could be sent back to us by the end of April so that the final version can be completed. We stress that comments should be in the form of adding to or clarifying the policies rather than introducing too much new material but, of course there may be some errors of omission. We undertake to take all comments seriously but do not want to add too much more bulk to the existing document which has already had much discussion. We will not recirculate the final version in the Bulletin but it will be available to anyone who requests a copy.

Special thanks are due to Ian Edwards, the convenor of the Bays and Foreshores Subcommittee, who has worked long and hard on up-dating this policy. Our thanks, too, to other members who have already given their time and interest to this project.

Mavis McCarthy



Program for Heritage Week in Glebe

Presented by Glebe Chamber of Commerce and The Glebe Society

Wednesday 23 April, 7pm

Glebe's History and Stories

Max Solling, well-known local historian with pictures, maps and a wealth of information about Glebe's development from 1789 to the present.

At Glebe High School Library, Taylor St, Glebe \$15

Funds raised will help towards the restoration of the Glebe Diggers Memorial

Saturday 26 April, 10am

A history walk along Glebe Point Road, from Broadway to Benledi, site of the new Glebe Library

Assemble at University Hall on the corner of Glebe Point Road and Broadway. The tour will be lead of Cr Neil Macindoe, star of the award winning documentary *Rats in the Ranks*. Refreshments will be served at Glebe Library.

\$12 Bookings, Ph 9660 7781

Funds raised will help towards the restoration of the Glebe Diggers Memorial

Sunday 27 April, 2pm - 4pm

Maureen Fry - a walking tour through Glebe Point

with visits to St Scholastica's Convent and Chapel, the Chinese Temple and the many notable streets and features of the area. Refreshments at St Scholastica's School.

\$12 Bookings 9552 1546

Sunday 27 April, 2pm - 4pm

St Scholastica's Convent and School,

Avenue Rd, Glebe will be open with displays of photographs at the school and guided tours of the house and chapel. This was the original "great house" of the area, completed in 1834.

For Your Diary

Sunday, 23 March, 12:30 - Sunday lunch at the British Lion Bistro. Ring John Hoddinott to book.

Saturday 12 April, 9:45am - Max Solling discusses the historic photographs at the Toxteth Hotel

Friday 18 April, 7- 10pm - Cocktail Party in *Benledi*, to celebrate the opening of the new Library. Tickets \$25 from 9660 8349 or 9552 4227

Saturday 19 April, 10:30am - Opening of the new Library by Sandra Nori

THE GLEBE SOCIETY inc. Management Committee	Convenors of Sub-Committees
President Mavis McCarthy 9660 5119	All convenors are ex-officio members of the Management Committee
Senior Vice President Vacant	Aircraft Alison McKeown 9660 3917
Junior Vice President Cynthia Jones 9660 2451	Bays & Foreshores Ian Edwards 9660 3240 (BH)
Immediate Past President David Browne 9660 0865	Children & Glebe Penny Haskins 9566 4450
Secretary Jeanette Knox 9660 7781	Diggers' Memorial Max Solling 9660 1160
Treasurer John Sleeman 9692 9507	Environment Jan Wilson 9660 2698
Committee Marianne von Knobelsdorff 9692 0916 Christine Whittemore 9660 7969 Helen Griffiths 9660 5548 Christine Newton 9660 8349	FRROGS Roberta Johnston 9552 3248
Contacts Bulletin Editor: Jan Macindoe 9660 0208 Membership List: John Hoddinott 9692 0071 New Members: Helen Griffiths 9660 5548 Archivist Lyn Milton 9660 7930	Light Rail Andrew Wood 9660 2194
	Planning & Harold Park John Hoddinott 9692 0071 9518 9218 (fax)
	Traffic Jeanette Knox 9660 7781
	Wentworth Park Christine Stewart 9660 8324

Membership of The Glebe Society Inc

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

THE GLEBE SOCIETY INC

BAYS and FORESHORES POLICY

The policy of The Glebe Society Incorporated
covering Blackwattle Bay and Rozelle Bay,
and the land adjacent to them

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1. PREAMBLE

1.1 This policy has been developed to provide The Glebe Society Incorporated (hereinafter referred to as "The Society") with a single mechanism for responding to proposed developments/activities on the bays, on the adjacent foreshores in Glebe, and on foreshores outside Glebe but which impact on Glebe.

1.2 Inherent in this policy is The Society's belief that all relevant authorities should consider the total impact on the bays when considering any individual development proposal. Ideally there should be a moratorium on all development until a total development plan for the bays is conceived. It is suggested that such a plan should be part of the Sydney Regional Environmental Plan No.26 (or an equivalent plan) provided that such a plan does not remove development consent power from Leichhardt Municipal Council (hereinafter referred to as "Council").

1.3 This policy emphasises "passive" uses for the bays and foreshores. We understand a "passive" use would: be small scale, non-alienating, consider the attributes of the waterfront, maximise views to and from the water, maximise the quality of use and be an appropriate use. Such uses would be on a smaller scale than might be considered appropriate for the rest of the harbour, would not conflict with present uses and would support those genuine waterfront activities at present undertaken in the bays.

1.4 The Society is currently working to preserve the quality of this passive space and is actively involved in the community's push to limit noise from all types of aircraft to a minimum.

2. LAND BASED DEVELOPMENTS

2.1 FORESHORES

"Foreshores" are regarded as the waterfront land around the bays from the "high water mark" to a **minimum** of fifteen metres landward, but generally encompassing those lands designated as being in the "Foreshores Protection Area".

2.1.1 The Society:

- (a) proposes that the entire length of foreshore from the Fish Markets to White Bay be made accessible to the public;
- (b) proposes that the access be continuous along the foreshore;
- (c) proposes that the access be available for passive use only, and supports the provision of facilities appropriate for passive activities;
- (d) supports waterfront access throughout the municipality;
- (e) supports that part of the City-West Urban Strategy that proposes continuous pedestrian access to and around the foreshores with ready access provided for the disabled;
- (f) supports continuous cycle access appropriately located so that pedestrian footpaths have priority access to the immediate foreshore.

2.2 WATERFRONT OPEN SPACE/PARKS

2.2.1 The Society:

- (a) believes that government and Waterways Authority owned waterfront land should be passed to Council forthwith for use as open space;
- (b) proposes that where waterfront land becomes available, it should be acquired by Council or the Department of Planning for use as open space;
- (c) believes that such acquisition should take place when it is offered for sale and when it is at present being used for non-port purposes;
- (d) includes the following sites in these categories: the land adjacent to Bridge Road; Johnfletchers at 41-47 Forsyth Street; the timber yard at 111 Ferry Road; Hardy's (Fink's) site at 461-465 Glebe Point Road;
- (e) recognises the need for land-based team sports and ball games but promotes the immediate waterfront as "passive";
- (f) promotes appropriate landscaping which takes account of the natural topography of the area as well as the surrounding developments, and The Society cites Blackwattle Bay Park and the Bicentennial Park as landscaping satisfying the stated criteria;
- (g) supports the use of native plants where suitable;
- (h) promotes landscaping and plantings which enhance views.;
- (i) urges Council to clean and maintain waterfront parks regularly;
- (j) urges Council to establish public toilets which are away from the foreshores, and are regularly maintained and cleaned;
- (k) notes that the quality of the water in the bays is being profoundly affected by stormwater runoff and urges authorities and residents to concentrate efforts on keeping catchment, roads and adjacent parklands free of debris, faeces, chemicals and other pollutants.

2.3 EXISTING WATERFRONT INDUSTRY

2.3.1 Where a genuine waterfront industry at present exists in the bays, The Society:

- (a) supports the continued operation of such industry, including The Maritime Museum and The Sydney Fish Markets;
- (b) urges the individual industry and the relevant authorities to ensure the operation does not detract from the bays' attractiveness e.g. the accumulation of rubbish in the water in front of The Fish Markets;
- (c) understands that such industries are and will remain "small scale";
- (d) understands that such industries will not create traffic and access problems;
- (e) rejects activities which lead to a deterioration of water quality.

2.4 LOCAL BUILDING/DEVELOPMENT CODES

2.4.1 The Society:

- (a) supports the enforcement of the foreshore building line and other controls for waterfront development in LEP 20 and DCP 1, including Foreshore Scenic Protection Areas,

and believes that the same provisions should be extended to apply to all existing commercial, industrial and special use sites and all future development of such sites;

- (b) believes any development should not obstruct the views of others;
- (c) rejects any development which viewed from the water creates an unsympathetic townscape, or which makes an adverse visual impact on the bays and foreshores;
- (d) rejects any development which creates a "walled" effect when viewed from the water, and urges the preservation of view corridors to the water;
- (e) rejects overly large individual developments which are out of scale and style with the area and fail to blend in with the character of the area, and urges the observance of Council building height restrictions;
- (f) insists that any commercial development on the waterfront should be subject to the same controls as residential development and be subject to an EIS;
- (g) rejects the erection of advertising or signage generally.

3. WATER BASED DEVELOPMENTS

3.1 THE NATURAL COMMUNITIES OF THE BAYS

3.1.1 Originally these bays would have contained mangroves and saltmarsh on the shallower intertidal shores and blackwattle and tea trees on the steeper slopes. Subtidally there would have been extensive beds of the seagrasses *Posidonia australis* and *Zostera capricorni*. These would have supported many animals such as water birds, fish, oysters, bivalves and cockles.

3.1.2 The Society seeks the restoration of the bays to their original condition by:

- (a) the removal of debris from the bed of the bays;
- (b) the removal of toxic/contaminated sediments from the seabed and the replacement with uncontaminated sediments unless the threat to water quality and marine life during removal outweighs the benefits of such removal and replacement;
- (c) the more rigorous policing of the illegal dumping of chemically hazardous substances into drains which connect to the canals around the bays;
- (d) restoring mangroves to selected areas of the bays;
- (e) the re-establishment of specific seagrasses on the seabed.

3.2 THE ROWING CLUB

The Society:

- (a) supports the activities conducted under the auspices of The University of Sydney Women's Sports Association Rowing Club;
- (b) believes that rowing should have priority over other activities in the bays;
- (c) recognises the cultural and historical heritage and value of the rowing course and that part of the club building facing the water, both of which are over 100 years old..

3.3 SHIPPING AND BOATING

The Society:

- (a) seeks the phasing out of large commercial boats/ships;
- (b) seeks a four knots speed limit for all boats;
- (c) points out the enclosed lake quality of the bays with the attendant attractions and problems of lakes (including a lack of flushing).

3.4 MARINAS, BOAT REPAIRS/SLIPWAYS AND BOATELS

3.4.1 The Society rejects the development of marinas, boatels and floating hotels.

3.4.2 The Society opposes the development of new boat repair facilities and slipways as they detract from the amenity of the area, and break the continuity of the proposed foreshore walkway.

3.5 WHARVES AND RAMPS

3.5.1 The Society:

- (a) believes wharves must be small scale;
- (b) rejects the use of wharves as regular pick up and set down points for cruise craft

and supports their development as promenades rather than as stopping off places for large craft;

(c) insists that wharves must not interfere with the rowing course;

(d) supports the use of the ramp between The Rowing Club and Glebe High School for rowed craft only.

3.6 COMMUTER FERRIES

3.6.1 While the Society supports improvements to public transport systems, especially light rail, the benefits to Glebe residents of introducing passenger ferries to the bays must outweigh any disadvantage to residents.

3.6.2 The Society:

(a) recognises the case for a commuter ferry service, but insists that potential problems with traffic and parking be addressed before considering a ferry service;

(b) prefers the concept of a regular ferry service to the provision of casual/occasional services;

(c) insists that the potential wharf sites not be considered without consultation with the residents of Glebe;

(d) insists that no ferry service be considered without consulting The Rowing Club

3.7 RECREATIONAL FISHING

3.7.1 The Society:

(a) supports the use of the bays for recreational fishing;

(b) encourages the relevant authorities to clean up the bays to ensure the fish catch is uncontaminated;

(c) encourages the development of fishing as a suitable recreational activity to be undertaken from all foreshore areas.

4. DEVELOPMENT OF ROADS AND BRIDGES

4.1 ROADS

4.1.1 The Society:

(a) rejects perimeter roads around the foreshore;

(b) rejects new roads parallel to the foreshore.

4.2 BRIDGES

4.2.1 The Society:

(a) seeks the preservation of the old Glebe Island Bridge for its heritage value and also for its functional value for pedestrians, cyclists, light rail and local traffic;

(b) urges road access for pedestrians and cyclists to the new Glebe Island Bridge be at a suitable gradient.

5. LANDFILL

The Society insists that no more landfilling be undertaken in the bays: a vast amount of fill has reduced the size of the bays over the last twenty years especially between Johnston Street and White's Creek (western shore), the eastern end of the northern shore, and at the site of the foundations for the new Glebe Island Bridge on the eastern shore.



THE GLEBE SOCIETY INC.

PO BOX 100, GLEBE NSW 2037 AUSTRALIA



GLEBE CHAMBER OF COMMERCE

PO Box 400, Glebe NSW 2037 • Phone: 9552 1546 • Fax: 9660 8313

3 March 1997

Dear Glebe resident or business owner,

Proposed extensions of light rail to Glebe - we need your support

The construction of the light rail system between Central Railway Station and the Fish Markets is now well advanced and it will commence carrying passengers in July. The system will make use of part of an old freight line that served Darling Harbour and which continues through Glebe to Annandale, and Leichhardt. It is built, owned and operated by the Sydney Light Rail Company - a consortium of European companies - with the assistance of substantial grants from the Federal Government's Building Better Cities Program.

If Sydney is to have a *proper* public transport system, the light rail system must not be simply a *tourist tram* (like the Monorail). Further, the financial viability of the system depends upon it attracting sufficient passengers and it is difficult to see how the present small service can be profitable. The light rail service **must** be extended to serve the Leichhardt Municipality and the Central Business District. The State Government is in the final stages of considering proposals from the Sydney Light Rail Company to build the extensions at no cost to the tax payer. The proposals include stops at either end of the tunnel under Glebe (near Bridge Road and at the western end of Victoria Street), but not an underground stop in the tunnel to serve Glebe Point Road.

Could you please write as soon as possible to Mr Brian Langton, the Minister for Transport, (Parliament House, Macquarie Street, Sydney, NSW 2000) and tell him:

- that you will be a regular passenger, and fully support the proposed extensions of the light rail system to Glebe and the Central Business District, and that
- it is essential that the extension to Glebe should include an underground stop near the junction of Glebe Point Road and Ferry Road to serve the residential and busy shopping areas in this part of Glebe.

Alternatively, please use the tear-off slip below and post or fax it to Mr Langton, again as soon as possible.

Yours sincerely,

Mavis McCarthy, President, Glebe Society Inc

Sarah Adey, President, Glebe Chamber of Commerce

To: Mr Brian Langton, Minister for Transport, Parliament House, Macquarie Street, Sydney, NSW 2000; Fax 9268 2971

Proposed extensions of light rail to Glebe and the Central Business District

As I will be a regular passenger, I support the proposed extensions of the light rail system to Glebe and the Central Business District. To provide a *full* public transport service for Glebe, would you please ensure that an underground stop is included at Glebe Point Road.

Name:

Address:



THE GLEBE SOCIETY INC.

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

The objectives of the Glebe Society include:

- to promote the well-being and interests of the citizens of the Glebe area, and
- to preserve and enhance the natural and architectural character of the area, and to encourage sound town planning architectural practices.

If you would like to join the Society, please send your cheque (\$25 - ordinary, plus \$5 for each additional household member; \$10 - pensioners and students; \$30 - institutions), together with your name and address, to the Secretary, Glebe Society Inc, PO Box 100, Glebe, NSW 2037.



GLEBE CHAMBER OF COMMERCE

PO Box 400, Glebe NSW 2037 • Phone: 9552 1546 • Fax: 9660 8313

The Glebe Chamber of Commerce is an association of local businesses and community groups that represents and supports its members in developing, promoting and enhancing successful business and increased employment in the local area.

Membership of the Chamber costs \$40 and you should send your cheque, together with your name and address, to the Secretary, Glebe Chamber of Commerce, PO Box 400, Glebe, NSW 2037.