



Glebe Society Bulletin

4/2002 May/June

Vandalism in Glebe

It's our problem

Glebe Point Road has seen better days. The Bicentennial Park is not looking up-to-scratch. Many other parts of Glebe are looking less than salubrious. The problem is unrestrained vandalism, but whose problem is that? There's no point in focusing on the vandals - the problem is ours!

A wander around the Bicentennial Park will yield barely a complete light, nor a wall surface free from graffiti. Energy Australia and Leichhardt Council appear to have made the mistake of giving up. The problem is too big.

Most buildings along Glebe Point Road are covered with graffiti and/or posters. It is no longer the shining star of the inner-west in terms of presentation and vibrancy. Norton Street and King Street share that glory. Yet Glebe Point Road is inherently more attractive than both - a fabulous gateway one end; an extensive, a park located on the shores of a harbour bay at the other; and innumerable beautiful buildings in between.

But it's difficult to enjoy a stroll along Glebe Point Road or through the Bicentennial Park at present given the wanton vandalism. One wonders why any well-capitalised business; why any tour promoter; why any casual visitor would come to Glebe at present when it looks so down-at-heel?

What can we do about it? Not much to stop the vandalism directly, but much to lessen the joy the vandal experiences by seeing the result of his/her vandalism over and over again. We must **immediately** remove graffiti and repair damage if it impinges on us directly or alert the appropriate authority where the vandalism is perpetrated on more public spaces. Leichhardt Council, one of these authorities, is trying hard at present to respond to

our needs: they have made the graffiti trailer available to residents; they have established a team to clean public spaces of graffiti; and they have resolved to take over responsibility for the lights in Bicentennial Park and will replace broken ones with a new design. But they must be told the exact location of each instance of vandalism.

Suggestions for all of us

1. Don't assume someone else will report the vandalism to Leichhardt Council, RTA, State Transit, Telstra, Australia Post, the Department of Housing... or other appropriate authority - report it yourself! The greater the number of people alerting them to the problem, the more urgent will be their response (but remember none of these authorities may deal with vandalism to private property at this stage).
2. **Immediately** clean up/repair vandalism to your own property.
3. Arrange a week-end clean-up with your neighbours, then arrange with Leichhardt Council to borrow the graffiti trailer (phone 9367 9222).
4. Remove both amateur and professional posters from walls and poles.
5. Join the Glebe Society's clean up of Glebe Point Road organised by Horst Schwarz (see page 3) and enjoy the fruits of your labour through a sense of accomplishment and satisfaction, and enjoy the beverages supplied on the day as a result of the generosity of long-term member Ken Burgin (thanks Ken!)

Remember the problem is ours!

- John Buckingham

L&E Court decision leaves Glebe in limbo

The derailment of the Government's plans to change the boundaries of several inner city councils has left Glebe and other areas in limbo.

In many respects, the decision by the Land and Environment Court was the worst possible outcome because we now face a period of uncertainty that could extend for months. The Minister for Local Government has decided to appeal the decision, and it will take some time for the case to be listed, for it to be heard and for the Court of Appeal to hand down its decision.

In the meantime Leichhardt Council will continue to administer Glebe, but without conviction. Most observers expect that, irrespective of the Court of Appeal decision, boundaries will change and that inner city councils will amalgamate. It only remains to be seen which boundaries, which

councils and when. This is already having an unsettling effect on staff and councillors alike.

In this climate it is unlikely that Leichhardt would wish to embark on any major new programs affecting Glebe. Major development decisions could also drift. For example, Leichhardt planners are currently preparing a report on the last major foreshore development in Glebe - Australand's proposal for the former Fletchers container site. As Neil Macindoe points out on page 5, there are many important issues to be decided. Will there be time for the DA to be finalised under Leichhardt's administration or is it possible that there will be a rerun if the City is triumphant?

It is worth noting that the Land and Environment Court decision was not based on the merits of the Govern-

ment's proposed changes, but the way in which the Boundaries Commission carried out its task.

The following quotations from the judgment suggest that we were not alone in expressing misgivings about the report: "Even if the [Boundaries Commission] did understand its obligations to consider the matters specifically identified in s 263 [of the Local Government Act], it did little more than embrace the conclusions of others . . . The omissions to call a public enquiry or to conduct a survey or poll . . . are corroborative of the fact that, overall, the [Commission] did not investigate the proposal to the fullest extent available to it."

- Bruce Davis

No boundary changes until decision known

Announcing his decision (27 May) to appeal against the decision by the Land and Environment Court, the Minister for Local Government, Mr Harry Woods, said: "I have been advised by the NSW Crown Solicitor that an appeal to the NSW Court of Appeal has strong prospects for success.

"I believe last week's decision has wide implications for boundary changes in NSW and it is important to ensure the provisions of the Local Government Act are upheld. No boundary changes will proceed until the result of the appeal is known."

Lyndhurst

The Historic Houses Trust will remain at *Lyndhurst* at least for the next few years while their purpose-built building is constructed. The architects Mitchell Giurgola Thorp were engaged recently to design their new premises which will be located in the 'workings buildings' behind *The Mint*. It is intended that the new premises will be largely completed by mid-2004.

From the Editor's Dungeon

A member who lives in our street called in the other day for a chat. Towards the end of the conversation, which ranged over matters such as the proposed development of the Fletchers' site and the debacle over inner city local government boundaries, he commented that he thought people took notice of the Society's views on such matters because it was so well-respected.

I'm not sure that we're nearly as influential as we would like to be, but what influence we have stems from the fact that the position we take on important issues is always reasonable and reasoned. What we advocate is always well thought out,

and reflects the views of a significant number of Glebe residents.

These positions are usually formulated through discussion within the Society's Management Committee, or sometimes in broader forums such as the meetings we held early last year to discuss the proposed council boundary changes. It is probably a sign of the times that we are currently having a media-driven policy debate. As befits such a sober organisation, our media-of-choice is not shock jocks, but the modest pages of the *Bulletin*.

This issue carries further articles by our Transport and Environment Convenors about how to deal with

emissions from the cross city traffic tunnel (see pages 6-8). The contributions from our convenors has made us all far better informed on this vexed issue.

However we can't go on discussing the issue forever; in the end we must agree on a policy. Policy formulation is not always easy because we have to take into account both long- and short-term considerations, technical and political realities, and the aspirations of our members. Not only must we be "reasonable and reasoned", but we must also speak with one voice. Only by doing this will we maintain our credibility.

Join the War on Graffiti!



Join The Glebe Society Graffiti Commandos as the War on Graffiti hits Glebe Point Road Saturday, 15 June, 10 am

The Society is arranging a graffiti blitz on high profile sites in Glebe. We are looking for members to volunteer for a two-hour shift on

the end of a scrubbing brush, ridding our suburb of some of the worst examples of non-art graffiti. Everyone who can help should contact:

Horst Schwarz, ph: 9660 7926 email: hsch@mac.com

Graffiti trailer “test run”

An enthusiastic, brand new, Glebe Society member Chris Wong hired Council’s “graffiti trailer” on the first weekend of May in an effort to neutralise the urban blight around him. Assistance from Society members was encouraged but due to late notification by email, most were unable to attend. However Horst Schwartz came to observe and Bruce Davis took the photo above of Chris and friend Priscilla at work. Members Liz Simpson-Booker and Ian Jones assisted Chris, and two neighbours in Reuss Street joined this small brigade.

The group began at one end of Reuss Street, with the intention of following the trail of graffiti along the street, but it soon became evident that a more localised effort was required if the graffiti was to be totally obliterated.

The areas treated were very successful and still remain “pristine” at the time of writing!

For The Glebe Society it was a useful learning tool indeed. The trailer came well-equipped with protective gowns, gloves and masks, as well as the chemicals, paint, brushes and other useful items.

Having learned the techniques for removing graffiti, it is hoped that a more concerted effort from The Glebe Society can occur in the near future at a prominent location. However, it should be remembered that prior permission must be sought from the owner/ occupant of any building proposed for treatment.

Many thanks to Chris for getting us up to speed!

- Cynthia Jones

Celebrate afloat on Sunday, 14 July

The Glebe Society birthday party will be held afloat, cruising the Harbour in the *Lady Wakehurst* on 14 July. We expect to leave Blackwattle Bay about 11 am and return mid-afternoon. Drinks will be available on board, but bring your own picnic. A speaker will describe points of interest, and we may call in at some Harbour islands. The *Lady Wakehurst* (the big red ferry moored near the Fish Market) was launched in 1974 and recently worked in New Zealand.

A booking form will be included in the next *Bulletin*.

Tower to be 15 storeys

South Sydney Council has approved a 15-storey tower on the former Children’s Hospital site. The council agreed to Sterling Estates bid for additional floor space to offset the cost of remediating surrounding land that was contaminated by the hospital. The additional floorspace will be spread between a lower tower than originally sought and other buildings.

The Society took the view that the size of the development should not be increased, and that the State Government should bear the cost of cleaning up contamination left by a State Government body. We understand our local MP, Sandra Nori, came to a similar conclusion, but too late to influence South Sydney councillors.

New members

Welcome and congratulations to all new members.

In order to meet each other, and some of the other Glebe Society members, it is proposed to get together for an hour or so for a courtesy drink in a local pub sometime in June. I will be in contact with new members shortly to sort out the best time and venue.

- Hilary Wise
New Members’ Contact

Development plans threaten Walter Burley Griffin incinerator

by Adrienne Kabos, President, Walter Burley Griffin Society Incorporated

Walter Burley Griffin strove to create pleasing and harmonious environments even with industrial buildings as utilitarian as incinerators. In the 1920s Sydney's municipal councils were dumping their garbage at sea with the obvious disastrous consequences. As a result incineration was introduced, and Glebe Incinerator and its colonnaded sheds were built on the foreshores of Blackwattle Bay in 1932. At that time it was one of seven incinerators designed by Walter Burley Griffin that were built in Sydney. Each was innovative and unique in design to be seen as "civic embellishments" (Peter Harrison, 1995).

Today the Glebe design is one of just two of these incinerators that survive. After it ceased functioning as an incinerator, its chimney and furnace were demolished in 1952 leaving approximately only two thirds of the original building, and over the years the colonnaded sheds have suffered neglect and alterations. In 1997 Leichhardt Council had a Conservation Study of the site prepared by Meredith Walker, and Trevor Waters from Sinclair Knight & Mertz. This study revealed the original design, the original stippled paintwork on the interior walls of the lower level, and Griffin's original landscape plan that was possibly never implemented.

Following the acquisition by Australand Holdings Limited of the neighbouring John Fletcher container terminal, a SEPP 56 Masterplan was prepared by Devine Erby Mazlin which recommended the conservation and full reconstruction of the incinerator and its colonnaded sheds. Following this, Leichhardt Council called an Architectural Design Competition for the John Fletcher and Glebe Depot sites. The winners of that competition, architectural firm Synman, Justin & Bialek went on to develop their proposal for Australand which was submitted as a development application to Leichhardt Council and went on public display in

April. The Heritage Impact Statement prepared for Australand's proposal states that "the DA will have an adverse heritage impact on the site's assessed heritage values."

Professor James Weirick from UNSW has stated that "This foreshore site is a very rare opportunity to create a waterfront precinct of outstanding heritage and community value." The Walter Burley Griffin Society states that "It is unacceptable that this development proposal ignores the thoroughly researched recommendations of the Conservation Study and the Masterplan, that it proposes only minimal maintenance of the incinerator without the reconstruction of its missing elements, and reduces the colonnaded sheds to mere foreshortened pergolas. The Society believes that it is most important that any new work should indicate the full scope and scale of the whole original building to re-establish its architectural integrity and be worthy of its internationally renowned architect, and the Glebe community."

Landmark qualities

The original monumentality and landmark qualities of the Griffin incinerator, colonnaded sheds and landscape plan need to be restored in order to appropriately preserve the heritage significance and imbue the site with the outstanding heritage and community value of which it is worthy.

The ensemble of three heritage buildings - the incinerator and two colonnaded sheds that flank a grand plaza designed by Walter Burley Griffin are potentially a great community asset. Yet the developer is not proposing any use for the Incinerator building and is planning to demolish the colonnaded sheds which are described in the Conservation Study prepared for Leichhardt Council in 1997 as "the only buildings of their kind remaining." The study suggested that the sheds could be used for



activities such as bicycle hire, canoe hire and craft workshops.

Willoughby Incinerator (the only other Griffin incinerator in Sydney to survive) had its exterior restored in the 1970s and is presently used as offices. Of the six incinerators built in other Australian states, designed by Walter Burley Griffin and his partner Eric Nicholls, five survive and some have community uses. Essendon Incinerator in Melbourne and Ipswich Incinerator in Queensland are both used as local drama theatres. Hindmarsh Incinerator in South Australia has been recently restored externally and is used to store mowing and gardening equipment for a new residential estate.

A major problem of the Australand proposal is that no uses are proposed for the ensemble of the three heritage buildings. Thus Council should engage a consultant to facilitate the seeking and coordination of an end user or users for the three heritage buildings. These buildings offer a unique opportunity as a community asset for a combination of community and commercial uses. This consultant should also advise Council on the ongoing maintenance of the three

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Ban will increase DA decision times

Expect More Delays

For the last year applicants for development have had the option of paying a consultant nominated by Leichhardt Council for their assessment.

In response to public concern about standards in private assessment, the NSW Government has banned assessments outside councils. Over twelve months consultants have dealt with 117 proposals to Leichhardt.

This is equivalent to employing a full-time planner. The result of the ban is that the benefits that have accrued, in particular the shortening of the average assessment time, will be lost.

As is often the case with Leichhardt Council, the problem is financial. If the Council could find the money to employ adequate staff it would have the same effect.

Proposal to Abolish FSR

Leichhardt Council has conducted a review of the Local Environment Plan approved in 2000. As a result of a consultant's report, councillors voted at their April meeting to remove controls on residential development from the LEP, including floor-space ratios (FSRs). This means the only controls are now those in the Development Control Plan (DCPs can be introduced or

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Griffin building threatened

buildings, and prepare a maintenance plan to equip the site's manager with information for the ongoing management of the heritage structures.

Leichhardt Council is to be commended for the resolution of November 2000 requiring full restoration of the heritage buildings prior to any development of the former John Fletcher site. The development proposal now before the Council doesn't provide for that at all and falls far short of what is worthy of this unique heritage foreshore site.

altered by councils quite easily. They do not require ministerial approval and do not have the same legal force as LEPs).

During the protracted preparation of the LEP the question of where to locate residential controls was debated exhaustively, and the conclusion was that controls in the LEP are more difficult to thwart, and thus strengthen the barriers to overdevelopment.

Unfortunately, planning controls by themselves do not guarantee a good result. From what has occurred in Glebe over the last 18 months I think we can conclude a great deal more thought needs to be given to development in this area, and the current rules are very much blunt instruments indeed (the most egregious examples can be seen outside Glebe: a drive through the White Bay area of Rozelle should convince you).

Changing the LEP is a laborious process. The Society will have to wait and see what Council decides to put on exhibition before reaching a final position. Experience shows, however, that the best ways of controlling the actions of councillors are through campaigns, publicity and the ballot box.

John Fletcher International, Forsyth Street and Ferry Road

The Society is finalising its response to this large and crucial proposal. The response will include all the issues mentioned in the April *Bulletin*:

1. violation of the masterplan,
2. reduction in height, especially in Forsyth Street,
3. reduction in number of dwellings,
4. improved design of dwellings,
5. reduction in traffic generation and flow,
6. restoration of seawall and reduction of platform,
7. improved design of open space to link with waterfront walk,

8. clear demarcation between public and private areas,

9. implementation of Heritage Study, including retention of sheds, and

10. implementation of the Griffin landscape plan.

The following additional issues have been raised by members and will also be included:

11. improved design of pedestrian and cycle routes

12. corrections to model and correct labelling of plans,

13. correct calculation of setbacks, distances, heights and private areas,

14. adequate standards of remediation,

15. inadequate notification,

16. Council to accept responsibility for design and use of heritage area,

17. public benefits from transfer of depot to remain in Glebe, and

18. noise and disruption.

In conversations with Council and in its final response The Society will lay special emphasis on the need to avoid a repetition of the situation in Blackwattle Bay Park, where Council has allowed Bellevue to decay for over twenty years. Given Leichhardt Council's record and financial problems, unless the renovation and use of the heritage site is secured now, there is no future for this site. Unfortunately the decision about the Boundaries Commission Report by the Land and Environment Court on 14 May means it is still uncertain which council will be finally responsible. (An article on the threat to the incinerator by the president of the Walter Burley Griffin Society, Adrienne Kabos, appears on the previous page.)

Also, because of the importance of this proposal we should all write our own comments to Council and not rely entirely on The Society's submission.

- Neil Macindoe

The Cross City Tunnel

Concerns on ventilation should be put in perspective

Glebe Society members have understandably expressed concern about the imminent arrival of an exhaust stack in our neighbourhood. The current plan for the cross city tunnel project is to exhaust the emissions generated within the tunnel through a stack located at Darling Harbour in the vicinity of the IMAX theatre. I think that it could be useful to get these concerns into some perspective.

Firstly let us not forget that one of the objectives of the tunnel is to reduce congestion in the City and to remove traffic from the surface. This will allegedly make the City a better, cleaner and safer place for the wider public, particularly pedestrians, buses and cyclists – all worthy objectives. Anyone who crosses the city by car now will consider themselves fortunate if they are stopped by only one set of signals – in the peaks there is only the option of surrendering to extensive and choking delays.

The impacts of this traffic congestion are brutal when it comes to air pollution. Most modern engines use less fuel and deliver fewer emissions per kilometre when they are running smoothly at the designed speeds, usually about 80 - 100 kph. Emissions and fuel consumption rise dramatically during slower and stop-start conditions. The benefits arising from free flowing movement are considerable - so much so that the tunnel proponents are claiming that the global improvements to air quality will be a major benefit from the tunnel, any additional traffic growth notwithstanding.

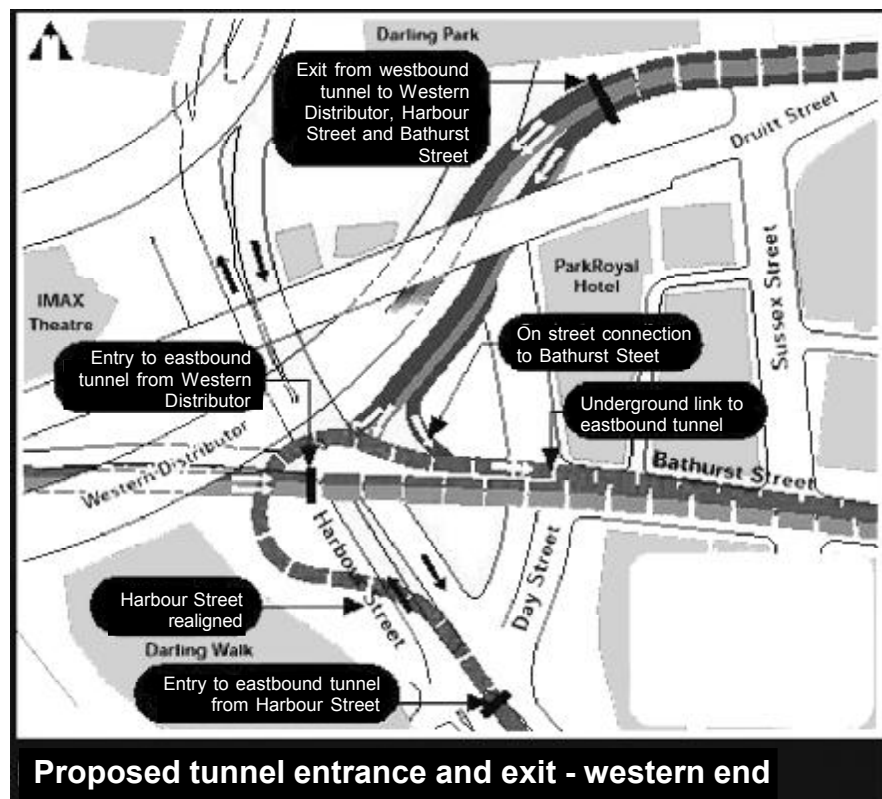
Secondly there is the somewhat appealing argument that by concentrating the emissions in one place we are presented with a rare opportunity to treat at least some emissions with a subsequent benefit to air quality and thence to public health. This needs closer examination. Since this issue raised its head I have been doing some research into the efficacy of scrubbers and regret that the news is not particularly supportive.

The call for some treatment of emissions has been sufficiently loud that the RTA released a media flyer titled *Cross City Tunnel Air Ventilation Management Proposal* that specifically deals with this issue. My discussions with the RTA people involved leads me to the view that they are sincere and have applied themselves to this problem with appropriate rigour and are concerned about, and involved in, ameliorating air pollution. They have insisted that the tunnel have the ability to be retrofitted with electrostatic precipitators (ESPs), should this technology be of any demonstrable benefit.

Sadly, they are also of the view that as yet the technology is not sufficiently advanced to offer any meaningful contribution to easing air quality problems. My own albeit limited research into this supports this view. A section of the Cross City Tunnel Environmental Impact Statement prepared by (Hyder consultancy) is devoted to the issue and contains a comprehensive bibliography of current thinking.

There are also transactions available from a workshop convened in Australia and attended by leading world experts. That conference was convened to examine international experiences and sought to assess the appropriateness of treatment systems for local conditions. It concluded that the technology was not yet available that could provide any meaningful contribution to air quality in the context of the Cross City tunnel. (The facilitator's report is available on the RTA's website- www.rta.gov.nsw.au).

At present electrostatic precipitators (ESPs) are fitted to a few tunnels overseas. These have the effect of removing some particulate matter of certain sizes. They do not remove either the very small or very large particles. There is a view that the ultra fine particles are the most likely to be a health risk. However it is worth noting that traffic only accounts for 24% of particulate matter in the atmosphere. In overseas applications the use of precipitators is related to improving localised visibility. In a



global sense, the particulates that will be generated in the cross city tunnel are relatively insignificant and their removal would have no benefit to either general air quality or to public health.

More offensive pollutants are the oxides of nitrogen which can be converted using catalytic processes. Removal of particulates is a prerequisite for effective catalytic cleaning which converts nitrogen dioxide into the less harmful nitric oxide. Catalytic converters are being installed in the Laerdal tunnel in Norway and it is informative to look at this application.

The Laerdal tunnel is a single tube 24.5 km long and includes one ventilation shaft. It is expecting traffic volumes less than a mere 400 vehicles per hour. Transit time in the tunnel will be about 20 minutes. There is therefore a legitimate reason to improve the quality of this air within the tunnel. The tunnel requires removal of particulates because of the large amount of dust created by studded snow tyres. Catalytic conversion is carried out in conjunction with this process by passing the air through a 50m x 8m bed of activated granulated carbon. The nitric oxide is then discharged into the atmosphere at the tunnel portals and via the ventilation shaft where it reverts to nitrogen dioxide as it comes into contact with ozone and ultraviolet light. Hence there is effectively no benefit to the wider environment that can be attributed to the nitric oxide scrubbers. It is understandable why the experts have been reluctant to apply this technology to the



Photomontage of changes to Harbour Street looking north. Cross City Tunnel as both ozone and ultraviolet light are readily available in Sydney's atmosphere and any benefit from catalytic conversion would rapidly disappear.

There has been sufficient interest in the Norwegian experiences that a study tour was despatched in September 2001. This tour found that:

- in the Festning tunnel the ESPs have not been operated for a number of years;

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What was originally planned and recent changes

The Cross City Tunnel proposal comprises twin, two-lane road tunnels for traffic travelling east-west across the city. It would be constructed between Darling Harbour and Kings Cross. Traffic would be electronically tolled in each direction.

The eastbound tunnel would be entered either at Harbour Street or from the Western Distributor, and then travel underneath Bathurst Street, veering left beneath Hyde Park to run underneath William Street, with an exit link to the Easter Distributor and a tunnel exit at Bayswater Road.

The westbound tunnel would be entered from either Bayswater Road or the Eastern Distributor and run directly underneath William, Park and Druitt Streets. The tunnel would have four possible exits: an early exit leading to Sir John Young Crescent, and at the end of the tunnel leading to the Western Distributor, Harbour Street and Bathurst Street.

Exhaust fumes from both tunnels will be emitted through a 46m emission stack

located behind the IMAX Theatre at Darling Harbour.

The Tunnel was approved by the Minister for Urban Affairs and Planning in October 2001. Work is expected to begin in 2002, with the tunnel open to traffic by the end of 2004.

Recently, however, significant changes have been suggested for the tunnel design (see http://www.rta.nsw.gov.au/roadworks/cct_mediarelease150501.pdf; and <http://www.clovermoore.com/bligh/newsletter/>). I don't have the full details yet, but it seems the new proposal includes a deeper tunnel, relocation of portals, and an increased speed limit of 80 km/h (up from 70km/h). As a result, the number of cars predicted to be using the tollway has been increased from 69 500 to 78 000 cars per day (for 2006, 95 000 cars/day are estimated). Other changes are to allow for exhaust emission at the tunnel portals and to increase the exit speed, height and dispersal of emissions from the stack.

The changes will be on public display for two weeks, probably end of May, providing the opportunity to comment. I will have to wait until I have access to the full text of the proposal, but at the moment I am very concerned about the announced increase in capacity. Last year, we learned that RTA modelling suggests the original Cross City Tunnel design would lead to 1800 cars per day more on Bridge Road (*Bulletin 7*, 2001). How many of the additional 8500 (twice as many in 2006!) cars predicted for the new design will end up on Bridge Road or other residential streets? Another concern is the additional emissions caused by the increased capacity and higher speed limit, especially as the RTA still refuses to install filters. Letters protesting against the emission of unfiltered tunnel air and asking to equip the stack with filters, which I sent on behalf of the Glebe Society to Carl Scully and other ministers (*Bulletin 3*, 2002) at the end of April, have not been answered yet.

- Horst Schwarz
Environment Convenor

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Cross city tunnel

- in the Granfoss tunnel the ESPs are not operating;
- in the Ekberg Tunnel ESPs are operated only on a peak hour timer switch;
- in the Hell tunnel ESPs have not operated for a number of years;
- ESPs fitted to the Nygard tunnel have not been operated because the particulate levels are already low;
- in the Stromsas tunnel ESPs are also on a peak hour timer switch.

As indicated above the operation of these ESPs is dependent on visibility requirements.

My conclusion from this is that there would be no perceptible benefit for either air quality or public health by fitting any of the currently available technologies.

Thirdly is the NIMBY view that pollution from the city will now be focussed a little closer to Glebe than it is now. I have some sympathy for this, more so for our neighbours in Pyrmont. The tunnel ventilation operates by discharging emissions at speed through a 46 metre high stack so as to propel them upward for wider dispersal. There has been extensive modelling of Sydney's microclimate to examine the potential for adverse effects. Comprehensive modelling indicates pollutants will be well within current air quality targets – however modelling is a limited tool and it will be pertinent to monitor the ongoing impacts.

The Environmental Protection Authority has established monitoring stations in Rozelle (at the hospital) and in the City (at the corner of George and Market Streets). Results from these stations are constantly available at their web site (www.epa.nsw.gov.au/air/sites.htm) and indicate that current pollution levels are well within the air quality targets. The workshop mentioned above found that these targets are quite stringent by world standards.

The RTA has also established air quality monitoring sites at more relevant locations. These are operated by an independent consultant and the results are also readily available at their web site under the Environment / Air Quality tab. They have taken *before* readings at the Police headquarters at Darling Harbour (which will be adjacent to the stack site) as well as in Ultimo.

Fourthly there are claims by people in the immediate vicinity of the M5 exhaust stack that their health is suffering. These claims should be taken very seriously indeed and either verified or refuted. If they are true and there is a linkage to the exhaust emissions, then clearly some remediation is required. This argument should be pursued vigorously with appropriate authorities, i.e. the health professionals and the Environmental Protection

Agency. However this should not detract from the current argument about the efficacy of fitting scrubbers to tunnel exhaust stacks and more specifically the Cross City Tunnel stack. There is no evidence that the provision of any current technology to remove nitric oxide or of fine particulates will ease any of these alleged problems. It is argued that the cost of scrubbers would achieve far less than a buy back of the wood burning stoves in the area.

The estimated cost of precipitators seems to be around \$30m and they carry an additional annual operating cost, which is heavy on electricity consumption (we might be mindful that this will involve consumption of non renewable resources). The cost of catalytic converters depends on the application and to my knowledge has not been costed for the City application. The prevailing European view is that it is highly undesirable to use such large amounts of energy pursuing these environmental goals. There are further problems disposing of catalytic by-products and the hydroxides required to operate the converters.



I think that the issue needs to be debated in the widest context. In my view the biggest impediment to air quality improvement is the imposition of a toll to enable early funding of the project and the franchising of a private, profit driven consortium to design and operate the tunnel. The toll will have the effect of retaining some of the

traffic on the surface street system, compromising the full air quality benefits available from the scheme. I would therefore be opposed to any additional loading on the cost of the scheme which will have the result of extending the toll franchise period beyond what is necessary to get the project delivered as soon as possible.

I think that it is relevant to keep the issue of air quality in the public arena so that the RTA has the benefit of visible and informed public opinion to support its regulatory role. I think that the role of the Society is to remain vigilant and informed on the issue. At this stage I do not think that we should join an essentially emotional clamour to have scrubbers fitted to the tunnel.

At this stage I would rather see our scarce resources invested in more effective pollution controls and measures that encourage people to leave their cars at home whenever they can.

- Steve Stewart
Traffic Convenor

As we go to print . . .

The State Government announced on Tuesday, 21 May, that it would invest \$45 million in bus priority lanes. Of particular interest to Glebe residents will be the extended bus lanes along Parramatta Road and Victoria Road.

From the archives

An occasional series presenting items from the Society's archives.

THE GLEBE SOCIETY
BULLETIN
NO. 1 of 1973

THE REUSSDALE AFFAIR

On Saturday, 27th January, Mr Ross Wilson held a lively party for about 200 friends in Glebe Town Hall to celebrate Australia Day and to draw attention to the architectural and historic importance of the buildings in Glebe designed by Ferdinand Hamilton Reuss, Snr.

Probably the finest of these - and certainly the best known - is Reussdale, 160 Pyrmont Bridge Road. For nearly 100 years, until recently, this was the Presbyterian Manse of Glebe. Together with the adjacent church and other buildings it is still owned, but no longer used, by the trustees of the Presbyterian Church of Australia. The Glebe Society Bulletin No.5 of 1971 carried a front page picture of Reussdale and an outline of its history and importance.

In 1971, after the local congregation had moved to other premises, it was learnt that the Church proposed to lease the land to a developer who would raze all of the existing buildings and build a huge lodging house. The application was even passed by the old Council, but fortunately the scheme fell through and was eventually abandoned.

Last year (1972) it was reported that the Church trustees had signed an agreement to lease the premises for 60 years to an art director, Mr E.H. Marr. He planned to convert the church buildings to a cultural centre with a drama theatre, ballet classrooms, art gallery, etc. and to retain Reussdale as a residence. Interested Glebe Society members breathed sighs of relief that here was a viable

proposal that would preserve these two valuable buildings.

That was four or five months ago. Leichhardt Council seems sympathetic to the scheme, but approval is apparently bogged down somewhere in the State Planning Authority. This, in itself, may not matter much except that at the time the agreement was signed the local congregational

authorities dispensed with the tenants of Reussdale. And since then they have allowed the buildings to deteriorate and become the prey of vandalism.

Fears have been expressed that this is part of a D.M.R.-type plan to let Reussdale decay and then demolish it as too decrepit to be worth saving - there is, after all, a clause in the

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Notes from the Secretary

Moving banks

After a significant wave of bank closures, the Commonwealth is the only bank which maintains a presence in Glebe Point Road. In support of its continued existence as a service to Glebe residents, the Management Committee has decided to move the Society accounts from the National to the Commonwealth Bank.

Annual General Meeting

The Society's AGM has been set down for 11 am on Sunday 25 August 2002 at Benledi. More details later.

More on graffiti

Local Government Minister Harry Woods has been quoted (*The Glebe*, 24 April 2002) as saying that **graffiti costs the community up to \$100 million a year**. "Experience has shown that the most effective way to frustrate offenders is to remove graffiti as quickly as possible and to keep removing it when it reappears," Mr Woods said.

Given the costs to the community, it is surprising that government hasn't moved to restrict the ready availability and easy affordability of spray paint.

Why should you as an individual care about graffiti removal? Leichhardt Council says that "graffiti sends a strong message that an area is not respected and that no-one really cares. In addition there is the financial cost of removing graffiti,

and the social and economic cost of a downturn in activity in the area.

Rapid and repeated removal of graffiti from your premises will:

- save you money in the long run,
- demonstrate ownership and care of your property,
- maintain the value of your property,
- increase the feelings of safety in the local area, and
- encourage others to do the same."

Future Directions in Social Housing

Inner Voice (the journal of the Inner Sydney Regional Council for Social Development, Summer 2002) reports that the Minister for Housing, Dr Andrew Refshauge, announced on 14 February a package of reforms, including:

- the introduction of bonds for new tenancies,
- the introduction of leases,
- a 'shared ownership' scheme,
- the introduction of the concept of 'selfbuild',
- a government guarantee loans scheme, and
- government tenancy guarantees of \$1000 to landlords.

The journal notes that the initiatives seem aimed at reducing public housing, and making what remains of it operate on terms similar to those in the private housing sector.

Notice Board

The Glebe Art Show 2002

The Annual Glebe Art Show is on from Saturday 22 June to Sunday 30 June 2002 at Benledi 186 Glebe Point Road and the Glebe Library. The aim of the exhibition, which is organised by the Glebe Art Show Committee, is to focus attention on artists living and working in the Leichhardt Municipality. Entry forms are available from the library and entries should be submitted on Wednesday 19 June between 2 pm and 7 pm.

The following prizes are being offered:

Non-Acquisitive Open Art Prize \$4,000

Donated by Glebe Businesses and the Broadway Shopping Centre

Works on Paper Prize \$1,000

Donated by Casey's Celtic Bar

Photography Prize \$500

Donated by Richard Ware Real Estate and Ray White Real Estate

People's Choice Prize \$250

Donated by the Haven Inn

The show will be opened by the Mayor, Cr Maire Sheehan, on Friday, 21 June at 6 pm.

Contact Robyn Lawrence, ph 9660 8036 for more details.

Clayworkers Gallery

The Inner City Clayworkers Gallery Co-op Ltd



Corner St John's Rd and
Darghan St

Glebe NSW 2037

Ph/ Fax : 02 9692 9717

www.clayworkers.com.au

In June the gallery celebrates its 20th Anniversary by showing recent works by Rosa Chan, Margaret Hall and Barbara Mason.

Rosa Chan: Porcelain functional ware with on-glaze decoration.

*Margaret Hall: "Lighthouses, Lanterns and Lamps"
Light shining through clay... garden lights and house lamps*

Barbara Mason: Porcelain Bowls and Pots

Wednesday 5 June – Sunday 30 June

Gallery open Wed- Sun, 10.30 am - 6 pm

The Heritage of Hunters Hill

The Hunters Hill Trust has published the 4th Edition of the *Heritage of Hunters Hill*. This 150 page book contains photographs by the late Douglass Baglin of over 350 listed homes and buildings in Hunters Hill together with a brief description of their history

The book is available from the Trust at PO Box 85, Hunters Hill 2110 for \$29.95 plus \$6 postage or from Gleebooks

Glebe Public School

Glebe Schools Community Centre in conjunction with Anglicare Marrickville is running a free six week long Parenting Course on Thursdays from 10 am - 12 pm from 16 May to 20 June at Glebe Public School, 9 - 25 Derwent Street, Glebe.

For further information, please contact Jenny 9560-8622 or Teresa 9566 1761.



Forest Lodge Public School

*Home of The Glebe
Society Archives*

Principal: Mrs Elva Salter Phone 9660 3530

Sandstone

If you are looking for sandstone to match the 19th century sandstone often used in buildings in the Glebe area, try the Sydney Secondhand Sandstone Company, phone or fax 9905 7151.

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From the archives - 1973

proposed lease allowing demolition of the buildings if they reach such a state.

But this seems unrealistic — the demolition clause is only what would be expected in normal commercial practice, and anyway, the church trustees have a veto over any such destruction. And they have expressed their hope that the buildings can be retained.

There remains then one crucial question - why are Reussdale and the church building being allowed to be despoiled? Mr Marr apparently has no control until the lease is actually finalised. Property management in the Presbyterian Church is a complex matter, but the responsibility in this case would seem to lie with the local congregation. What is it doing?

- Vernon Winley

For your diary ...

Wednesday 12 June 7:30 pm Management Committee meeting Toxteth Hotel.

Friday 21 June for ten days Annual Glebe Art Show. Entry forms available at Glebe Library, artworks due 20 June.

Sunday 30 June 3:00 pm *Coro Innominata* presents *Maria Sanctissima*, music from Renaissance Spain St Scholastica's Chapel. Tickets \$20/\$15, ph.9327 3420.

Sunday, 14 July 11 am Glebe Society birthday party afloat on the Harbour. Booking form in next Bulletin.

Sunday 25 August 11:00 am AGM of The Glebe Society Inc. Benledi. Followed by refreshments.

14 - 22 September Glebe Week organised by the Glebe Chamber of Commerce. Details to be announced.

Saturday 9 November (Glebe Music Festival event) A Cabaret of songs, eg. by Bricusse and Newley, Gershwin, Ebb and Kander, Piaff, Hart and Rodgers, Hanley and Irving Berlin 8:00 pm Margaretta Cottage. Tickets (limited) \$40/\$20 include snacks and beverages.

Sunday 10 November (Glebe Music Festival event) Students of the Conservatorium of Music will perform 2:30 pm Great Hall, University of Sydney. Tickets \$10/\$5 include afternoon tea.

Friday 15 November (Glebe Music Festival event) Cantolibre — Latin American music with 40 acoustic instruments 8.00pm Margaretta Cottage. Tickets (limited) \$40/\$20 include wine, juice, tea, coffee and cake.

Sunday 17 November (Glebe Music Festival event) In conjunction with *Coro Innominata* — motets by Stainer, Harris, Bairstow and featuring Purcell anthems. 3:00 pm St. Scholastica's Chapel. Tickets \$20/\$15

The Glebe Society Inc

www.glebesociety.org.au

Management Committee

President	John Buckingham	9660 7780
Vice-President	Andrew Craig	9566 1746
Immediate Past President	Bruce Davis	9660 7873
Secretary	Liz Simpson-Booker	9518 6186
Treasurer	Fay Mander Jones	9552 4172

Committee Members:

Cynthia Jones 9660 2451	Jeanette Knox 9660 7781
David Mander Jones 9552 4172	Hilary Wise 9660 5845
Marianne von Knobelsdorff 9692 0916	

Sub-Committee Convenors

All convenors are *ex officio* members of the Management Committee

Bays and Foreshores	Collin Hills	9660 8608
Environment	Horst Schwarz	9660 7926
including Noise Pollution	Andrew Craig	9566 1746
FRROGs	Roberta Johnston	9552 3248
Planning	Neil Macindoe	9660 0208
Transport and Traffic	Steve Stewart	9660 5845

Project Teams

Clean Up Glebe	Horst Schwarz	9660 7926
Conserving Glebe Heritage	David Mander Jones	9552 4172
Foreshore Walk and Cycleway	Judy Vergison	9692 9200

Contacts

Archivist	Lyn Milton	9660 7930
Historian	Max Solling	9660 1160
New members	Hilary Wise	9660 5845
Bulletin Editor	Bruce Davis	9660 7873
Web Master	Cynthia Jones	9660 2451

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
PO Box 100
Glebe 2037

DISCLAIMER

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

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The **GLEBE**  **SOCIETY Inc**
PO Box 100 Glebe 2037

POSTAGE
PAID

MEMBERSHIP OF THE GLEBE SOCIETY INC

Ordinary member	\$40
Additional household member	\$5
Concession (student or pensioner)	\$20
Business or institution	\$100

Write to PO Box 100, Glebe, 2037 or phone the Secretary, Liz Simpson Booker, on 9518 6186.

If you have a matter that you would like to discuss with the Management Committee, please phone the Secretary to attend a meeting.

CARE FOR THE COMMUNITY

Report ALL street cleaning issues, dumped litter, recycling problems, and abandoned cars to:

LEICHHARDT COUNCIL
CUSTOMER SERVICE

Phone: 9367 9222 Fax: 9367 9008

email: leichhardt@lmc.nsw.gov.au

Dumped supermarket trolleys 1800 641 497

Aircraft noise 1800 802 584

Copy deadline for the next issue
Tuesday, 18 June

