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- details of 11th Glebe Music Festival



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Reference

We need the bus !

Many Glebe residents are concerned at reports that local bus services will be reduced in order to promote "financial viability" of the extensions to the Inner West Light Rail system. On 6 August we wrote to the Minister for Transport and Roads, the Hon. Carl Scully, seeking confirmation or denial of these reports; below is the text of our letter:

Dear Mr Scully,

BUS SERVICES, GLEBE

There have been reports circulating, by flyer and in the local community press, that the opening of the Light Rail extension will be accompanied by a review and cutback of bus services in this area.

I have been endeavouring, via Sandra Nori's Office, to establish the truth or otherwise of these reports, but to date they have not been able to confirm or deny them.

The Glebe Society was one of the initiators of the concept of light rail services in this area, and it strongly supports its current (and future) extension.

We have, however, never regarded the light rail as any kind of substitute for the present bus services which:

- are well patronised and, if anything, should be increased in frequency rather than reduced;
- cover a different route from the light rail;
- extend to the CBD;
- offer ticketing services not available on the light rail (metroten, senior's excursion etc).

The Society is anxious to receive your assurance that local bus services are not in fact in danger of being reduced.

We look forward to your prompt reply.

Yours sincerely,

Jeanette Knox
Convenor, Traffic Sub-Committee

We hope to be able to advise readers of the Minister's reply in the next issue of the *Bulletin*.

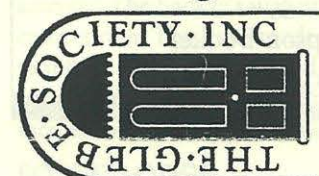
This issue of the *Bulletin* deals principally with the Annual General Meeting of the Society which will take place on Sunday 27 August.

The Agenda for the Meeting and Reports from Convenors of sub-Committees and Project Teams appear on pages 2-7.

AGM

Glebe Society Bulletin

7/2000 August/September



**THE GLEBE SOCIETY INCORPORATED
31ST ANNUAL GENERAL MEETING**

to be held at Benledi, (next door to Glebe Library at 186 Glebe Point Road, Glebe)
on Sunday 27th August 2000 at 2pm

AGENDA

1. Present
2. Apologies
3. Confirmation of the minutes of the 30th Annual General Meeting held on 29th August 1999
4. President's report
5. Subcommittee reports
6. Treasurer's report
7. *Associations Incorporation Act*

An annual statement is required to be lodged with the Department of Fair Trading

Motion : THAT Bruce Davis and Ted McKeown be authorised to sign the statement referred to in Clause 10 of the Annual Statement of the Society.

Moved:

Seconded:

8. Election of Office Bearers
9. Close of meeting

All members are invited to the AGM, and all financial members are entitled to vote.

To fulfil the requirements of (5) above, we have published on pp3-7 of this AGM issue of the *Bulletin* yearly reports from Convenors in the following areas: Bays and Foreshores, Centenary of Federation, Conserving Glebe Heritage, Environment, Friends, Residents and Ratepayers of Orphan Gully (FRROGs), Light Rail, Planning and Traffic.

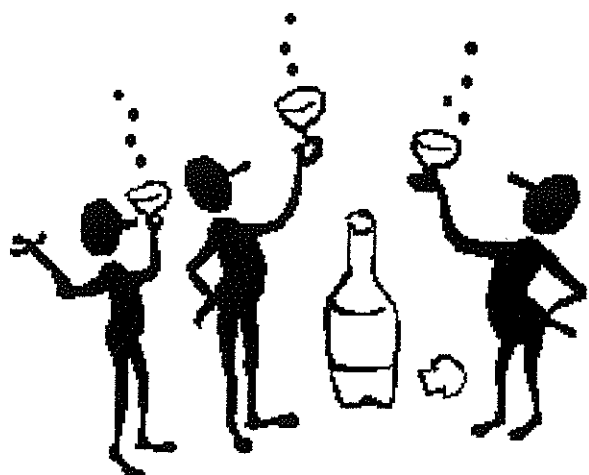
Liz Simpson-Booker
Hon. Secretary

PLEASE NOTE

The meeting will be held in the afternoon, starting at 2 pm, rather than in the morning as in previous years.

On conclusion of the formalities, everyone is invited to the traditional after-meeting drinks at our house – 79 Ferry Road, only a short walk down the hill.

Bruce Davis
President



THIS IS MY FIRST PUBLISHED REPORT after replacing John Hoddinott as Convenor. John is sorely missed, not only as a personal friend and confidant, but also for his mastery of the issues. Planning is an intimidatingly complex subject for most people, and John's skill was, not only to assimilate the material, but also to discuss it intelligibly. The Committee has been a poorer place without him.

Leichhardt is still operating under Interim Development Order 27 (gazetted 1979) and Local Environment Plan 20 (1984), and this will continue until later this year, as reported in a previous *Bulletin*. Hopefully, the new plan will be easier to understand and operate.

Although there are few major development sites left in Glebe, it has now become very financially attractive to build more dwellings. This means that those sites that remain are being developed, and it also means that developers are trying to squeeze new dwellings in wherever they can. Hence it has been a busy year, not just for large proposals, but also for further conversions of sites to residential, and for additional dwellings on larger lots. There is also a continuing tendency for newer residents especially to try to extend their houses.

MAJOR SITES

I will not dwell on the Fink (461-465 Glebe Point Road) and Fletcher (Forsyth Street) sites, as much has already been written about them.

It would be remiss of me, however, not to point out that John Hoddinott, Mavis McCarthy and myself tried for many months

to retain Blackwattle Studios with full waterfront access, but although there were several proposals acceptable to The Society, none were accepted by the owners. Please put the responsibility for the loss of the studios, and the proposal for expensive townhouses, firmly where it belongs, namely the owners who decided maximum profit was more important.

It appears the developer of Fletchers, Australand, has accepted The Society's suggestion for a design competition. This gives residents a greater opportunity to influence the outcome, and the public open space benefit, which includes the Walter Burley Griffin incinerator, is also considerable.

FOREST LODGE

No area of Glebe is so affected by new development. Although the former Childrens' Hospital site is outside Leichhardt's boundaries, the impact of its residential redevelopment (at a higher density than Leichhardt would permit) is much greater on Glebe than other suburbs. Work has already begun, and will continue for a long time. Unfortunately, the differences over Orphan School Creek have still to be resolved, but I leave that issue to the redoubtable Roberta Johnston.

The development of the Army land for townhouses, and the three new terraces in front of the farmhouse, on adjacent sites in Hereford Street, has had a deleterious effect, reducing the openness of an area already closely built up. However, despite a good deal of self-righteous huffing and puffing, no-one came up with a strategy to stop it happening.

In other parts of Forest Lodge development has not been so negative. Many dwellings previous neglected by the Hospital have been restored, and suitable infill dwellings built. However, there are also examples of excessive building on large lots, and it is very understandable that many residents of the area dislike the changes and are anxious about the future.

Forest Lodge is a very special part of Glebe. The topography is distinctive, giving rise to some spectacular views; some of the subdivisions are very old, and many dwellings are unlike those in other parts of the suburb. It contains more examples of small stone and timber dwellings than other precincts. In this respect, and in its narrow streets, it resembles parts of Balmain. For about twenty years it was spared development pressure, largely because of institutional inertia. However, as I have written elsewhere, institutions are again on the move (I'm reminded of the efforts of Bernard Smith to save Darlington from the University of Sydney). There are also other parts of the Municipality that are coming under great pressure because of changes in ownership and land use: White's Creek in Annandale and the White Bay area of Balmain spring to mind.

HAROLD PARK

This is not a cheerful story. The Glebe Hockey Club continues to pursue legal action against the Paceway because the all-weather hockey field hasn't eventuated. Meanwhile the Paceway carries on with a scheme to create a leisure

centre from the heritage-listed tramsheds. Even if this is considered desirable or harmless (and there is certainly not general agreement on those matters) the proposal for a 200-bed hotel is very dubious. I gather that the Paceway is not responding to requests from Council and the whole enterprise is currently a stalemate.

Across Wigram Road from the Paceway is a white skeleton, all that remains of a truly awful scheme to convert part of the Harold Park Hotel site to serviced apartments. The developer is in receivership, so we can all devoutly hope the incomplete structure is struck by lightning and reduced to a crisp (it doesn't look much sturdier than one anyway).

HERITAGE ITEMS

The College of Nursing, 53-5 Hereford Street, is about to acquire a number of new dwellings at the rear. As previously noted, the library will be retained, but efforts to further reduce the number of dwellings have not so far been successful, although the matter has still not been determined by Council.

MONTANA, the beautiful federation cottage cnr Boyce & Bell Streets, may also acquire some new dwellings, but hopefully they will be within the existing nurses' home.

Glebe Uniting Church Parish wrote to The Society asking for support for a scheme to use the Toxteth Road church and hall as residences. The Society agreed to support that use, provided they remained heritage items and nothing further was built.

The final outcome for The Abbey site in Bridge Road is still uncertain.

... continued p4

'TO ENSURE GLEBE IS CONSERVED and recognised as a heritage area' was one of the key issues identified for action during our 1998 strategic planning sessions. The priorities were the removal of eyesores; the restoration /conservation of heritage buildings and structures of interest; and improving the visual integrity of the streetscape. The Society continues to be ever vigilant about the sensitive and pragmatic approaches to conservation of heritage in the community.

Two unresolved issues are RUESSDALE on Bridge Road and the Walter Burley-Griffin incinerator in Forsyth Street, on which an extensive conservation study has been completed with recommendations made to

CONSERVING GLEBE HERITAGE

Leichhardt Council. Owing to the nature of changes

and additions over the years, a considerable amount of money will be required for modern usage and acceptable restoration. It is hoped that artists may have some use in addition to commercial outlets.

Residents are encouraged to keep the Society and Council informed of any issues which may incur a change of activity.

Jan Wilson

PLANNING ...continued from previous page

EXTENSIONS

The cost of buying existing dwellings encourages owners to extend. Sometimes there is room for this to be done without significant impact on the streetscape or the neighbours, but sometimes there is not. The same can also be said of public buildings and institutions. The renovation and conversion of St Helen's as a Community Centre is both beautiful and practical. It is a worthy companion for the new Glebe Library. I have more doubts about Tranby, not so much about the design, which is innovative, but because the external split concrete bricks were not rendered and painted to match the heritage building, as was originally proposed. This change was approved by someone at NSW Heritage Council without consultation or advertisement.

Leichhardt now has in place clear guidelines for the renovation and extension of small cottages. In practice, applicants who want to add extra stories are usually asked to keep them within the existing roof space. There are still a significant number of people who do not want to follow these guidelines, which I believe are desirable, especially in a Conservation Area, and I think we should support Council when it tries to enforce them, and protest when applicants do not adhere to them.

The economic pressure to develop increases as the years go by. Our suburb is no longer threatened with mass destruction, but unwanted developments still can and do occur. Our role has changed, but it is still an important one.

Neil Macindoe

THIS PROJECT TEAM WAS FORMED to review ways in which the local community might celebrate the Centenary of Federation in 2001. Glebe has a particular interest in the celebrations, given that it was the birthplace in 1849 of Australia's first Prime Minister, Sir Edmund Barton. Very little is known about Barton's early life. He reputedly left very few papers relating to his early years and Barton's biographers have tended to skim over this issue in their eagerness to assess his later achievements. Some secondary sources have been sighted which refer to Hereford Street (no number given) as Barton's birthplace.

CENTENARY of FEDERATION

BARTON'S EARLY LIFE

The Society prepared and submitted an application to the Centenary of Federation Committee under its Community History grants to

- commission research on Barton's early life,
- make the research outcomes available for use in local schools, and
- interpret aspects of Barton's life in the design, production and installation of ceramic footpath tiles (similar to those near Glebe Post Office).

Unfortunately, we were not successful in obtaining a grant. Feedback suggests that the grant committee was seeking principally research-based proposals and therefore our proposal was too broad.

Subsequently, an approach regarding the Barton research has been made to the Department of History at the University of Sydney. At the time of writing, the Head of Department was awaiting indications of interest from staff.

BARTON FOOTBRIDGE

The Society has sought support for a proposal to name the footbridge over Parramatta Road (which joins Glebe to the University of Sydney), the Barton Footbridge. The rationale for this is that

- Edmund Barton attended the University (he was a brilliant Classics scholar),
- There is no street or park in Glebe named after Barton, and
- Glebe has been the 'dormitory' for thousands of SU students over the years.

The University's Vice Chancellor has supported the proposal. Federal Member, Tanya Plibersek, State Member Sandra Nori and South Sydney Council have also been supportive. A decision from Leichhardt Council is still awaited. When the views of all the stakeholders are known, the matter will be pursued further with RTA.

Meanwhile, the Society has recently received publicity for the Barton Footbridge proposal in the *Inner Western Suburbs Courier* (31 July 2000, p3).

My thanks to Bruce Davis, Cynthia Jones, Ian Jones, Jeanette Knox and Neil Macindoe for their encouragement and support.

Liz Simpson-Booker

LIKE IT OR NOT, at the time of this report the extension of Sydney's light rail system into our neighbourhood is about to become a reality. The system has now been operational for a few weeks while testing and safety proving are completed. It will start carrying fare paying passengers on schedule on 13 August.

Most residents have welcomed the rail as a further augmentation of the public transport system that serves our area. It should complement the existing bus services rather than compete with them. It is also probable that the Dept of Transport will look into connecting the light rail with wider area bus services, such as the service which connects Canterbury and the Balmain ferry wharf.

The new light rail line makes use of the abandoned goods line on the viaducts across Wentworth and Jubilee Parks and the disused tunnel under Glebe Point Road. A secondary benefit of the project will be that this rail reserve will now have a new custodian in the Dept of Transport. The Light Rail Company will maintain the stations and the area required to support the track while the Dept of Transport will now have responsibility to maintain the rest of the reserve. This should result in a gradual improvement in the condition of the corridor as the previous custodians, the State Rail Authority, had let it fall into neglect.

To date, the system appears to conform to the original consent conditions as outlined in the Environmental Impact Statement with the exception that the provision of the boardwalk adjacent to the track at the Jubilee Park station is being relitigated. It seems that construction of this boardwalk will disturb contaminated soils and cause more harm than good. We await a verdict on this issue as alternatives are further investigated.

We have been a part of the regular community consultation committee, which was established to address community issues related to the arrival of the rail. This committee was convened under the auspices of the Dept of Transport and met on a monthly basis. I managed to attend nearly all meetings and detailed reports have been published in the *Bulletin* and are available from me or from the Secretary. Generally the meetings gave progress reports on the construction and heard any community gripes. Consultation was also sought on landscaping and signposting proposals.

The meetings were open to the public and were regularly attended by representatives from the Dept of Transport, the Light Rail Company, Leichhardt Municipal Council, the construction company (ABB) and various relevant others from time to time. Initially the meetings were very well attended by residents as they sought to have their particular concerns addressed. This process seemed to work fairly well and residents progressively raised issues related to the design, operation and construction impacts. As issues were resolved numbers dwindled a little but overall interest remained high.

Particular concerns that were persistently raised by citizens included the impact on local parking, landscaping, noise, access for the disabled and

construction traffic. It would be reasonable to say that these issues were taken on board by the consortium and addressed appropriately.

There is ongoing concern about the impact that the system will have on local parking. This will not be properly known until the system has been operating for a while, but there are concerns that commuters may use local parking and ride the rail to the city or the various entertainment destinations. Council has completed a *before* study of business hour parking patterns to determine current usage patterns and to provide a benchmark for comparison with future studies. So far, the *before* studies indicate an existing problem in the vicinity of the new GLEBE station that could be aggravated further by the rail. However this matter is becoming subsumed in the broader parking problems afflicting the area and will probably be addressed in conjunction with Council's wider parking plans. The most likely solution to any emerging problem will be to introduce resident parking schemes. Most residents appear to favour this option and it now appears that the introduction of resident parking in some localities is inevitable. A resident parking regime is to be implemented during the Olympics and this could be an opportunity for residents to gauge the acceptability of such a scheme.

Glebe residents immediately adjacent to the GLEBE stop are those most severely affected by the new light rail.

These residents have critical and often conflicting needs and so they were drawn together into a smaller consultation group that met irregularly with the consortium as issues arose. This process seems to have

been largely successful in achieving design modification to ameliorate their concerns and in arbitrating the conflicting wishes of those residents. The issues resolved by this process mainly concerned privacy, views, noise, light spill and landscaping.

The involvement of the Society in the project culminated with a sneak preview for members on 13 July. This involved a trip on the extension of the line and a tunnel walk. This event was a great success and seems to have been enjoyed by all who attended [see *Bulletin* 6/2000].

By and large the consultation committee process worked well as a good way to sustain a constructive relationship between the construction consortium and the community. Most conflicts reached reasonable compromise solutions and the dialogue between the developers and the community was sustained in a frank and open manner. As could be expected in any major development of this kind, not all players emerged totally happy. However, the changes made along the way indicate that the company listened and, where feasible, acted to accommodate the community interest.

We look forward with interest to having input to any future proposals to extend the system, both to the west to better connect Glebe with the Leichhardt area, and in the city to provide a better choice of service to destinations there.

Steve Stewart

AS REPORTED IN THE BULLETIN throughout the year, the ongoing saga has been Francis Street. The current trial of 'left-in and left-out' of Glebe Point Road is to continue for six months, i.e. until early next year, with periodic monitoring of traffic and queues.

An interim meeting about the effect of the changes is to be held mid-August. The trial period will include 'normal' periods of activity, the post-Olympic period and early Christmas trade. We continue to hope that changes in traffic management at the Bay Street side of the Centre will prove more effective than the Francis Street reopening.

Bus services in the area have been another area of activity. The introduction of the 370 service has proved very worthwhile. However, while there have been some increase in services, running at the weekends and later in the evenings has still not been introduced. Form letters about this, which were available at Glebe Society street stalls earlier this year, were eagerly signed by members of the public. We will continue to push for extension of this service.

The airport bus service has disappeared as suddenly as it arrived. We have written to the Minister asking why it has been dropped just before the Olympics, but suspect that patronage has been insufficient, despite its convenience for visitors, particularly backpackers.

The Society's pleasure at the imminent opening of the Light Rail extension has been somewhat clouded by persistent rumours that this will be accompanied by a review and reduction in local bus services. We believe this would be unjustified, given the different routes serviced by buses and light rail, and we are awaiting a response from the Minister to our request for information as to the veracity of these rumours [see p1].

Parking continues to be a problem for the area. Despite many objections from the Society and

TRAFFIC residents, Leichhardt Council has resolved to go ahead with its proposed parking management strategy, which will include the setting up of parking meters in Glebe Point Road, extensions of resident parking provisions in nearby streets and changes to permitted parking periods. The Society was disappointed at the lack of attention given to resolving the problems of long-stay parking in several areas of Glebe, although the problem at the north end of Glebe Point Road was considered at a recent meeting of Leichhardt Council's Statutory Traffic Committee and some action is likely in this area. We shall be monitoring the effects of the light rail extension on parking in neighbouring streets once the new service commences.

Next year, therefore, looks set to continue being an 'interesting' one!

Jeanette Knox

AFTER A MEETING WITH THE COUNCIL in August 1999, the new rubbish and recycling bins finally began to make their appearance along Glebe Point Road early this year. And what a bulky appearance it is. We knew the bins would be big, but many have been placed a long way from the kerb, sometimes crowding the already narrow footpaths.

Although we had been led to believe the Leichhardt Council bins would be fitted with pop-out ashtrays, these were not included in the bins that were installed. So we are experiencing the same problems as Sydney City Council, with smokers grinding out cigarettes on top of the bins and leaving the butts there. Not only do they look unsightly, but when council workers empty the bins (opening the metal outer casing at the side of the bins) the butts fall onto the footpath.

The one positive aspect of the new bins is that people cannot hang plastic bags full of rubbish from them. And although rubbish bags are sometimes dumped beside the bins, this seems the exception rather than the rule.

The Clean Up Glebe Project Team organised a site for Clean Up Australia Day on Sunday 5 March. Although disappointingly few people volunteered to help clean up the lanes within the bounds of Glebe Point, Pyrmont Bridge and St

Johns Roads and Darghan Street,

a great deal of rubbish was collected. (The poor turn-out is the main reason we are not participating in the second clean-up day before the Olympics). Eleven volunteers, including seven Glebe Society members, filled 34 garbage bags with paper, cigarette butts, takeaway food containers and bottles, and got rid of several rolls of carpet, broken furniture, timber and glass.

Follow-up letters were sent to the owners/managers of what were deemed to be the worst sites: Thai on Wok (the rear of the premises was littered with rubbish, empty food containers etc); Commonwealth Bank (rear of premises a dumping ground for disused clothing, furniture, carpet, bottles etc); and the Police Station (footpath and gutters around the building were covered in cigarette butts). No letters were acknowledged.

We met twice with the president of the Glebe Chamber of Commerce, Shaughan Murphy, to discuss ways the Chamber and the Team could work together to force change. Fax-back sheets have since been distributed to businesses along Glebe Point Road on which they can report dumped rubbish, abandoned cars and shopping trolleys and general street maintenance concerns. The sheets are faxed to the Chamber, where they are collated and forwarded to the Council for action.

Letters were sent to Pioneer Concrete on Pyrmont Bridge Road and the Sydney Fishmarket Authority asking them to clean up their street frontages.

Pioneer responded by weeding and replanting the planter bed in front of its premises. The Fishmarket Authority pointed out that it does not lease the land immediately adjacent to its Pyrmont Bridge Road entrance and is therefore not interested in cleaning it up. The narrow strip of land between the fishmarkets and the disused coal loader is still infested with noxious weeds and an eyesore.

ENVIRONMENT

FRIENDS, RESIDENTS AND RATEPAYERS OF ORPHAN GULLY have had another relatively quiet year. Our work with Sterling Estate (the developer of the former Children's Hospital) has resulted in Sterling's adoption of the revegetation strategy prepared for us by the National Trust, and this has been written into the DA approved by South Sydney City Council.

Progress is slow in the demolition and preparation of the first stage of the development - to which the Gully is adjacent - it is a bit like being on a plane in

FRROGS

a holding pattern. We are keen to see the results of the rebuilding of the first stage, which includes

approximately 109 metres of the Gully at Foss St. As Sterling Estate paid the National Trust for the FROGS revegetation strategy, we will return the \$1500 grant given to us for this purpose to the Australian Bird Observers' Club.

The ongoing and as yet unresolved land swap between Leichhardt Council and the Children's Hospital Board continues. At last report Council stood firm by its offer of \$317,000 plus the parcel of land (formerly a local children's playground in Wood Street). This was to be swapped for the land (formerly a car park for clients of the hospital, also in Wood Street) which is larger than Council's parcel of land. Council is waiting on a current evaluation of the Children's Hospital land. A current evaluation of Council's own land will also realize an increase in value.

A further development has been Sterling's offer to take over maintenance of Council's side of the Gully. This I understand would be under 'Community Title'. This must seem an attractive offer to a financially troubled Council and the General Manager has indicated an in-principle interest. He has also indicated that Council would want to ensure that the Gully remains open and public space.

I believe careful planning and consultation with all interested parties is necessary to guarantee that the Gully open space, *as it is now*, is not compromised.

I do not know as yet how the unresolved land swap area above the Gully will figure in this latest proposal. I note that the local community will be unhappy if it means loss of any of the overdue open space promised us, by it being given over for residential building sites. A meeting was called some months ago to consider the lack of resolve regarding the land swap and, with very little prior notice, 46 people attended.

At various points in the long history of the impasse between Council and the Children's Hospital Board the suggestion to sell off some of the open space to pay for the swap has appeared. Our local community remains very interested in this issue.

Roberta Johnston

THE YEAR HAS SEEN MANY CHANGES on the foreshores of Rozelle and Blackwattle Bays as the tide of 'close to CBD' development seeps inexorably into our backyard.

Most dramatic of these changes has been the construction of wharfage along the northern shore of Rozelle Bay, to house visiting 'super-yachts' during the period of the Olympics. Resident acceptance of the need for this facility is likely to turn to scepticism when the actual number of craft visiting Sydney becomes obvious. Many sources say there will be less than half the predicted flotilla - a statistic the Waterways Authority hotly denies.

What will cause great concern to TGSI, will be the Government's attempts to recover the cost of the expensive facilities when the flurry of the Games is over. We can only hope that, without the Olympics excuse, there may be some rational thinking and sensible decisions.

We still await release of the Master Plan for the bays. Our submission suggested that when the Olympic fleet was gone, the new wharf should be used to house the Heritage Fleet, which has been crammed into the western end of the facility.

Residents enjoy the proximity of the working yard of the Heritage Fleet. A look at the *James Craig* restoration, achieved at Rozelle, is convincing proof of the excellence of the work of the Fleet's tradespeople. A major factor was the location the Heritage Fleet enjoyed for a stable period of years - long enough to have the street outside named 'James Craig Road' to mark the project. The restoration is a sample of what could be done if the Heritage Fleet were to have a permanent home.

The concept we will take forward to Leichhardt Council, the State Government and identifiable stakeholders such as the Fish Markets and the Light Rail, is a heritage precinct around the bays using the old Glebe Island Bridge. This loop will be evident on 3 September when THE BIG BIKE RIDE [see Notice Board] takes place, with the Bridge in operation for the day. Precinct attractions would include:

- A Heritage Fleet working museum, demonstrating the trade skills used in its restoration projects. Additional working exhibits by the marine contractors sited around the foreshore could be added.
- The Glebe Island Bridge, restored and ceded to control of a jointly established organisation that operated it during week-ends and holidays.
- Adaptive uses of the coal discharging plant on Pyrmont Bridge Road and, perhaps the Burley Griffin incinerator on the old Fletchers site.
- Completion of the Foreshore Walk project and a link for the less athletic across the Glebe Island Bridge by Sydney's vintage buses, between the Fish Markets, the Heritage Fleet and the Light Rail.

Elsewhere on Blackwattle Bay: the timberwork of the coal plant is suffering significant deterioration and its gantry is to be lifted down and stored on site to prevent possible collapse; and the Glebe Rowing Club is building a new facility adjoining its former site at the bottom of Ferry Road, in the grounds of the Glebe High School [see *Bulletin* 5/2000, p4].

Collin Hills

Notice Board

OLYMPIC LANDCARE PROJECT honouring the Glebe Hockey Club Olympians

On Sunday 3 September the dedication and first planting day for the Olympic Walkway will be held in Bicentennial Park, on the Glebe side near the derelict wooden bridge adjacent to the canal.

This Olympic LANDCARE project (one of 500 projects throughout Australia) will begin at 10am, and the Walkway will honour the Olympians of the Glebe Hockey Club.

This is a wonderful opportunity to look after the local environment as well as take part in our Olympic LANDCARE project, celebrating the achievements of the Glebe Hockey Club, in their 70th anniversary year.

Mayor Máire Sheehan and Tania Plibersek (Federal Member for Sydney) will officiate at the ceremony, which will be followed by the Junior Club presentations, taking place concurrently with the planting of

locally indigenous native seedling tubestock.

A barbecue is planned for late lunch and you may like to bring a picnic hamper and refreshments - bring also garden gloves, small trowels or hand spades, and hats. Come along and join in the fun.

Sunday 3 September starting at 10am

THE BIG BIKE DAY IS ON AGAIN

... So get out the bikes and bring your family and friends down to Bicentennial Park (free entry for cyclists, donation from non-cyclists). Register between 10 and 10.30am to enter the draw for prizes and to get a BBQ ticket.

There will be kids' events, prizes and raffles to be won, a skills course, races (time trial), a BBQ and drinks, tea and coffee, and a BMX and MTB stunt display by Ben Bolton and Urban Assault.

At 1.30 pm get ready for the Big Ride around Glebe to Pyrmont and back across the Anzac Bridge (on the cycleway!). We have police permission for the Big Ride and it will be supervised by experienced cyclists. There will be a shorter ride for littlies up the Johnston Creek cycle path.

For details of our other planned rides during the year (including one at Windsor on Sunday 10 September, check the web site at <<http://users.bigpond.net.au/lbug>>

Contact Bob Moore for more information on 9810. 3706 (h), email <r.moore@bom.gov.au> or Vera Zaccari at Leichhardt Council on 9367. 9000.

Sunday 3 September 10am - 3pm



MURPHY'S HARLEQUIN THEATRE PUPPETS

at the Glebe Library (in Benledi)

Cost: \$8.80 per person

Booking and pre-payment essential.

Phone 9367. 9338

Tuesday 19 September 2.30 pm

Clayworkers - Going for Gold!

The very best work from 16 potters. Unique, handmade ceramics: sculpture, bowls, plates, vases, teapots, jewellery, wall pieces.



The Inner City
Clayworkers' Gallery
Cnr St John's Road and
Darghan Street

Open Wednesday to Sunday
from 10.30am - 6 pm
30 August - 29 October

For Sale

GRANGE - ELECTRIC
RECLINING CHAIR

with massage unit.

Virtually new, it originally
cost \$2400+, will accept
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Strachan of Avenue Rd.

Contact:

Tony 9660. 3374 or
0418 - 675 863

For Your Diary ...

Saturday	19 August	Official Opening Radio Station 2RPH, 3pm, St. Helen's Community Centre, see <i>Bulletin</i> 6/2000
Monday	21 August	Children's Book Week to 25 August information at Glebe Library
Sunday	27 August	Glebe Society Annual General Meeting 2 pm at Benledi, 186 Glebe Point Road, see p2
Wednesday	30 August	Clayworkers - Going for Gold exhibition opens at Inner City Clayworkers' Gallery, see Notice Board
Sunday	3 September	FROGGs Olympic LANDCARE Planting Day 10 am Bicentennial Park, see Notice Board
Sunday	3 September	BIG BIKE DAY 10 - 3pm Bicentennial Park, see Notice Board
Wednesday	13 September	Glebe Society Management Committee Meeting 7.30 pm Toxteth Hotel Meeting Room, all welcome.

ADVANCE NOTICE

11 - 19 November 11th Glebe Music Festival details next *Bulletin*

The Glebe Society Inc

We are glad to publish letters or articles:

on any matters of interest to Glebe

on any topic raised in the *Bulletin*, or

on any issues relating to The Glebe Society.

All correspondence should be addressed to:

The Glebe Society Inc
Box 100 PO
Glebe 2037

DISCLAIMER

Views expressed in this Bulletin are not necessarily those of The Glebe Society Inc.

MANAGEMENT COMMITTEE

President	Bruce Davis	9660. 7873
Vice-President	Jennifer Reed Burns	9692. 9369
Immediate Past President	Russell Stewart	9660. 8324
Secretary	Liz Simpson-Booker	9518. 6186
Treasurer	Alan Hunt	9660. 2407
Committee Members:		
Andrew Craig	9566. 1746	Ian Edwards (bh) 9660. 3240
Cynthia Jones	9660. 2451	Ted McKeown 9660. 3917
	Marianne von Knobelsdorff	9692. 0916

SUB-COMMITTEE CONVENORS

All convenors are <i>ex officio</i> members of the Management Committee		
BAYS AND FORESHORES	Collin Hills	9660. 8608
ENVIRONMENT	Winsome Byrne	9552. 2278
- including Noise Pollution	Andrew Craig	9566. 1746
FRROGS	Roberta Johnston	9552. 3248
PLANNING	Neil Macindoe	9660. 0208
TRANSPORT AND TRAFFIC	Jeanette Knox	9660. 7781
- including Light Rail	Steve Stewart	9660. 5845

PROJECT TEAMS

Centenary of Federation	Liz Simpson-Booker	9518. 6186
Clean Up Glebe	Jennifer Reed Burns	9692. 9369
Conserving Glebe Heritage	Jan Wilson	9660. 2698
Foreshore Walk and Cycle Way	Judy Vergison	9692. 9200
New Initiatives	Ilze Frank	9571. 8495

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