

PYRMONT PENINSULA PLACE STRATEGY

by Ted McKeown

On 31 July the NSW Government issued its 96-page draft Pyrmont Peninsula Place Strategy, which will be open for exhibition until 13 September. The Planning Strategy is intended to guide the transformation of the Pyrmont Peninsula over the years to 2041.

According to the Minister for Planning and Public Spaces, Rob Stokes:

Everyone accepts that change is inevitable – Pyrmont always has – but everyone agrees that the time is right to improve access to the harbour and to public spaces, to active (and public) transport, to education and jobs, and to provide a better built environment that respects the layers of history that have made Pyrmont the jewel that it is.



Wentworth Park in 2010 (photo:genericavatar)



Some say that Pyrmont is a village, some say it is an extension to the CBD. I reckon Pyrmont is both of these things, and more. Our plans for Pyrmont protect its past, and direct where change is going to occur, along with the public benefits that are necessary to ensure that as Pyrmont grows, it will become an even better place for people to work, live and play.

Noble sentiments, but, as always, the devil is in the detail. In this regard, see <https://www.planningportal.nsw.gov.au/Pyrmont>.

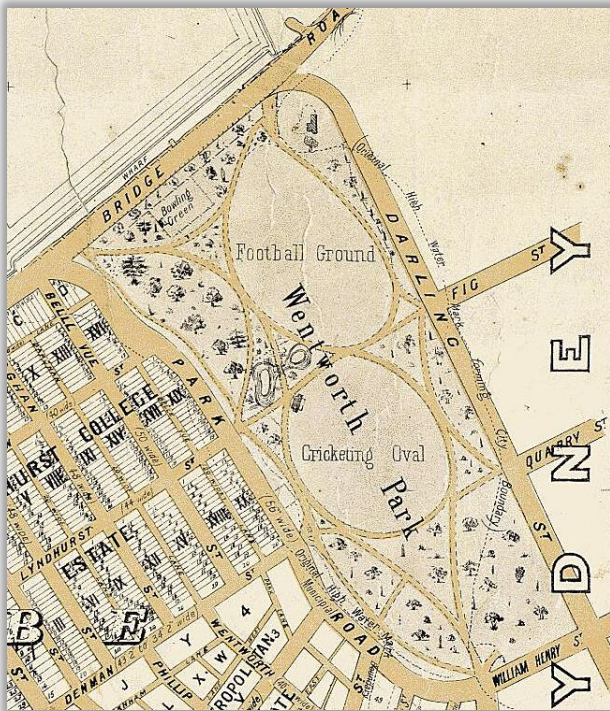
But whatever one thinks, it is at least refreshing to see that the Government (or at least the Minister) seems intent on actually *planning* something, rather than responding to *ad hoc* unsolicited proposals from developers – the most recent having been the hare-brained Star Casino proposal to erect a \$529 million 66-storey hotel/residential tower. This was rightly and appropriately knocked back by the Department of Planning and the Independent Planning Commission, but it was a close call.

Of particular interest to us is that for the purposes of the draft Place Strategy, 'Pyrmont Peninsula' is defined to include parts of Glebe, namely the head of Blackwattle Bay (the proposed site for the relocation of the Sydney Fish Market) and Wentworth Park.

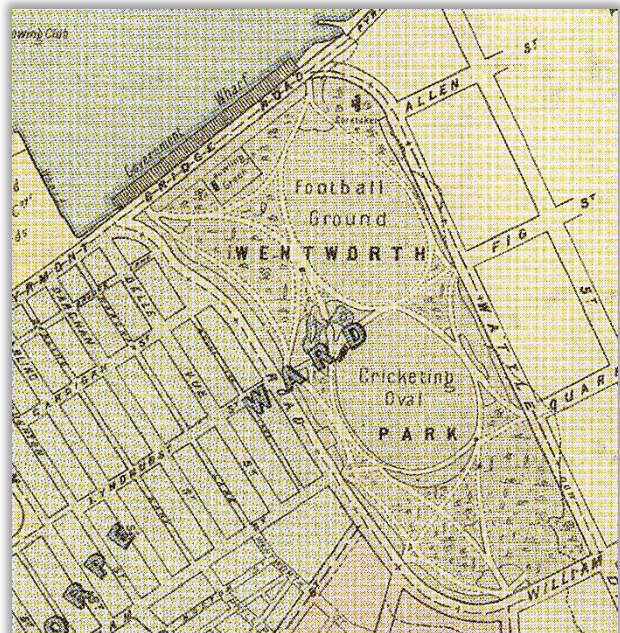
Wentworth Park

Wentworth Park is Crown Land. The *Blackwattle Bay Land Reclamation Act 1873* provided for the reclamation of the swamp land at the head of Blackwattle Bay, and stated that it was lawful for the Governor with the advice of the Executive Council to 'either let or sell the same or any part thereof by public auction in one or more lots and subject to such conditions as the Governor aforesaid may deem fit and to lay down construct or erect on the land so reclaimed or on any part thereof any streets roads jetties sewers or other public works or buildings or any dwelling-houses shops stores or warehouses from time to time subject to any conditions as aforesaid. Provided that a portion not being less than a fourth part of the entire area so reclaimed shall be set apart and *dedicated in perpetuity for a park or place of public recreation.*' In 1878 the Act was amended to increase the 'one fourth part' to 100% of the area reclaimed, thus prohibiting any commercial exploitation of the reclaimed land.

The area was proclaimed as a public park in the *Government Gazette* of 10 November 1885 (Dedication No: D500010; Torrens title identifier: 678/729635). The park was originally laid out magnificently in accordance with Victorian landscaping ideas – see below:



Extract from a map of Glebe, Camperdown, Newtown, Macdonaldtown & Darling, 1886 by Higginbotham and Robinson source: City of Sydney Archives)



Extract from a map of The Glebe from the Atlas of the Suburbs of Sydney by Higginbotham & Robinson, 1886-1888, City of Sydney Archives

However, it soon fell on hard times – Pymont Bridge Rd became a busy arterial road, cutting off any access to the foreshore of Blackwattle Bay, which was itself developed for industrial purposes; the goods line from the City to Dulwich Hill via Darling Harbour and the wharves at Pymont was pushed through the park on a viaduct (which is itself a thing of beauty, but does take up a substantial chunk of the park); but most importantly, the middle section of the park was, in 1932, effectively turned over to the greyhound racing industry. A kindergarten was built in the southern section of the park in 1916 and remained there until it was burnt down in 1991.¹



Ellen Desailly Kindergarten in Wentworth Park in 1964 (City of Sydney Archives)

The northern and southern sections of the park are administered on behalf of the Crown by Sydney City Council. However, the central section, now known as the Wentworth Park Sporting Complex, was until 2016 administered by a Trust, with a Board comprising community representatives and representatives of the greyhound racing industry, the Crown Lands Department and the City Council. Susie Cleary was the chairperson of the Trust Board from 2005 to 2013, and I (having joined the Trust Board in 2005), was chairperson from 2 March 2015 until the appointment of all Board members expired on 26 May 2016. On that date, the Minister for Lands and Water (then Niall Blair) elected to appoint an Administrator (Jason Masters)

‘for an interim period of three months’ – presumably because of the uncertainty surrounding the continuation of greyhound racing in New South Wales. Readers will recall that the then Premier, Mike Baird, famously banned greyhound racing with effect 1 July 2017, then spectacularly backflipped on that decision in October 2016. Mr Masters was replaced as Administrator by Rod Gilmour in August 2016, and in August 2018 Mr Gilmour became ‘Land Manager Administrator’, the Trust Board having been legislated out of existence.

In the meantime, a pop-up school was erected in the park, partly on the Sporting Complex land, and partly on the southern section of the park administered by the Council. Ultimo Public School moved into the pop-up school while its own site in Wattle St was being redeveloped, and the original deal with the Department of Education was that the temporary buildings would be demolished once Ultimo Public School relocated, and the Department would fund the completion of the palisade fence around the Sporting Complex. However, the Department seems to have reneged on that deal, since we now learn that the Department has extended the arrangement so that the staff and students of Fort Street Public School in the Rocks can be relocated while their school gets a facelift. What next?



A greyhound, racing (photo: Peter Kaul, Pixabay)

So, there is no longer any community participation in the conduct or management of the Wentworth Park Sporting Complex. Any developments have to be discovered from secondary sources long after the event.

A way forward?

All a bit depressing, but there may be light at the end of the tunnel.

The No. 1 priority for Wentworth Park in the draft Place Strategy is to ‘investigate the return of the Wentworth Park greyhound track land and the temporary pop up school once their terms expire.’

In the same vein, the City Council at its meeting on 27 July passed a motion (proposed by Councillor Philip Thalys, seconded by the Lord Mayor and carried by a majority of 8 to 2) dealing in detail with the removal of greyhound racing from Wentworth Park. The motion covered a number of aspects of greyhound racing and its history in the park, including animal cruelty and problem gambling. However, for present purposes, the most important parts of the motion were that:

(G) this Council remains opposed to Greyhound Racing in NSW;
and

(I) the Lord Mayor be requested to write to the Minister for Water, Property and Housing and the Minister for Planning and Public Spaces requesting the removal of greyhound racing from Wentworth Park and reinstatement of the land as crown reserve for public recreation uses.

(See Virginia Simpson-Young’s article on pages 13 and 14 of the last *Bulletin* (6/2020) https://www.glebesociety.org.au/wp-content/uploads/bulletins/2020_06.pdf)

Of course, as Virginia points out, the Council has no jurisdiction over the park, which is a Crown reserve. And as she also points out, while it might be the wish of the Minister for Planning and Public Spaces to prioritise the return of Wentworth Park to the community, that doesn’t seem to be a view shared by his colleague, the Minister for Better Regulation and Innovation, Kevin Anderson. Time will tell who prevails in this ideological dispute within the Government!

In any event, two days after the Council motion was passed, Philip Thalys was interviewed on ABC Radio 702 (<https://www.abc.net.au/radio/sydney/programs/breakfast/p-thalys/12502258>). He said what we would all agree

with : *I'd like to see the grandstand come down,* and added that it is *only used a couple of nights a week for a very small crowd, and a diminishing crowd, of people who go to the dogs,* which we would also agree with *if the grandstand was used only as a grandstand.* But is he aware that the Greyhound Breeders Owners and Trainers Association (GBOTA) uses only the ground floor and first floor of the grandstand, and levels two and three are used as commercial offices, with three companies operating under leases of these two top floors – all of this in a public park! This is something that would never be permitted today, and which should never have been permitted when the grandstand was erected in 1985.

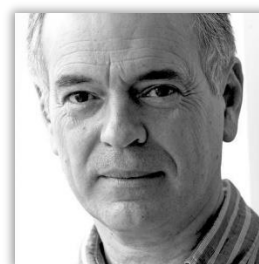


The grandstand at Wentworth Park which doubles as an office block (photo: Phil Young)

The GBOTA is secure as licensee of the Sporting Complex until 2027, so it is unlikely that greyhound racing will depart Wentworth Park until then, unless of course it is banned again or the GBOTA finds that racing at Wentworth Park does not justify the trouble and expense (as the National Coursing Association did in 2008 when it relocated its racing operations to Newcastle). But as mentioned above, we should also not lose sight of the fact that there are, for better or for worse, commercial tenants of substantial areas in the grandstand, and those commercial tenants have security of tenure until their leases expire.

Philip Thalís was also asked whether the money could be found to demolish such a substantial building. His response was: *Well, the Government had no problem knocking down the Football Stadium and this is tiny compared to that,* a sentiment we heartily agree with, but he went on to say that: *It is unused 99% of the time,* which is unfortunately not true.

So, in summary, pressure is building for the dogs, the dog track and the appalling 'grandstand' to leave Wentworth Park, and for the park to once again be a jewel in Glebe's crown.



Councillor Philip Thalís (source: Twitter)

Susie Cleary and I would just like to live long enough to see it!

1. For a detailed commentary on the history of Wentworth Park by Max Solling, see <https://www.glebesociety.org.au/socialhistory/wentworth-park-its-history-and-uses/>. See also Wendy Thorp: *Historical Context Report, Wentworth Park, Sydney, August 1990* - http://nswaol.library.usyd.edu.au/data/pdfs/13492_ID_Thorp1990WentworthParkSydneyHistoricalRpt.pdf



Make a submission

The draft Pyrmont Peninsula Place Strategy is on exhibition until midnight Sunday 13 September 2020. To read the document and make a submission go to: <https://www.planningportal.nsw.gov.au/Pyrmont>.

A Wolf at the Door

by Ian Stephenson

Ian has recently returned to Forest Lodge after a 20-year absence. He is a museum curator by profession and has been Senior Curator with the National Trust (NSW), Director of Historic Places in Canberra and CEO of the National Trust for South Australia. He is passionate about Glebe and keeping its special qualities, both architectural and social.

Readers of the Society's *Bulletin* will be aware of the proposal to excise 2A-D Wentworth Park Rd and 17-31 Cowper St, Glebe from the St Phillips Heritage Conservation Area in order to change the existing height limit of 9 metres to 36 metres. This is to allow the demolition of a two-storey flat building and four 1980s terrace houses and their replacement by two eight-storey apartment buildings.

The St Phillips conservation zone comprises the area bounded by Campbell Lane, St Johns Rd, Wentworth Park Rd, Cowper St the eastern boundary of 52 Glebe St and the rear boundary of properties 64-92 Cowper St.

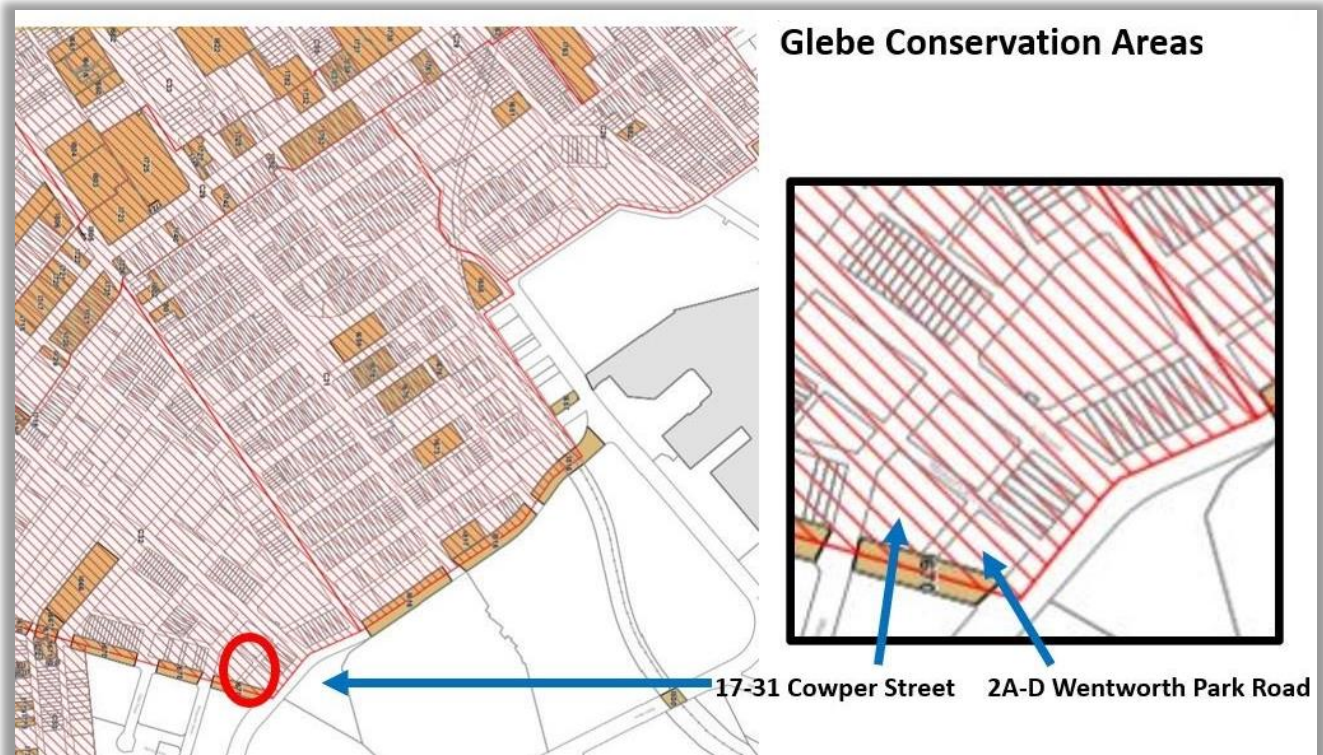


Fig 1: Glebe Conservation Areas, City of Sydney Local Environment Plan (LEP), 2012, a detail of the St Phillips Heritage Conservation Area is on the right (source: Ian Stephenson)

It was owned by the Anglican Church from 1828 until 1974. In the 1920s the land was seen as *being too valuable for residential purposes*¹ but the Church resisted overtures to sell. After the Second World War the Cumberland County Planning Scheme placed nearly all of Glebe under great pressure, partly for the planned construction of two expressways and partly for 'slum clearance'. Additional impetus for development came with the passage of the Conveyancing (Strata Titles) Act, 1961 which, in other parts of Glebe, led to the demolition of some houses for the construction of three storey strata titled home units.

Glebe was becoming an endangered species, but in the last half of the 1970s the tide rapidly turned. In April 1974 the Federal Government, under the leadership of the Minister for Urban and Regional Development, Tom Uren, announced the St Phillips and Bishopsthorpe estates would be purchased from the Church of England. In November the National Trust listed most of Glebe as a conservation area noting it *contains the largest continuous number of 1860s and 70s cottages and terraces forming a continuous townscape in Australia* [and] *it is handsome, coherent and largely complete* [because its] *scale and character have been little disturbed by modern intrusion*.² Then in 1977 with the election of the Wran government the expressways were scrapped.

The Federal Government's Glebe Project included the conservation and renovation of over 700 houses. It was the first time in Australia that a government had provided low income housing by rehabilitation rather than development. The work was of very high quality.

In 1985 the Glebe estate was transferred to the NSW Government. The NSW Housing Commission's in-house architects designed infill housing which reflected the form and scale of the Glebe townscape. They brought great skill to the task. The two buildings proposed for demolition are part of their work.



2A-2D Wentworth Park Road, Glebe, DP 244897 18 Wentworth Park Rd and Cowper St corner



Fig 2 & 3: (source: Ian Stephenson)

The scheme at 2A-2D Wentworth Park Rd provides four three-bedroom terrace houses which have been designed to fit in with the adjoining row of six mid-Victorian terraces, *Premier Terrace*.



17-31 Cowper Street, DP 244897 17 Cowper Street and Wentworth Street corner



Fig 4 & 5: (source: Ian Stephenson)

The neighbouring flat building at 17-31 Cowper St, Glebe is an unusually sophisticated response to the aesthetic of place in the way it uses scale, texture, modelling, pattern, vicinity and variety to respond to the historic townscape. It is also well considered in terms of amenity and livability. It is beautifully detailed and provides its tenants with private

open space, as well as shared open space. It represents a level of care, imagination and respect for both residents and the townscape which is unusual. It should not be demolished.



Fig 6 & 7. The courtyard at 17-31 Cowper St (left), the Courtyard (above) (source: Ian Stephenson)

The Physical Context

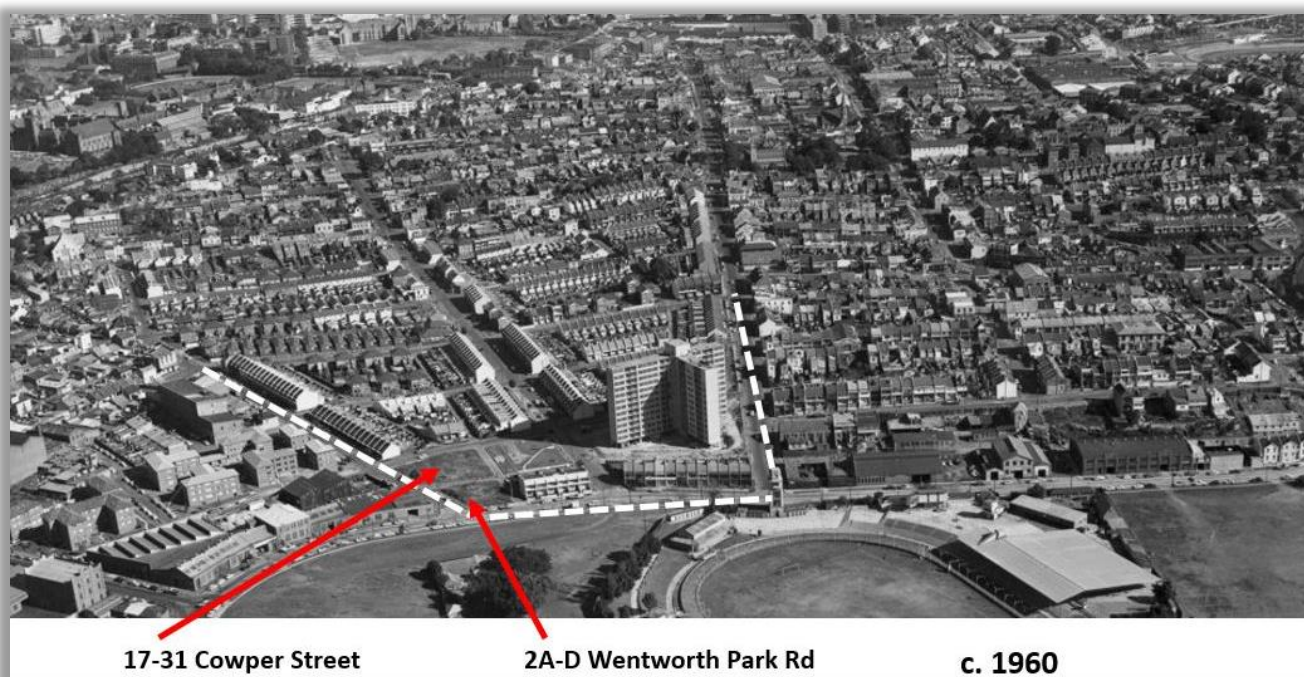


Fig 8: The boundaries of the St Phillips Heritage Conservation Area are represented by the dotted line. The 11 level John Byrne Court at the right of the image was built in 1959. The buildings in the bottom left of the image outside the conservation area are late-1940s Housing Commission flats and a depot. They have now been replaced by 6-, 7- and 8-storey apartment buildings. (Source: City of Sydney Archives)



Fig 9: 2 A-D Wentworth Park Rd and 17-31 Cowper Street from the north, 2020. The high-rise apartments outside the conservation zone can be seen at the top of the image (source: the author)



Fig 10: The St Phillips Heritage Conservation Area in 2020. The high-rise apartment buildings to the left are outside the conservation zone, (source: Ian Stephenson)



Fig 11: Looking into the conservation area from across Cowper St, (source: Ian Stephenson)

The Proposal



Fig 12: The elevation of the proposed buildings facing the Paddy Doherty Reserve, viewed from Wentworth St (source: City of Sydney)



Fig 13: The building on the left will be for housing department tenants, the building on the right is private housing, (source: Prince's Trust Australia)

The existing buildings comprise 4 x 3 bedroom houses at 2 Wentworth Park Rd, and flats with a total of 15 bedrooms at 17-31 Cowper St, making a total of 27 bedrooms. The social housing component of the proposed development will include 42 bedrooms, a net increase of 15. The existing accommodation includes private open space, public open space and fits in with the context of the neighbouring houses. These features, which add to the liveability and amenity of the dwellings, will be absent in the new scheme.

Its Impact

One of the things which gives Glebe its identity and makes it a place of exceptional heritage significance is, that with a small number of exceptions, its late 19th century scale and topography remain intact. The controls for the St Phillips Conservation Area identify the 1959 11-storey John Byrne Court as a detracting element and provide height limits to prevent new buildings destroying the scale of Glebe.



Fig 14: John Byrne Court from St Johns Rd, (source: Ian Stephenson)

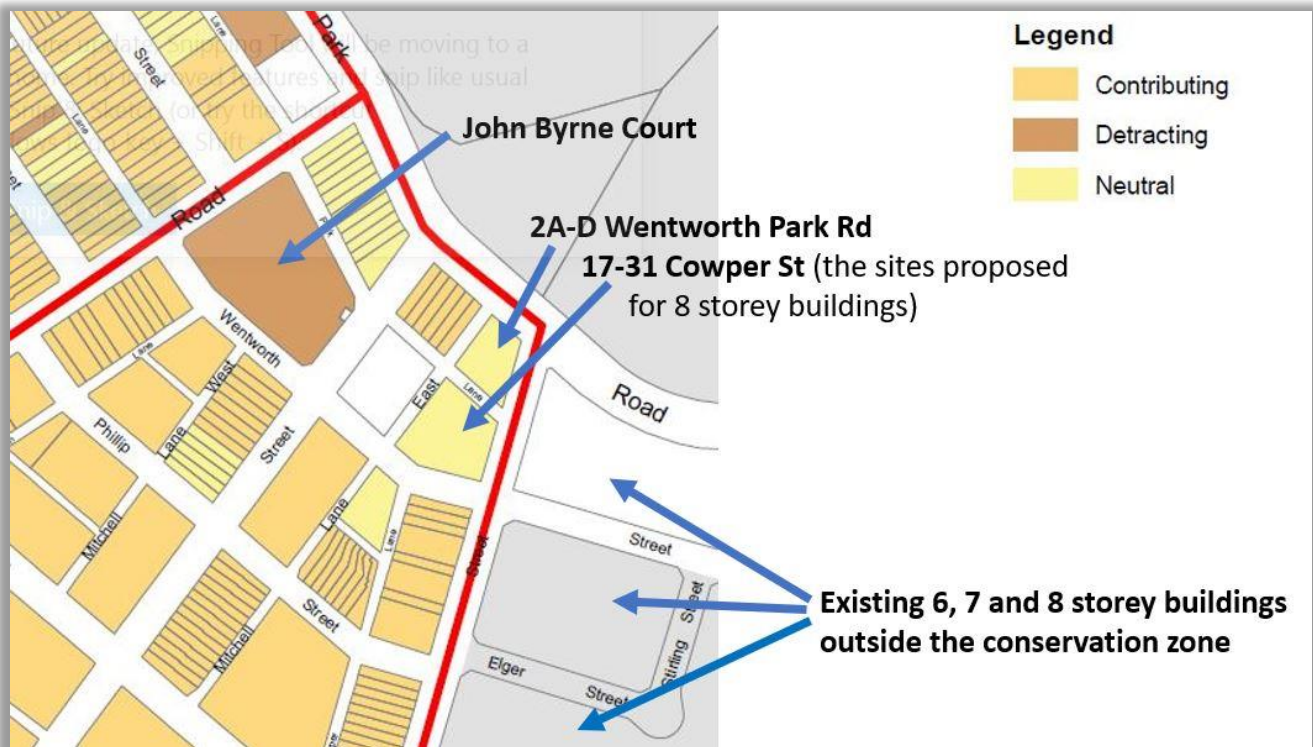


Fig 15: The red line marks the boundary of the St Phillips Heritage Conservation Area, adapted from the Sydney City Council LEP 2012

The construction of two 8-storey buildings within the St Phillips estate changes John Byrne Court from being a non-conforming element to one of three high rise buildings and opens the way to more high rise being built on the Land and Housing Corporation (LAHC) infill sites, the buildings designated as neutral on the above map.

There has been an attempt to make the scheme more acceptable to the character of the Glebe by designing the buildings to look like Edwardian brick warehouses. Such buildings are characteristic of Ultimo and Pyrmont, not Glebe. Their construction in the St Phillips estate is quite contrary to the planning goal of nurturing Sydney as a *city of villages drawing on the unique character of each area, including topography, landscape, street and park layout, setting, public buildings, heritage, streetscape, land uses and buildings* as it blurs the distinct identities of Glebe and Ultimo.

The Prince's Trust Australia, who were commissioned by the NSW State Government to work on the project, claim in their website that the development *responds to the local character of Glebe and shows how new housing can be sensitively built in an established inner-city neighbourhood. This project will be sustainable, respect local character and create a mixed-income community which includes social and affordable housing*³. It is bitterly ironic that the infill housing which is being demolished is an exemplar of how new housing can be sensitively built in an established neighbourhood and the scheme proposed to replace it does not respect local character.

The scheme should be opposed for many reasons. These include: the demolition of post 1974 public housing, which is recognised in the Local Environment Plan (LEP) as being of heritage significance (this is particularly regrettable in respect of the building at 17-31 Cowper St which is of high architectural merit); destroying the scale of this part of Glebe by creating a precinct of three high rise buildings; creating a precedent for more high rise development on the 1980s infill sites and blurring the architectural character of Glebe and Ultimo.

In addition, it only provides an additional 15 social housing bedrooms and these with less amenity than the 27 currently on the site.

Other Options

The present proposal can be summarised as being the wrong thing in the wrong place. A better alternative exists. That is to relocate the two 8-storey towers to the Land and Housing Corporation site at 45-51 Bay St, Glebe. This large site is not in a conservation zone and adjoins Edwardian brick warehouse style buildings so that the new buildings will better match the identity of the neighbourhood.

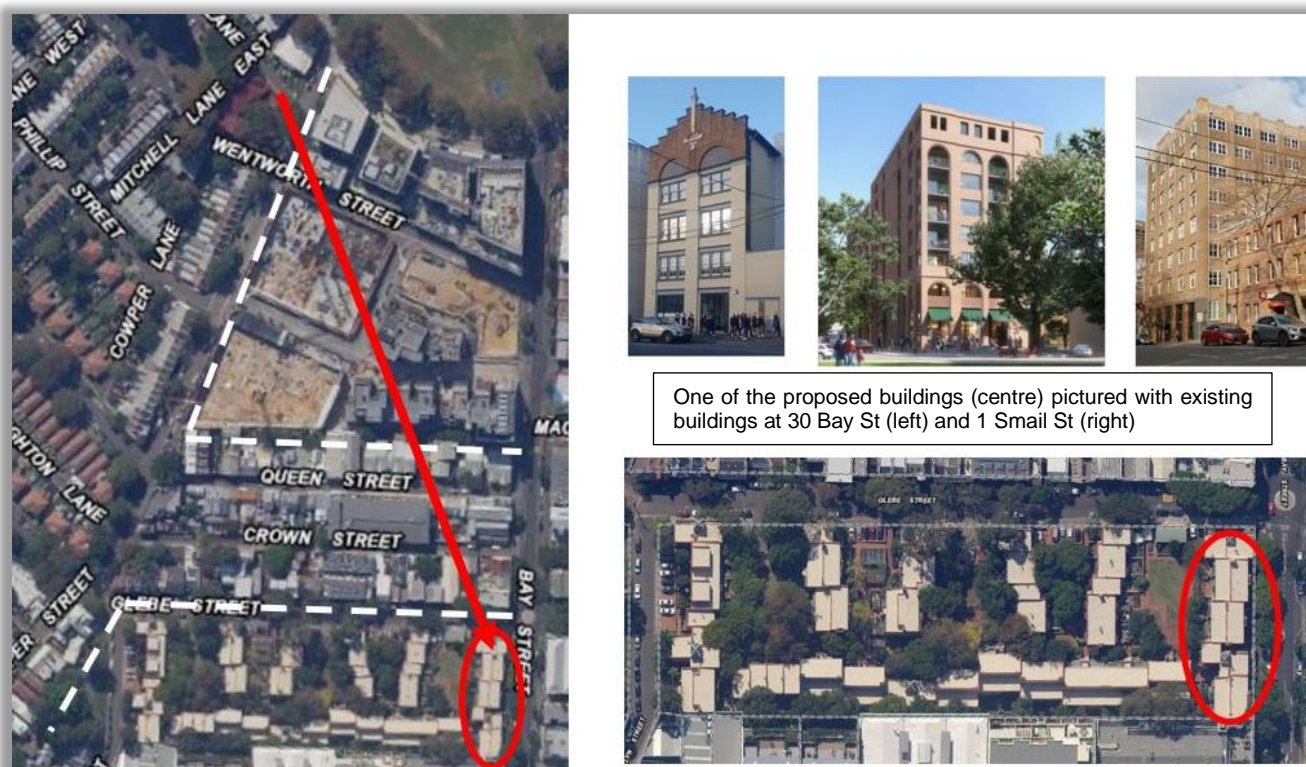


Fig 16: The buildings proposed would be better located on the Land and Housing Corporation property at 45-51 Bay St Glebe (source: six maps, Ian Stephenson and Prince's Trust Australia)

The Next Steps

The rezoning of 2A-D Wentworth Park Rd and 17-31 Cowper St will be placed on public exhibition and be available for comment. If you share my concerns please ensure you make a response.

Notes: 1. *The Argus*, 27 March, 1920, p. 20. 2. This was a non-statutory listing but became the basis for listing by Leichardt Council and was the genesis of the heritage conservation areas in the current City of Sydney LEP. 3. Prince's Trust website, Princes Quarter Glebe, see <https://www.princes-trust.org.au/current-projects/>

How the Blackwattle Bay Precinct and Fish Market Developments intend to deal with increased traffic and transport needs

By Janet Wahlquist, Transport and Traffic Subcommittee Convenor

Infrastructure NSW has released the Traffic and Transport Strategy¹ proposed for the new Fish Market and Blackwattle Bay Developments. This article will attempt to summarise what is proposed and what it might mean for Glebe/Forest Lodge. Presently there are three possible development designs. It is anticipated that the two sites, the new Fish Market and the residential/retail development will add between 2,050 and 3,340 residents to Blackwattle Bay and between 3,320 and 6,550 employees. It is anticipated this will result in a number in the vicinity of 7,205 to 9,756 trips on a weekday between 7am and 9am.

Based on 2016 Census data for the residents of Pyrmont/Ultimo, 44% of residents walk or cycle to work, 30% catch public transport and 24% drive. The data for people who work in Pyrmont/Ultimo shows that 11% cycle or walk to work, 54% catch public transport and 35% drive. The method of transport presently used by visitors to the Fish Market is not included in the material.

The new Sydney Fish Market will have the same amount of parking on site as the current Fish Market for both workers and visitors, so an increase of employees and visitors, unless the movement is by public or active transport, will result in a serious parking problem in the surrounding area. The report recognises that the surrounding road network is 'highly constrained' and that there is little scope to accommodate new traffic demands during peak periods. The report envisages that by improved public transport and active transport facilities, more people will attend by this means than by private vehicle.

The material does set out that presently transport to and from Pyrmont/Ultimo is split 65% public/active transport and 35% by private vehicle. The transport plan recognises that this will not be sustainable, and the aim will be to change the balance to 80% public/active transport and 20% private vehicle. It is clear from these figures that without significant changes to traffic and transport structure the approval of the developments will result in gridlock.

Current Public Transport

Presently the available public transport that conveniently services the Fish Market is the light rail network which has two stops that can be used, Fish Markets and Wentworth Park. There are two bus routes, the 389 which stops in Harris St and the 501 that stops in Miller St, Pyrmont. Neither of these stops is particularly close to the Fish Market. Walking or cycling to the Fish Market from Glebe involves walking/cycling on a narrow, shared path.



Blackwattle Bay Before the Storm (photo: Phil Vergison)

Future Public Transport for the new developments

The new Fish Market is closer to Glebe at the head of Blackwattle Bay making the Light Rail stop at Glebe and perhaps Wentworth Park the most convenient for people attending the Fish Market. It is proposed that services could be increased. It is proposed that bus stops will be reconfigured to improve connections (details yet to be determined). A privately run ferry service is proposed.

The new metro from Central to Parramatta will have a stop at Bays West. (The exact place has not been made public, but my understanding is that Bays West is White Bay) There is also pressure for a stop in Pyrmont.

Proposed Active Transport

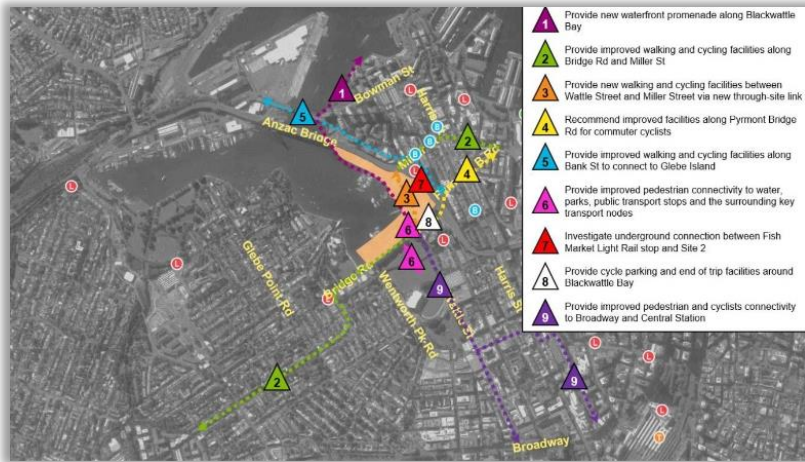


Figure captioned 'targeted public transport solutions' in Infrastructure NSW's 'Blackwattle Bay Traffic and Transport Strategy'

The Fish Market/Blackwattle Bay Development Plan includes a waterfront promenade. The proposal is for improving walking and cycling facilities from Pymont Bridge Rd to Miller St and Wattle St. It is also proposed that walking/cycling facilities be created along Bank St to Glebe Island. This would involve the renovation and rejuvenation of Glebe Island Bridge and a connection through to Balmain/Rozelle. It is also proposed that there be improved pedestrian and cyclist connectivity to Broadway and Central Station. Investigation of an underground connection between Fish Market Light Rail Stop and Blackwattle Bay is proposed. There is to be bicycle parking at Blackwattle Bay.

Parking and Traffic Changes

It is proposed that there be no increase in the number of parking spaces for the Fish Market. It is suggested that staff parking may need to be reduced. A new signalised intersection at Wentworth Park Rd and Pymont Bridge Rd will be needed to allow access to the new Fish Market for both trucks and cars entering the car park and loading bays. This will undoubtedly increase traffic and delays on those roads.



Key sites in the Blackwattle Bay development (photo: Phil Vergison)

A new access is proposed to the current Fish Market site (this will be the retail and residential development) from Miller St and Bank St and Wattle St and Bridge Rd intersections. This is referred to as a new local street which will provide pick up and drop off facilities and access for public transport. The use of car share programs will be encouraged. It is proposed that parking be discouraged by the car park charging maximum car parking rates. It is also proposed that parking for residents, and employees of the residential/retail development be minimal. This proposal will create parking problems for residents in nearby streets.

Conclusion

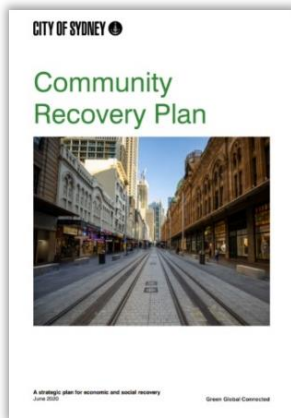
There is little doubt that the approval of the Fish Market/Blackwattle Bay Developments will greatly increase the density of the current Blackwattle Bay area, and have a flow-on effect of increased vehicle, cycle and pedestrian traffic in Glebe and Forest Lodge. The extra signalised lights will also create traffic delays for local traffic. The proposals for scarce and expensive parking will result in parking problems for Glebe residents as visitors and residents of the new development look for parking. There is no doubt that these developments will impact Glebe and Forest Lodge.

The upside is the possibility of improved and more attractive facilities for cyclists and pedestrians.

¹ The report was sent by Infrastructure NSW to one of our committee members. It does not appear to be publicly available on the internet. Some information about the Strategy can be found in other material here: <http://infrastructure.nsw.gov.au/blackwattlebay>.

City of Sydney's Community Recovery Plan

By Virginia Simpson-Young



City of Sydney has produced a Recovery Plan, comprised of a plan for the community, for the City of Sydney as an organisation and a financial recovery plan. Referring to the COVID-19 pandemic, the recovery Plan says:

Existing inequities in our society and economy have been exposed and exacerbated. New groups of vulnerable people have also emerged. Conditions for many are severe. We will continue to address their most urgent needs and advocate on their behalf for support by other levels of government. Some of Sydney's other chronic stresses that affect our communities have been amplified because of this pandemic. They include housing affordability, social cohesion, employment diversity and transport issues in particular. Our actions have been prioritised to respond to these.

We will measure progress and outcomes of this plan against four recovery goals:

- 1. Recovery is inclusive and equitable*
- 2. Recovery supports a resilient economy and community wealth building*
- 3. Recovery is a catalyst for a green and sustainable future*
- 4. Recovery is strengthened by a robust and diverse cultural sector*

The Plan can be found here: <https://www.cityofsydney.nsw.gov.au/council/publications-updates/integrated-planning-reporting/city-recovery-plan>

Bridge Rd pop-up cycleway



By Mark Stapleton, Glebe Society President

The Glebe Society understand that the City of Sydney and Transport for NSW are installing new walking and riding connections which have been fast-tracked and more road space will be reserved for cycling as part of its plan to help people move around while physically distancing. This has included rapid installation of trial cycleways on certain routes including Bridge Rd in Glebe and a planned route using part of St Johns Rd through to Broadway.

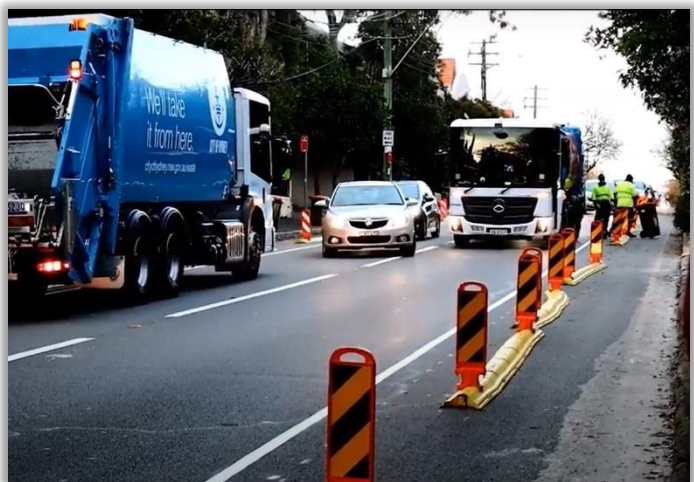
The City and Transport for NSW each installed three new separated cycleways using barriers, line markings and lane dividers. The first locations include Pyrmont Bridge Rd, Glebe and Pyrmont.

The Glebe Society has long advocated improved provision of safe cycle paths and integrated transport options for people living, working and visiting in Sydney. However, in this community we find there are serious questions about the implementation of the new 'pop up' initiatives.

The recent pop up installations were not preceded by the level of public information and consultation expected by the community. We are interested in how these responsibilities were or are distributed between the City, the Department and the contractor. We have asked the City and State Government when and how notice of the changes was provided to households likely to be affected.

The issues include loss of out of hours parking for some residents but perhaps more importantly the loss of accessibility to services from meals delivery, NDIS services and simple social accessibility.

We understand that the current infrastructure is 'temporary' but we are asking what longer term infrastructure would provide for emergency and essential service provider access (eg fire, ambulance and police plus disability and home care and other service provision). Currently the loss of parking spaces outside of peak hour



Garbage collection on Bridge Rd (source: [YouTube video by John Poczynek](#).)

exclusions has a serious impact on local residents. We understand that affected parking spots are currently part-time only (non-clearway times) and time restricted with no exemptions for local permit holders. However, if low level cycleway dividers were used it would enable access by essential service vehicles, such as accessible taxis.

The current approach pits the interests of some of the community's most vulnerable members against those of cyclists who are doing their bit for the environment and the community. This seems an unnecessary and even absurd polarisation.

Aesthetically, the temporary installation is not at a standard suited to the local environment, especially given that it runs through a number of heritage conservation areas. Therefore, our question is what is the time frame for the transition from temporary to long term cycle ways along Bridge Rd? Many of our members have expressed the view that with the proposed move of the Sydney Fish Market the shift to a permanent cycleway is almost certain. Is that the City and Department's assumption too?

While we appreciate that responses to the COVID situation are, by definition, an emergency and 'rushed' reaction we question the response that establishes cycle paths on both side of Bridge Rd. Approximately 39 parking spaces are removed along the northern side of the cycleway route, and approximately 44 on the southern side. We would argue that either 39 or 44 spaces need not be lost.

In many other parts of the local government area cycleways have been established on one side of a road so that street parking is still available on one side of a street. In Glebe this has not been the case. We see no reason for this.

The Glebe Society always looks for ways to work with agencies to find the best outcomes. In this case it is great that the 'pop up' approach provides for flexibility and responsiveness. This is what we are asking for. We agree that a cycleway like this can form an important link between the city centre and the inner west and a safe alternative to bus travel for commuters who would usually use Parramatta Rd bus services. We do not disagree with a reduction in the speed limit to 40km/h along the cycleway corridor. We do not argue with the proposition that bike riding in Sydney has exploded over recent months, as workers and residents look for alternatives to public transport and for safe exercise options.

While the City promised fast-tracked temporary footpath widening in areas of high pedestrian activity in the city, and for local businesses in inner-city village centres and along main streets, we see no evidence of this in Glebe. And perhaps this is not the main issue in our community. What we want most of all is an open dialogue about how this initiative can best and safely be delivered.



The Bridge Rd cycleway between 'The Abbey and Ross St on 31 August (photo: Phil Young)



The Purpose & Value of 'pop-up' Cycle Paths

Dear Editor

It is important to understand the cultural shift that both governments and people are making for a healthier lifestyle and an improved environment – certainly, now that we have had time to reflect on the impact of COVID-19 and the opportunity for instant change. The City of Sydney has been proactive since 2004 about making roads safer for everyone. However, it has always been restricted by the conservative

attitude of Roads and Maritime Services that has viewed roads as only being for cars.

As a result of COVID-19 there has been 30% increase of cycling in the inner west and an increase in the sales of bikes. Currently there is a three month wait for e-bikes. Since RMS was absorbed into Transport for NSW, there has been a more integrated approach to how roads are managed and used (<https://future.transport.nsw.gov.au>).



Bridge Rd cycleway (photo: Jan Wilson)

The onset of COVID-19 afforded the NSW government the opportunity to follow the trend of other cities around the world, such as Berlin, New York and London. Roads were quickly changed for exclusive use for cyclists and pedestrians. The NSW Government in its wisdom, has worked collaboratively with City of Sydney to initiate 'pop-up' cycleways, in order to provide safe commuter routes for cyclists; thus reinforcing the philosophy that roads are for everyone. We have no entitlement to park our cars outside our own houses.

Main roads are controlled and maintained by Transport for NSW and secondary roads are managed by Council. The default speed limit is 50 kph on all roads in the City of Sydney area unless otherwise signposted.

Jan Wilson

Peter Thorogood remembered

Hello Virginia,

I was very sorry to read of Peter's death and extend my best wishes too to Mary and their family. Peter, as you describe, was central to the revitalisation of the Society's website – we used to have small group meetings at my place in the early days including Phil Young, then moved to Phil's place. We simply could not have done without Peter's expertise. He gently and professionally managed the quite complex task of creating a website which would be user-friendly to the Society and others outside, from changing the logo to gathering statistics about use of the site. Nothing was too much trouble as he carried out the many time-consuming demands in a firm and capable way. He will be a great loss to the Society, and of course his family. My deepest sympathies to them.

With best wishes,

Vicky Marquis

GLEBE SOCIETY EVENTS

2020 AGM: 11am on 20 September at Glebe Youth Service

By Judy Vergison, Events Coordinator

In late August members were sent a notice of the 2020 AGM (by email or by post if you don't have email). Please note that:

- The venue for this year has been changed to the Glebe Youth Service, 84 Glebe Point Rd, as the Glebe Town Hall is closed until further notice.
- You will need to book to attend (either in person or online via Zoom)



Also included with the AGM notice were the draft minutes of 2019, audited financial statements and nomination forms for membership of the Management Committee.

Should you wish to nominate yourself or another member for an elected position on the Management Committee, open the pdf file in the attachments, print page 7 only, and return your completed form. If for any reason you are unable to access the nomination form, please call the Society's Secretary, Jude Paul on 0438 600 882 and she will deliver a copy to you.

Our host and guest speaker will be Keiran Kevans, Coordinator of the Glebe Youth Service (GYS). You will have read in other *Bulletins* about the valuable contribution that the GYS provides to the Glebe community and the outstanding support provided during the COVID-19 crisis through their food security program. If you attend in person you will learn more about the impact GYS has in Glebe, see the facilities available at the centre and

the wonderful mural recently completed by Aunty Kath Farrawell, a local award winning artist, respected elder and stalwart of the Glebe community.

AGM COVID protocols

The venue will comply with all social distancing protocols and there is a maximum COVID-Safe capacity of 40 people. Normally we would cater for drink and refreshments afterward, this is not now possible given the COVID limitations. You may like to meet in small group afterwards and support a local cafe. If further COVID lockdowns are put in place, the Management Committee will advise you of the alternate arrangements.

Bookings are essential given these COVID times. You will need to register before the day on Eventbrite to attend either in person or via zoom. This is required to manage numbers at the venue (and online voting (note: there is no charge to attend). If you want to attend via Zoom, details on the link will be sent a few days prior to the AGM and you will be able to vote on line. Please use this link to book to attend in person or via Zoom: <https://www.eventbrite.com.au/e/2020-glebe-society-agm-tickets-118794313991>

If you are not able to book on line or have any questions about registering contact Judy Vergison on 0417 446 425 and she will do the booking for you.



150 Year Anniversary of St John's Church Exhibition: mid-December

By Judy Vergison, Events Coordinator

To mark the 150th anniversary of the current St John's Church on the corner of Glebe Point Rd and St Johns Rd an exhibition is to be held in mid-December 2020 over five to six days at the back of the church and it will be curated by Glebe Society members. Rev Mark Wormell of St John's Church is pleased to host this special exhibition within the Church as part of their celebrations for this important historical milestone.

The exhibition will explore the work of Edmund Blacket, one time colonial architect to the Government, then contracted to Sydney University and architect to the Anglican Church of Australasia. Blacket designed many of NSW's renowned sandstone gothic buildings including St Andrews Cathedral, St Mary's Waverley and St Paul's Burwood. In Glebe, he designed his rare Romanesque style St John's Church and the original church that once stood on the opposite side of St Johns Rd. He also designed several four-room well-designed and functional cottages on the Bishopthorpe Estate and his own home, *Bidura* at 357 Glebe Point Rd.

More details will be provided in upcoming *Bulletins* and of course arrangements will be subject to COVID-safe requirements.



Interior of St John's Church. This photo was taken last year during the 'Places of Worship' Walk for the Glebe Society 50th anniversary festival. (photo: Bruce Davis)

2020 Glebe Society Christmas Gathering: St John's Church, Friday 11 December 5-7 pm

By Judy Vergison, Events Coordinator

Planning is well underway for our 2020 Christmas Gathering to be held at St John's Church. The Society appreciates the hospitality of St John's Church in sharing this beautiful space to celebrate 150 years of a significant Glebe heritage building. All arrangements will be COVID-safe and subject to change if there are future lockdowns.

Start to imagine a balmy early summer evening at St John's Church where you can view the 150 Year's St John's Church Exhibition, wander through church building and the grounds with a glass 'of your choice', savouring canapes and enjoying the great company of fellow Glebe Society members. This is a date to put in your diary now – more details to follow.



Bulletin changes

Virginia Simpson-Young, *Bulletin* editor

You may have noticed that the *Bulletin* is in a slightly different format this month, and hopefully will remain so in coming months. Basically, we've dispensed with the two-column format. The reasons for this change are:

- A single column per page (rather than two columns) is easier to read on a device such as a computer or tablet. This is particularly relevant now that we are not doing many hard copies due to COVID-time.
- Its quicker to format a single column than two columns. Without Peter Thorogood to do the onerous and thankless task of copying parts of the *Bulletin* onto our website, the workload has fallen on fewer people. Those people, including me, need to work more efficiently or we risk burning out.
- A very positive outcome of this change is greater flexibility in the size and placement of images. Sometimes, you just need a big image and that was previously quite difficult.

As we've said before, there are no plans to move to a fully digital *Bulletin*.

HISTORY & HERITAGE

Festering heritage sores

By Ted McKeown

No matter how hard we try, there are some heritage issues that seem to take forever to resolve. Here is a selection.

Forest Lodge Public School – retaining wall 'repair'

Back in 2014, the Department of Education carried out what they said were urgent works to 'stabilise' the sandstone retaining wall at Forest Lodge Public School at the corner of Ross St and Charles St, Forest Lodge. This wall is a significant heritage item in Forest Lodge, marking the entrance to the tramway leading to the Rozelle Depot, later upgraded to a road for vehicles other than trams and named Minogue Crescent. There is a corresponding wall on the Eastern side of Ross St at its intersection with Bridge Rd.

Some years ago, both walls showed signs of deterioration. The Eastern wall, which forms the boundary of what was then Ronald McDonald House, was partially demolished, stabilised, and then rebuilt using the original sandstone blocks – an entirely appropriate repair. The Department of Education, however,

saw fit to 'repair' its wall by using hideous metal bracing strips and plates, clearly an engineer-driven solution with absolutely no regard to the historic and aesthetic qualities of the site and the structure.

The City Council did not even know that the work had been carried out until we drew it to their attention. More in sorrow than in anger, the Council wrote to the Department, ticking it off for doing the work without any kind of approval – a bit of a slap over the wrist with a limp lettuce. But it did sum up by saying:



Retaining wall 'repairs' at Forest Lodge School (photo: Ted McKeown)

The Engineer's report details that a further assessment of the retaining wall will need to be carried out in the future. The City has provided the following recommendations to the Department of Education on this matter to consider prior to carrying out any further works in the future.

1. Any future assessment of the retaining wall recommended in the Engineer's Report, it would be recommended by the City that the assessment be carried out with the assistance of a suitably qualified and experienced heritage practitioner, who is to give input in the process, ensure appropriate heritage outcomes and to prepare a heritage impact statement.

2. The recent works be reassessed with a view to coming up with solutions that will have less of a visual impact on the sandstone walling than that which has recently been carried out at the corner of Ross St and Charles St.

3. If the works proposed arising from the assessment are likely to have more than a minimal heritage impact, as determined in the heritage impact statement, they will not be exempt under the Infrastructure State Environmental Planning Policy and a Development Application will be required.

In other words, do it again, do it properly, and tell us before you do so.

Five years on, we and the Council are still waiting.

Having got nowhere with the Department, we enlisted the aid of Councillor Linda Scott, who wrote to the then Minister for Education, Adrian Piccoli. The Department's reply on the Minister's behalf was a masterpiece of obfuscation:

The Department of Education recognises that the retaining wall at the School is of historical significance and is listed on the Council's Local Environment Plan.

The safety of students, staff and school community is a top priority for the Department. Following safety concerns due to the condition of the retaining wall, the Department engaged a structural engineer to assess and provide advice. At the advice of the structural engineer emergency works were carried out to the retaining wall to address the safety concerns.

The Department of Finance, Services and Innovation has launched the Minister's Stonework Program (MSP) to address maintenance of NSW Government owned sandstone buildings and structures. A component of the MSP is the 10-year Schools Stonework Program (SSP), which focuses on addressing maintenance of stonework in NSW public schools. As part of the SSP, stone works at Forest Lodge Public School will be assessed for funding against competing stone works projects in schools across the State.

So now, as it says in the beer advertisement, we wait ... and wait, and wait. Perhaps we can draw some comfort from the fact that the '10-year SSP' should be fully implemented by 2026.

But don't count on it.

Water Tank at the Tram Sheds, Harold Park

On 5 June 2019, I emailed Anthony Green, the Project Director, Residential Development, at Mirvac. I was trying to find out what was happening with regard to the Water Tank at Harold Park, which was removed for conservation and re-erection when the Tram Sheds were developed by Mirvac. The City Council had confirmed that this was the responsibility of the company as developer.

The Development Control Plan (Harold Park) 2011 (p. 21) says that the Water Tank adjacent to Maxwell Rd is of heritage significance as part of an early Grinnell automatic fire sprinkler system, which saved the Tram Depot from fire in 1919. One of the objectives of the DCP was to 'ensure conservation and retention of the former Tram Depot including the tram sheds, curtilage, the administration building, four nominated trams and the water tank'. We were rather concerned that nothing seemed to be happening with regard to the Water Tank, and the Council didn't (and doesn't) seem to have pursued the issue with any great determination.



The water tower at Harold Park viewed from Maxwell St in 2013 (photo: dunedoo, Flickr)

I pointed out that the Society was instrumental in 2018 in the return of the Rozelle Tram Depot War Memorial to its original location at the Tram Sheds, and that we would very much like to see the Water Tank restored to, or close to, its original location as well.

A year later, on 2 June this year, Mr Green eventually responded to say:

We are still working our way through the design of the water tank with our design team and Council. Please be assured that the water tank installation will be delivered by Mirvac as soon as practically possible. Given the dilapidated state of the tank and the fact that it will be an item owned by the City of Sydney, it will need to undergo significant modification and interpretation to ensure it remains accessible.

We are not quite sure what 'significant modification and interpretation' means, but we remain hopeful.

Watch this space.

Wentworth Park Viaduct

The light rail viaduct at Wentworth Park is listed on the State Heritage Register, its Statement of Significance reading:

The Glebe Viaducts across Jubilee Park and Wentworth Park have state significance as excellent examples of large scale brick arch bridge construction. The 28-span Jubilee Park Viaduct is significant as the longest section of brick arch viaduct on the NSW system. Along with the 21-span Wentworth Park Viaduct, the pair of elegant curved structures are integral parts of the parklands in which they stand and remain as important landmarks along the Glebe foreshore. The structures are both major engineering works and are historically significant as important elements in the development of the Darling Harbour Goods Line in the early 20th century, and as one of the first major infrastructure projects to use bricks from the State Brickworks at Homebush, with more than 3 million bricks used in their construction.



Plants adorn the Wentworth Park viaduct. It may look pretty but causes damage to the heritage-listed structure (photo: Phil Young)



Are these defects structural?? The Wentworth Park viaduct needs to be inspected and repaired as soon as possible (photo: Phil Young)

Initially, I was told by the Council that the maintenance of the viaduct was a matter for the Council, but it turned out eventually that this was a matter for Transdev Sydney Light Rail. So early in 2019 I contacted Transdev, and explained that the brickwork was being significantly damaged by bracken, figs and other weeds growing out of cracks between the bricks.

Eventually, on 4 December 2019, I received the following reply:

Thank you for your patience whilst we investigated your concerns,

We will be conducting detailed inspections of the under-bridges (including the viaducts) in January and will be developing a comprehensive maintenance program based on the results of the engineering inspections.

We will be conducting vegetation removal during the inspections as far as possible and any remaining work will be prioritised by the engineers according to critical and scheduled accordingly.

Having heard nothing further, I followed up on 1 June 2020. This time the response was short and to the point:

Thank you for your follow up email. I have forwarded this to the relevant teams who are reviewing and will provide me with an update shortly. Once I received [sic] I will provide you with an update.

Predictably, there has been no further correspondence, and absolutely no action on the viaduct, but we will persist for as long as it takes.

Again, watch this space.

Glebe Island Bridge

Don't even get me started!

It almost defies belief that a Government-owned item on the State Heritage Register is being demolished by neglect, but this is a topic for more serious discussion at a later date.



The approach to the State Heritage listed Glebe Island Bridge in a state of ruin, 2019 (photo: V. Simpson-Young)

Carriers of Glebe and Forest Lodge – Meloys

by Rodney Hammett

Max Solling in *Grandeur and Grit*¹ explained that 'The occupation of carrier provided employment for many in Glebe, but in the final two decades of the 19th century, the number of independent proprietors of one and two horse carts with Glebe addresses shrank from 63 in 1880 to 55 in 1891, and 34 by 1901.' This is the first in an occasional series about the families behind the carrier-names.

Daniel Meloy (1829-1901) was the first of this Irish protestant family from County Antrim, Northern Ireland, to arrive in Sydney. He was the husband of Mary and father of John (b.1854), Alexander (b.1857), Robert (b.1858), Ellen (b.1862) and Rose (b.1863). The date of Daniel's arrival has not yet been determined but he was the contact in the immigration documents for Mary and the children when the ship *Jerusalem* arrived in Sydney on Monday 22 June 1874. Daniel's address was in Castlereagh St, working as a carter at 45 years of age.

As the eldest son, John would have felt obliged to become the main breadwinner, but he must have had business acumen, too, and a love of horses to establish a successful carrier business. John Meloy became one of the earliest members of the Sydney Carrier's Association when it was formed in 1880, later being one of the foundation members of the Master Carrier's Association when it was created in 1901.

No doubt John's business was a family enterprise that included Daniel and brothers Alexander and Robert. Sisters Ellen and Rose would never see the firm's success as they died in 1884 and 1886 respectively, both single in their early 20s. Robert also died young, aged 27 in 1885. His mother Mary died in February 1886 at the family residence, *Alma House*, in Trafalgar St, Annandale.

Amidst this family tragedy Alexander married Eliza Jane Ferris in 1884 and they had two daughters and three sons. The family eventually lived at 76 Taylor St, Annandale which they purchased in May 1904.² John, at the age of 33, married Florence Eva Coulter in Glebe on 24 August 1887. The eldest of 12 children of Edward and

Martha, Florence, born 1867, was a native of Sydney. Her father was from Northern Ireland and her mother from Sydney. Edward Coulter, who was a 'produce merchant' and, in 1890 was living in Bay St, Glebe, just down from Broadway. Later in retirement the family moved to 39 Watkin St, Newtown where he died in 1907, aged 66.

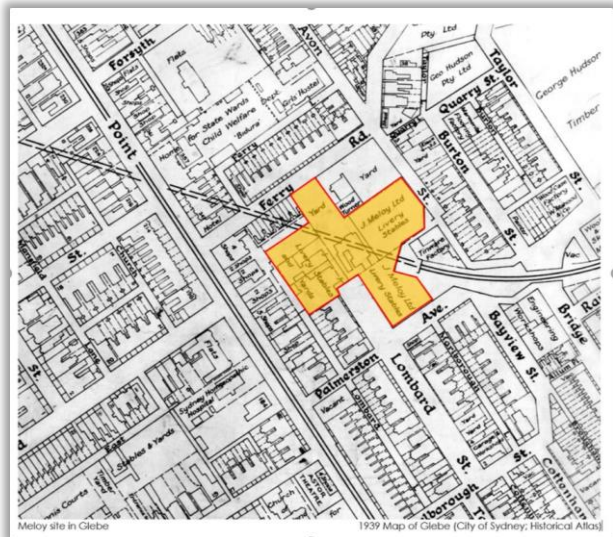
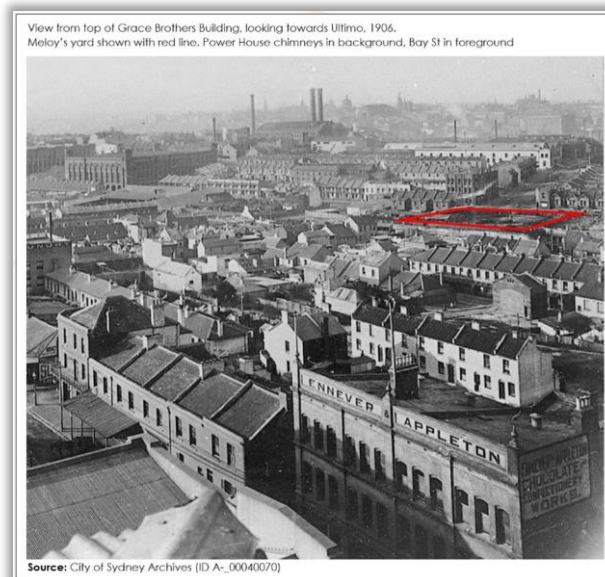
We know from when John was fined £2 for non-attendance as a juror in 1893, that at that time he and Florence were living at Leichhardt.³

In the early 1890s John leased a yard for his horses and wagons at Howard St, off George St (west), Ultimo eventually purchasing it in August 1899 for £100.⁴ The site was described as '... a depth of 126ft on one side and 131ft on the other, extending to Blackwattle Creek, on which is erected a range of iron stabling.'⁵

Blackwattle Creek in the title deeds was described as an open sewer. This was a degraded part of Sydney prone to outbreak of disease, even the plague. The then Municipal Council of Sydney in 1906 resumed the land between current Broadway, Bay St and Wattle St down to Wentworth Park, including John's property, to demolish the substandard houses and provide proper sanitary conditions with sewers and stormwater drainage. The redevelopment included some of the brick warehouse buildings we see there today.

Photos of the squalid conditions in 1906 can be found in the City of Sydney archives (Demolition Books) one of which from the Grace Brothers tower looking towards Ultimo shows the site of John Meloy's yard (red outline). The approximate location today would be 16-20 Blackwattle Lane.

This left John in 1906 without a yard. He found temporary facilities in Sydney and Ultimo, but he needed a new site for the expanding business, located close enough to customers in the city and the wharves and large enough for livery stables and a yard.



He looked to Glebe for a yard then in August 1910 purchased a lot on the corner of Lombard St and Palmerston Ave from Henry Thomas Smith and the Permanent Asset & Investment Company⁶ eventually, by 1916, securing the site shown in the 1939 Glebe map.⁷

Lynwood (sometimes spelt Linwood), a 1850s house featured in The Glebe Society's Villars publication, was within this site and became the home for John's manager James McLaughlin and family. Granddaughter Jean Ross (nee Meagher) recalled after visiting Glebe in 1991 how she and her sisters as children enjoyed playing in the old mansion.⁸

Sands Directory records show that the McLaughlin family lived in Lynwood from 1915 until James died in April 1932, aged 67. He too was from County Antrim, Northern Ireland and as John's right-hand man obviously had the same life and business values.

With James managing the day-to-day business of the firm, John and Florence were able to enjoy a more leisurely lifestyle, in keeping with their move to Wahroonga in 1906 where they purchased a 2½ acre lot.⁹ Six years later, after selling the Wahroonga property, they purchased a number of lots close to Leura involving themselves in the local community and the Presbyterian church.

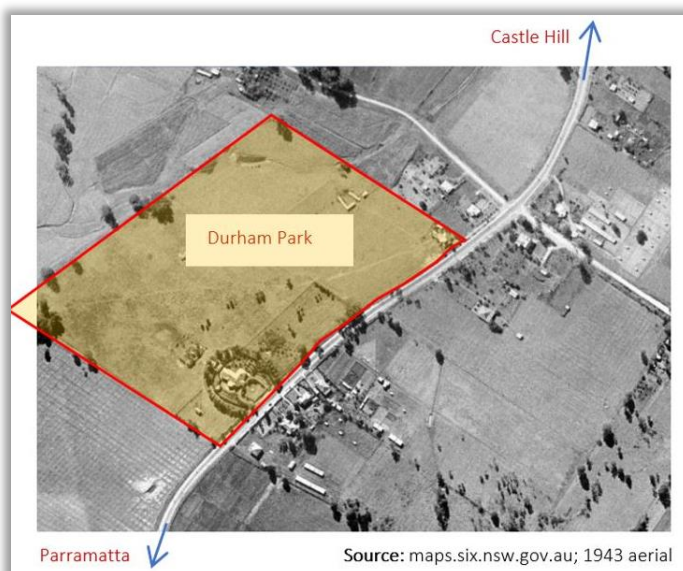
Soon after their arrival in Leura, in June 1912, John and Florence took delivery of a 'grey torpedo' Cadillac car.¹⁰ The Blue Mountains did not offer everything John wanted in life so in 1922 he and Florence purchased Durham Park (see aerial photo), a property of almost 30 acres on the Old Northern Rd, Castle Hill. Here John could indulge himself with open space and horses, even registering a stock brand in 1927.¹¹

At the age of 76, on 4 May 1930, John died at Denham Park leaving a modest estate of £6,423, many of their property assets being in Florence's name. He was remembered for his successful carrying business, being a horse-breeder, his successes at the Royal Easter Show, his association with the Presbyterian church, and membership of the Masonic Lodge Antiquity.¹²

He and Florence were not able to have children but did have a foster daughter.¹³

Florence married again in 1933 to Findlay E Munro, a retired master builder/architect and Glebe alderman 1917-19 whose first wife had died in 1928. They both lived at Durham Park.

Findlay died in January 1939 and Florence in September 1940. She left an estate valued at £21,663 which was distributed to a number of charities, family members and friends, including her foster-daughter.¹⁴



J Meloy Limited was the registered company name from 1910. The firm decided in July 1920 to be wound up voluntarily with a view to reconstruction under the same name¹⁵, trading then as J Meloy Limited (In Liquidation) until 1923 when there was a meeting by the Liquidator '...showing the manner in which the winding-up has been conducted and the property of the Company disposed of.'¹⁶ Nevertheless the firm continued operating in Glebe through to the late 1980s, changing its mode of operations in line with its customers' needs.

An advertisement for White trucks and buses proudly listed its major Australian customers in February 1930, including J Meloy Limited having 5 trucks.¹⁷

The fateful day came on Thursday 9 March 1933, John and James probably turning in their graves, when William Inglis & Sons held the auction in Lombard St. Owing to the complete motorisation of the firm's business the whole of their high-class horse and vehicle plant was to be sold off. 'Six first class heavy draught mares and geldings, 16 upstanding light utility and saddle horses and 6 choice ponies, all in splendid condition and very reliable; and pole wagons, light wagons, jinkers, sulkies, and sundries will be submitted for auction'.¹⁸

Meloy's operations, which had not always enjoyed by their neighbours, had to change as the trucks became too big for the small local streets. Linwood was demolished between 1943 and 1949.¹⁹ In 1980-81 the neighbourhood had to endure 'articulated double container trucks, which regularly knocked telegraph poles over'.²⁰ Eventually this unease came to a head at a public meeting with Council, Meloy's and residents on 29 October 1981, where Meloy's admitted that they had outgrown the area and would have to leave.²¹ The firm purchased an older-style warehouse in Alexandria in 1989 for \$1.5m.²²



Meloy's on Ferry Rd in 1992 (photo: Rodney Hammett)

From 1989 to 1992 Meloy submitted development proposals to the Leichhardt Municipal Council; a local action group was formed; the rezoning had to be resolved at the Land and Environment Court leading to Mirvac developing the units and townhouses that exist on the site today.²³

Notes: ¹ *Grandeur and Grit, a History of Glebe* by Max Solling, Halstead Press, 2007; p85; ² Certificate of Title 1539-22;³ *Australian Star*; Wed 15 Nov 1893, p6 [Juror Fined]; ⁴ Conveyance in Book 649 No 390 & Certificate of Title 1311-234; ⁵ *SMH*; Sat 15 Jun 1895, p15 [Mortgagee sale of property owned by CE Jeanneret, Esq; Lot 1]; ⁶ Certificate of Title 2015-141; ⁷ Certificates of Title 2465-103 & 2644-92; ⁸ *Glebe Society Bulletin*; 1991-02, p7 [Letter from Leura] ⁹ Certificates of Title 1722-40 & 1722-168; ¹⁰ *The Sun*; Sat 18 May 1912, p10; ¹¹ NSW Govt Gazette [Issue No62]; Fri 13 May 1927,

p2346; ¹² Obituary in SMH, Tue 6 May 1930, p15; ¹³ Florence's death notice; *SMH* Mon 9 Sep 1940, p8; ¹⁴ Findmypast; NSW Wills ¹⁵ *Daily Commercial News*; Wed 1 Sep 1920, p7; ¹⁶ *NSW Government Gazette* [Issue No 56], 11 May 1923, p.2255; ¹⁷ *SMH*; Thu 20 Feb 1930, p7; ¹⁸ Notice of auction sale with list of items; *SMH*, Thu 9 Mar 1933, p3; ¹⁹ Based on a review of the 1943 (maps.six.nsw.gov.au) and 1949 CoS aerial photographs; ²⁰ *Glebe Society Bulletin*; 1982-02, p1 [Meloy's Site] ²¹ *Glebe Society Bulletin*; 1982-02, p1 [Meloy's Site] ²² *Australian Financial Review*; 25 Oct 1989 [Industrial Briefs]; ²³ See also the Issy Wyner Collection Box 15/5 at the Leichhardt Library, Inner West Council;

Last month's mystery photo

with Lyn Collingwood



Last month's mystery photo is the stretch of buildings opposite the former Glebe Post Office on Glebe Point Rd near St Johns Rd. Charles Plumridge recalled number 130 was a boarding house, mainly for Uni students, 'but also a collection of other eccentrics'. Thanks to Rodney Hammett who sent today's image for comparison.

100 years ago in Glebe & Forest Lodge – this month: Sept 1920

By Rodney Hammett

NEAR AND FAR.

Miss Myrtle Thorne was the guest of honour at an afternoon given by Mrs. F. J. Palmer at Farmer's on Thursday last. There were about 60 present, among them being Mrs. J. Chalmers, Mrs. E. T. Leane, Dr. and Mrs. Hall Forster, Dr. and Mrs. W. L. Kirkwood, Mrs. Guy Boucher, Mrs. H. Norton, Dr. G. Halloran, Mr. and Mrs. K. Prior, Mr. and Mrs. A. Pater-son, Mr. and Mrs. Roland Foster, Mrs. Wm. Wood, Mrs. J. Kirkland, and Mrs. A. Haigh.

The pupils and friends of Mrs. T. Spencer Brain were entertained by her at a plain and fancy dress ball in Baker's Hall, Arncliffe, on September 17. Part of the evening's enter-tainment was the competition for the best costumes, and after careful selection the prizes were awarded as follow:—Miss M. Brain (Early Victorian era), Mr. Harley (the avia-tor girl), Mrs. Walker (pride of the harem), and Master Walker (boy page). During the evening Mrs. Brain, who is leaving Arncliffe at an early date, was presented with a pair of silver vases and a tray from her pupils.

Miss Florence Dickey, who for some years past has acted as organist at the Allen Mem-orial Church, Glebe Point, was entertained by the teachers of the Sunday-school and fel-low church-workers at a social evening, prior to her marriage with the Rev. W. Brown of Bendigo (Vic.). A presentation was made of a teapot and fern bowl.

Mrs. George A. C. Dalton, of South-street, Granville, has received a letter from the Prin-cess Mary thanking her for a pen-painted table centre, painted by Mr. Dalton, which was pre-sented through the medium of the Prince of Wales during his visit to Sydney. Mr. Dal-

— > see extract next page

Miss Florence Dickey, who for some years past has acted as organist at the Allen Memorial Church, Glebe Point, was entertained by the teachers of the Sunday-school and fellow church-workers at a social evening, prior to her marriage with the Rev. W. Brown, of Bendigo (Vic.). A presentation was made of a teapot and fern bowl.

*Sydney Morning Herald;
Sat 25 Sep 1920, p.9
(extract)*

Florence Maud Dickey, born 1892, was the youngest of seven children from the 1871 marriage of William Dickey and Harriett Worsley. A blacksmith, William and the family lived initially in Chippendale then moved to Glebe in the early 1880s, purchasing No 8 Arcadia Rd as a vacant lot in 1896. (See also article on Arcadia Rd in *Bulletin* no 4 of 2017)

The Allen Memorial Church was located in Toxteth Rd, a short walk from her home. It was here on 9 September 1920 that Florence married Methodist minister Rev William Robert Brown.

It seems that William had been born on one of the islands in the South Pacific in 1891. After his marriage he was appointed to country Victoria, returning to NSW to be stationed at Guilford then Wallerawang in 1932. Appointments followed to Riverstone (1935), Austinmer (1937) and eventually Narellan & Cobbitty in 1945.

It was here that Florence died, aged 56, on 5 April 1948. She was buried in the Cobbitty Anglican Church Cemetery.

GLEBE, NATURALLY

News from the Blue Wren Subcommittee

Andrew Wood, Blue Wren Subcommittee Convenor

2020 Spring Bird Survey

The Society's annual spring bird survey will be held on Sunday 1 November – all members and their friends are welcome to attend, and please meet in Paddy Gray Reserve in Hereford St at 6:45 am. The survey will again be led by Judy Christie and contact her (0437 693 372) if you would like to come. We will be following the City of Sydney's COVID-19 rules so please bring a facemask, your phone (camera), binoculars and a clipboard if you have one. Afterwards we plan to gather for breakfast in a Glebe café.

Inquiry into the problem of feral and domestic cats in Australia

Helen Randerson and Judy Christie, members of the Subcommittee, prepared the Society's submission to Federal Government's Standing Committee on the Environment and Energy inquiry into the problem of feral and domestic cats in Australia. Whilst it has been estimated that feral cats kill more than three billion animals per year, pet cat studies have shown that each roaming pet cat is responsible for killing 186 reptiles, birds and mammals per year. Thus, in urban settings such as Glebe the problem of native wildlife destruction due to pet cats needs particular attention.

Research has shown that while each pet cat kills fewer animals than a feral cat, their high urban density means the toll is still very high.

Per square kilometre per year, pet cats kill 30-50 times more animals than feral cats in the bush (<https://www.publish.csiro.au/wr/WR19174>). In cities such as Sydney, where there is limited open green space due to high population density, it is even more important that natural areas and reconstructed bush sites are maintained, and urban biodiversity appreciated and valued.



Feral cat with Major Mitchell cockatoo in its mouth. (photo: Mark Marathon, Wikimedia Commons)

The Society has made the following recommendations to the inquiry:

1. A National education campaign be launched to promote the protection of Australia's unique native birds and animals and 'To Make Every Cat an Indoor Cat'
2. Commonwealth funds be provided to all Local Councils to promote education campaigns specifically targeted to their local areas, 'To Make Every Cat an Indoor Cat', to encourage cat curfews and to enforce more responsible companion animal ownership
3. A National Competition be organised to encourage Australian artists and schoolchildren to create artworks illustrating the impact cats have on our native wildlife, with a view to the development of a nationally consistent Logo to 'Make Every Cat an Indoor Cat'.

The full submission from the Society can be accessed here: <https://www.glebesociety.org.au/inquiry-into-the-problem-of-feral-and-domestic-cats-in-australia/>

What's in a Name? Women's names – Sarah Peninton Reserve

By Helen Randerson

Women are remembered in the names of a number of our valued small parks and playgrounds in Glebe/Forest Lodge. In 2020 these include the Alice Lee Reserve, the Jean Cawley Reserve, Kirsova Playground No 3, the May Pitt Playground, the Robyn Kemmis Reserve and the Sarah Peninton Reserve. (St Helen is also remembered through St Helen's Community Centre.)

Women's names lost to Glebe since the twentieth century include the Rose Eves Rest Area, Kirsova No 4 Playground and the Victoria Alice Lamkin Welfare Centre.

Why should we remember these women? It's through the Sarah Peninton Reserve in Bayview St that we remember not just Sarah Peninton, but also the Glebe Timber Strike and how it affected and politicised the Glebe community in 1929.

Sarah Ellen Peninton (1882 – 1952) was a local activist who was arrested and charged with offensive behaviour during the timber riots at Hudson's yards for defending the striking timberworkers against the use of scab labour.

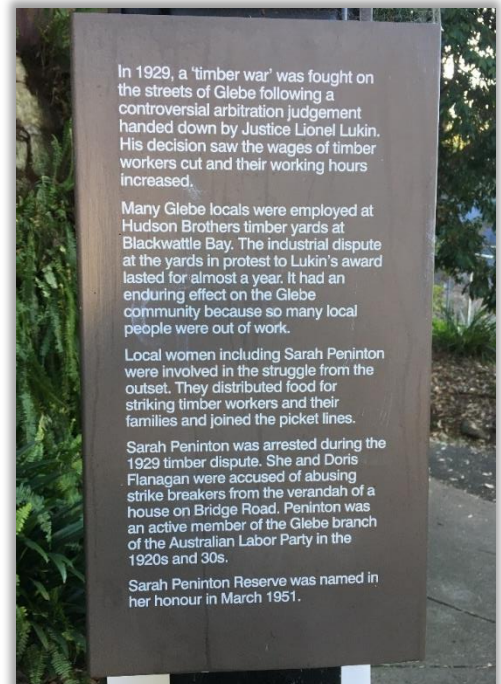
At the time of her arrest she was a mature woman of 47, living with her husband and children in Bridge Rd, not far from Hudson's timber yard at Blackwattle Bay.

Sarah remained prominent in the Glebe Branch of the Labor Party during the 1930s, later moving to 112 St Johns Rd where she died in 1952.

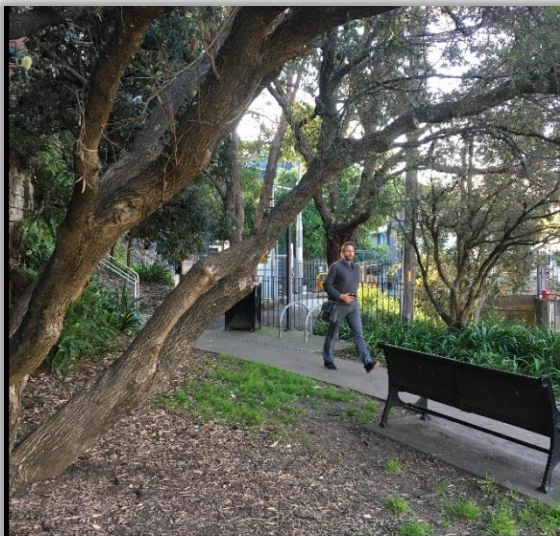
It seems appropriate that the Reserve named after her is located close to Blackwattle Bay, the site of the old Hudson's timber yard and close to Bridge Rd where she took a stand in support of the local Glebe community. Sarah Peninton is part of Glebe's radical history.

Sources: Family Notices - The Sun, Saturday 20 December 1952 - Page 8; https://glebewalks.com.au/?tb_walk_stop=sarah-peninton-reserve;

<https://scratchingsydneyssurface.wordpress.com/2013/03/11/8-march-2013-iwd-and-glebes-timber-war/>; [timber strike cases men and women charged](#); Article – *The Sydney Morning Herald*, Wednesday 4 September 1929 – Page 11; [Thumb To Nose Glebe Trouble Sequel Many Charges](#); Article – *The Sun* Tuesday 3 September 1929 – Page 17.



Sarah Peninton Reserve (photos: Andrew Wood)



Sarah Peninton Reserve (photos: Andrew Wood)

CREATIVE GLEBE

Book review

Vrasidas Karalis, *The Glebe Point Road Blues: In Prose and Verse*, Sydney, Australia (Brandl & Schlesinger 2019).

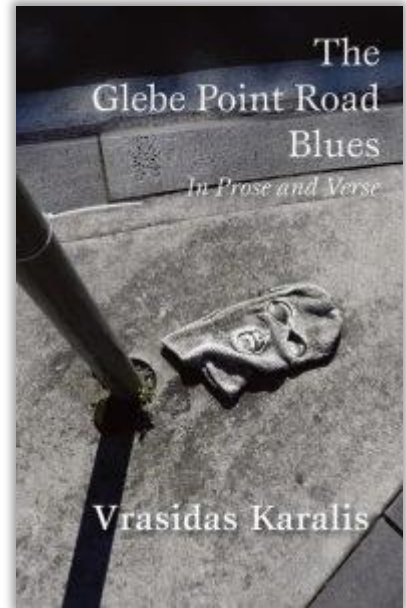
Reviewed by Sybil Jack

This is not my Glebe Point Rd. Nor are his blues my music despite the efforts of the many shifting cafes. There are places I think I know but the whole is unfamiliar. Forty years or so living on Glebe Point Rd has embedded in my mind and heart some images of the route, of the buildings I pass as I walk down to my house and the people I meet – but they are not in this book. This road which is strange to me is created by something not someone, there is no author or editor defined only an asserted when and where. Even if the subjects touch on my memory of places or people I have encountered I do not recognise them, they are impermanent, there for a moment and then they have never been.

Like me, Vrasidas Karalis arrived as a migrant to work at the university of Sydney – but his eyesight and mine are not the same, he defines and identifies a different community that is somehow, despite the context, alien to me, even though we might have in common the intellectual links and self-doubt of a typical academic. The ideas he pursues with his intermittent acquaintances – principally death and difference, catastrophe and nemesis – are tied into my familiar classical literary academic investigation in quite different ways. He touches on poets in different languages, philosophy in its more contentious moments, ethical issues as seen by these apparently passing acquaintances, but this is not how I have debated them with the friends.

Those included in the fragments for whom I sense a passing likeness seem different from the people I feel I have met. Is this truly the man from whom I have bought occasional cups of coffee in *La Cite*, is that the man who was such an excellent butcher, is that Carole's true story and not the story she told others? They are all one way or another migrants carrying with them the traumas of a past they cannot revisit, yet constantly revisit – but then so am I. They are mostly men – is that the difference?

The road embedded in my mind has hidden tunnels carrying the trains beneath it, is the source of occasional springs, has fragmentary archaeological sites. I can summon up faint impressions of buildings now long gone that once stood along the road; but I cannot evoke a living road. Mine is not the road that this book perceives as wanting to talk, as a fated place of sorcery and haunted geography; a road that eats the people who dare briefly to reside on or alongside it. Has it consumed me without my noticing it?



Glebe Point Road Scene – Sydney – Australia (photo: Adam Jones, Flickr)

Perhaps the difference is that this road which is seen as a river, as a lordly way designed to torment and liberate, is the night road not the road in daylight with its disabled rushing along the pavements in electric chairs, with its dogs pulling at their leads and making friends, with the birds nesting in the trees alongside the library and in the surviving gardens of the big houses where they confront the cats, the vibrant road with its children on skateboards and bicycles endangering the lives of unobservant pedestrians.

This is perhaps the purpose of writing an account so strikingly unfamiliar – to put down in fragments a vision of the space which is intended to represent intuitive realism. The voices of others suggesting that they see the road as uncontrollable, unstoppable, serve to create a world which is inhumane and at best parallel to what is our continuing present. They

serve, as the last poem suggests, to show the divide between the zones of abstract and concrete, simultaneously real and imagined. The aim is to confuse the specific events and the actual people someone met in a past time that may not have happened. The objective, in a timeline that has no contact with the here and now, is to represent as random the palimpsest in which the shadows of the 'other' are reflected.

The prose ends with the moment when the story diverges completely from my memory. When the Jacaranda tree that had stood in the quad at Sydney University since 1928 to enable passers-by to reflect on whether it was observed by 'yours faithfully God', collapsed in October 2016, this history of the 'Fallen' sees the dark elements of nature go quite deranged and the place become unthinkable.

The poetry which finishes the volume constructs an end where east and west are no more and when, lost and empty, the cosmos can be reconstituted without us. But will the river of Glebe Point Rd still run?

Starved for live theatre? Head to Newtown

By Virginia Simpson-Young

New Theatre is reopening its doors to audiences from Tuesday 8 September, subject to government directives regarding public gatherings.

New Theatre is a COVID-Safe Business, and will be maintaining strict social-distancing practices in accordance with government advice, with a maximum capacity of 44 people in the audience per performance, contactless ticketing, temperature checks, deep cleaning of the venue, and hand sanitising stations. We will also be encouraging patrons to wear masks for the protection of themselves and fellow audience members.

Three productions are planned for the remainder of 2020:

1. *Neighbourhood Watch* by Lally Katz. 8 September - 3 October 2020. A multi-cultural, multi-generational story revealing an unlikely odd-couple friendship. Full of humour and warmth, it reminds us what it means to be part of a community.
2. *Animal Farm* by George Orwell, adapted (and directed) by Saro Lusty-Cavallari, October - November 2020 (dates TBA). The world premiere of a brilliant new adaptation of one the 20th century's most profoundly influential novels, and frighteningly relevant considering what we are seeing in world politics at present.
3. *Picnic at Hanging Rock* adapted by Tom Wright, from the novel by Joan Lindsay. November - December 2020 (dates TBA). The Sydney premiere of this acclaimed stage adaptation of the classic Australian mystery. Suspenseful and surreal, this will be a theatrical journey into our darkest fears.



For more information: <https://newtheatre.org.au/>.

From our member in Germany

In my suburb, since last year, an Australian café/pie shop has been established which has enjoyed great patronage. I love their cappuccino, they put a heart on top like in Sydney! The owner comes from Tasmania, a young bloke, who speaks excellent German, just with a slight accent. I used to love going there, but the shop has not re-opened yet due to Corona.

Marianne von Knobelsdorff from Germany

Photo:

Pieme Australian Café & Bar Facebook



SUBCOMMITTEE ANNUAL REPORTS FOR 2019-2020

Subcommittee annual reports not included in this *Bulletin* will appear in the October *Bulletin*.

Heritage Subcommittee Annual Report 2019-2020

by Brian Fuller, Heritage Subcommittee Convenor

Membership

Members of the Heritage Subcommittee are: Lydia Bushell, Margaret Cody, Lyn Collingwood, Peter Crawshaw, Rodney Hammett, Robert Hannan, Allan Hogan, Joseph King, Ted McKeown, Jude Paul and Brian Fuller.

In normal times our monthly meetings are held at the State Heritage listed *Rothwell Lodge*, and we are grateful to our hosts Peter and Robert for their continued hospitality. Hopefully we will return at some point, but for much of 2020, Zoom meetings have been the common but necessary alternative.

I wish to express my appreciation to all subcommittee members for their passion, dedication and collaboration as a team. Some of our work is highlighted below.

Community Engagement

The subcommittee continues to work with the community, be they local or relatives of locals past or present. In the past year we have processed some 71 enquiries (more than one per week) from the community that seeks information on earlier generations of their family and/or the homes they may have lived in.

Some of the more detailed enquiries that have necessitated additional research and collation of information have related to the following:

- The Police Citizens Boys Club and the NSW Police Rowing Club in Federal Park (1933-1962),
- Builder & architect Henry Beeson,
- A 1900 marriage at 20 Boyce St,
- Recollections of Maritime Services Board plans in Bicentennial Park area by a retired MSB employee,
- A family who lived in Glebe from the 1920s -1948 at 165 Glebe Point Rd,
- History of 198 Hereford St, Forest Lodge,
- History of 23 Toxteth Rd, Glebe

The research and follow up communication are very capably undertaken by historians Lyn Collingwood and Rodney Hammett. The subcommittee is hugely indebted to both for the volume of voluntary work they undertake. In addition, Rodney and Lyn have written six *Who Lived in our Street* articles and another seven articles that have resulted from the community enquiries and the research undertaken, all published in the *Bulletin*, such that they become a permanent record for future generations.

The mystery photos are a regular feature of the *Bulletin* and if you come across a photo of an earlier time in Glebe or Forest Lodge, please forward to history@glebesociety.org.au

We have a waiting list of 12 people wanting to participate in a 'How to research your Home' session. COVID-19 has meant we have had to delay the sessions for the time being.

National Trust Entry

The Heritage subcommittee, on behalf of the Glebe Society, lodged an entry for our 50th anniversary celebrations in the National Trust Heritage Awards 2020. These awards recognise events in the previous year and one of the categories is Heritage Events, Exhibitions and Tours.

Our application was supported by a number of wonderful letters of commendation from visitors to the celebrations, including Elizabeth Heathcote, the daughter of the Glebe Society's first President, Bernard Smith along with Peter Watts, founding Director of the Historic Houses Trust of NSW. Peter commented that having been responsible for hundreds of professional



Part of the heritage display at the 50th anniversary Festival last year (Photo: Bruce Davis)

exhibitions related to the history, architecture and planning of Sydney, 'I was quite unprepared for the quality of the exhibition that formed the centrepiece of the exhibition. Frankly, it was an extraordinary professional achievement for a volunteer community organisation'. Unfortunately, like so many other events of 2020, delivery circumstances have had to change. The National Trust has had to revise its program for shortlisting and final announcements and is waiting on the Sponsor (NSW State Government) to approve those changes. Thank you to Jude Paul for steering the entry.

Preserving Our Heritage

We remain committed to actively pursuing the preservation of our heritage assets. Worthy of mention are State listed Bidura House at 357 Glebe Point Rd, Glebe, locally listed *Yelvertoft* at 75 Hereford St Forest Lodge and the St Phillips Conservation Area 32.

Bidura House

Many members would be aware that the current owner wishes to replace the old Metropolitan Remand Centre with a multi-level apartment building, all to the rear of *Bidura House*. An appeal against the redevelopment to the Land and Environment Court was unsuccessful and a new DA has been anticipated for some time. Until that DA is submitted there is no indication as to the future use of *Bidura House*.

In the meantime, the exterior of the House is deteriorating significantly. The house has had a 'For lease' sign erected for over 3 years, is looking neglected, particularly obvious from Glebe Point Rd, with falling slate tile roof tiles, dilapidating shutters and the front fence in need of repair. Neither the City of Sydney nor the State Government appears to be aware or interested in preventing further deterioration to the House in order to prevent 'demolition by neglect'.

The Heritage Act 1977 provides controls for the maintenance of listed heritage assets. In the case of locally listed assets, those powers are delegated to Councils, but not policed. The bottom line is that until there is a DA submitted in respect of a property, there is no monitoring of the state of repair and condition of these heritage assets. As they age, the issue becomes more critical.



Bidura House: its garden in need of maintenance (photo: Phil Young)



How much longer can Bidura withstand such neglect? (photo: Phil Young)

We have commenced to highlight Bidura House as an example of the inadequacy of the maintenance obligations. This inadequacy needs to be addressed by the Heritage Council in the first instance, putting in place the right processes both for State listed assets and followed by a requirement for Councils to do likewise for locally listed assets.

Clause 118(1)(d) of the Heritage Act provides for essential maintenance and repair to be undertaken to prevent serious or irreparable damage, or deterioration, and Clause 15 of Part 3, Division 1 of the Regulation details the extent of essential repairs that must be carried out whenever necessary.

As the controls contained within the Heritage Act 1977 and the Heritage Regulation 2012 are not delegated to another Authority in respect of State Heritage Listed items, we have written to the Heritage Council calling upon it to satisfy itself as to the extent of essential repair and maintenance needed to protect *Bidura House* as intended by its addition to the State Heritage Register, and to direct the owner accordingly.

We wrote to the Heritage Council in mid-July and are still waiting on a response. It will no doubt take some considerable pressure to bring about action both by the Heritage Council and local Councils, at the same time ensuring positive incentives encourage property owners to engage in heritage restoration.

Yelvertoft

As advised in the July edition of the *Bulletin*, City of Sydney has refused the Development Application for the construction of a two-storey residence to the rear of the heritage listed Yelvertoft. The new dwelling was to front Alfred St, and would have significantly diminished the curtilage of this heritage cottage.

This was the second DA in respect of a redevelopment to the rear of the property. As was the case with this DA, the City of Sydney refused that first Application, and the owner subsequently appealed to the Land and Environment Court, which in turn made certain recommendations to the owner. At this stage it is not known if the owner will again appeal to the Court.

It was noted at the time of preparing the Society's objection to this second DA, that the approval to subdivide along the Hereford St frontage some 20 years ago contained certain conditions imposed on the owner. One related to the reinstatement of the front verandah elements to original form. It was not undertaken nor policed.

This is another example of no action by an agency to ensure heritage assets are protected to the extent that they should be. An outcome by the Heritage Council in relation to Bidura House will influence our actions in relation to locally listed assets such as Yelvertoft.

St Phillips Conservation Area 32

This Conservation Area contains the Glebe Estate a unique example of early workers cottages so close to an Australian CBD and largely still intact.

The *Assessment of Significance* for this Heritage Conservation Area as published on the Office of Environmental Heritage website highlights some key characteristics of the St Phillips Heritage Conservation Area 32, namely

HISTORIC

- Working class terrace development
- Inter war church housing development
- Pattern of Pubs due to working class character
- Post 1974 public housing development and rehabilitation program
- Protection of original buildings due to resident action

AESTHETIC

- Victorian character supported by other historic layers
- Extent of public housing during interwar years and 70/80s
- High level of integrity of the building stock and architectural intactness
- Survival of 1870s commercial and residential development so close to the CBD
- Ability to illustrate various periods of styles and building types



Houses in the St Phillips Conservation Area between 1970 and 1979 (photo: The Bernard & Kate Smith Collection, City of Sydney Archives).

You may have read (July *Bulletin*) of the proposals by the Land and Housing Corporation of NSW, in partnership with the Princes Trust (as in Prince Charles) to redevelop the properties at 17 – 31 Cowper St and 2A/2D

Wentworth Park Rd, providing a mixture of private and public (social) housing in the form of x 2, multi-story buildings.

The City of Sydney is currently drafting a Planning Proposal, which amongst other things, removes these properties from the Heritage Conservation Area, thereby amending the Sydney Local Environmental Plan. The proposed architecture is in complete contradiction to the characteristics of the Conservation Area.

Whilst the properties are on the extreme perimeter of the Heritage Conservation Area, the removal of them creates precedent for similar actions over other properties well within this Conservation Area, which in turn has significant implications for the future direction of the Glebe Estate.

This very unique asset must be vigorously protected.

What appears to be missing is comprehensive strategy by the City in relation to preserving the unique heritage significance of the Glebe Estate, whilst boosting the provision of public housing close to the CBD.

The work continues ...

Blue Wren Subcommittee Annual Report 2019-2020

By Andrew Wood, Blue Wren Subcommittee

The Subcommittee has 13 members and met in person on four occasions during the year. The volunteers of our bushcare/landcare groups in Glebe continued to work to value, retain and enhance biodiversity in Glebe and Forest Lodge, and its bays and foreshores, for current and future generations. Not surprisingly COVID-19 impacted on our activities in the second half of the year. We did not hold our regular meetings, our autumn party (to which all our bushcare volunteers are invited) and the award of the Craney Biodiversity Grants to our local preschools and schools were cancelled, and the annual biodiversity lecture was postponed. Further, no planting days were organised by our bushcare volunteers from mid-March until July, when they recommenced in Orphan School Creek Park under the COVID-safe rules set-up by the City.



Ernest Pedersen Reserve (photo: Phil Young)

In August last year the City agreed to hold a public meeting at St Helen's Community Centre, chaired by Mr Joel Johnson, Manager, City Greening and Leisure to consider the City's plans for the upgrading of Ernest Pederson Reserve, and Palmerston Avenue Steps and Sarah Peninton Reserve. The plans for the latter pocket parks were generally supported by the local bushcare group and residents, and work is now in progress on the upgrade. For Ernest Pederson Reserve, however, the plans were vigorously opposed as they did not take into consideration either the passive uses of the Reserve or its history as the original front garden of the adjacent house, Rothwell Lodge. In response to a request from the Society, the City agreed to set-up a

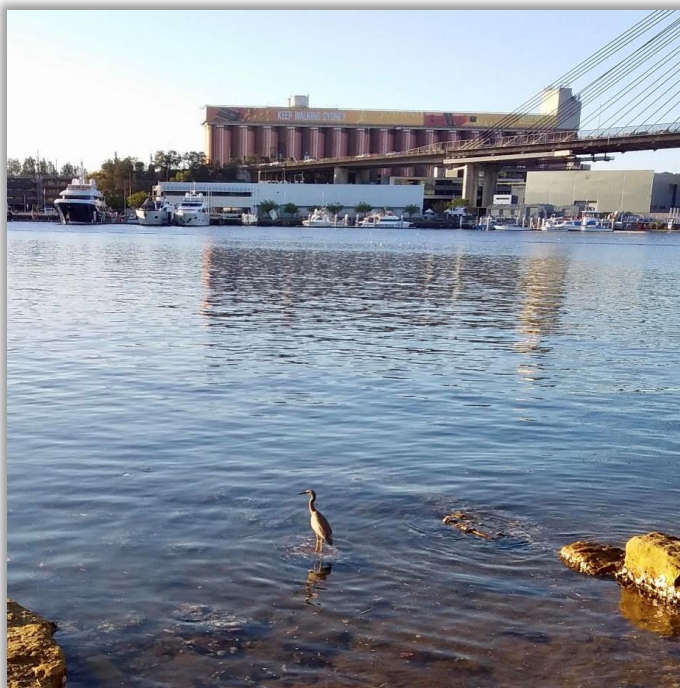
Working Group to redesign the proposals for the Reserve. The Group was chaired by Chris Thomas, Manager Design, City of Sydney and the other members were Helen Rogers, Design Manager, City of Sydney, local Ferry Rd residents and Ferry Road Bushcare Group members (Jenna Reed Burns and Iain Gibson) and Andrew Wood represented the Glebe Society. The revised plans, based on the original design of Rothwell Lodge's garden, were placed on public exhibition and an onsite meeting was held between the City's planners and residents. There was overall agreement that the new plans were a major improvement upon the initial proposals. The Society also supported the revised plans for the Reserve as they recognised the unique heritage value of the site and its principal use as a passive park which could be quietly enjoyed by the Glebe community. The City has moved to the final detail design phase which will consider any changes recommended by residents and the Society.

The Society's annual bird survey took place on Sunday 20 October in cool, sunny conditions with 17 people meeting in Paddy Gray Reserve at 6.45 am to sign on and be allocated sites. Nine teams spent around 20 to 45 minutes surveying the birdlife in streets, parks and waterways. Over half of the 620 birds seen were the two most common birds found in other national surveys – the Noisy Miner and the Rainbow Lorikeet. This year's

survey also noted an almost doubling of the number of Australian Magpies, which have expanded from parks into streets, lanes and backyards and are breeding locally. There were fewer species seen this year, only 27

species compared to 30 in 2018, with several of our usual regulars like the Willie Wagtail and Magpie-Lark (Pee-wee) not being sighted. Glebe's waterways, however, continue to provide habitat for Striated Heron and White-faced Heron – now seen on most surveys. Surprises this year included a mysterious 'little brown bird' in the John St Reserve Habitat Garden that may have been a Brown Thornbill, with one photographed in Redfern several days earlier. This year's survey will be held on Sunday 1 November and will again be led by Judy Christie – please contact Judy if you can attend (0437 693 372).

All members are always welcome to join the Subcommittee and to attend a planting and park maintenance day – simply send us an email if you would like to come: bluewrens@glebesociety.org.au.



White Faced Heron in Rozelle Bay (photo: Helen Randerson)

Community Development Subcommittee Annual Report 2019-2020

by Janice Challinor, Community Development Subcommittee Convenor

[Please note that the text in red on page 35 was missing from the Bulletin sent to members on 3 September. Mea culpa – Editor]

This past year the Community sub-group has continued to undertake actions and projects aimed at strengthening links with the wider Glebe community wherever possible. This continues to be one of the guiding principles behind our activities. This report will essentially outline those activities according to the type of activity and the community partner(s) with which we have engaged.

For Centipede at Glebe Public School we hosted the annual Sunset Soirée at the Glebe Rowers Club premises in October 2019. Members of the Centipede Board of Management were very active in ensuring that this event gained traction with families who utilize the service as well, and their success was such that the lessening in Glebe Society membership attendance and support did not result in a substantial reduction in funds raised. As this is the only social function we host which is intended to financially assist our Glebe neighbours it hoped that any future events gain more Society membership support. As members will be aware Centipede at Glebe Public School is an outside school hours and holidays child care service specifically for children who attend Glebe Public School. It is a non-profit organisation that requires both government and additional funds to maintain its service, especially for vulnerable families who cannot afford fees. Friends of Centipede is a Glebe Society initiative to assist this vital local service.

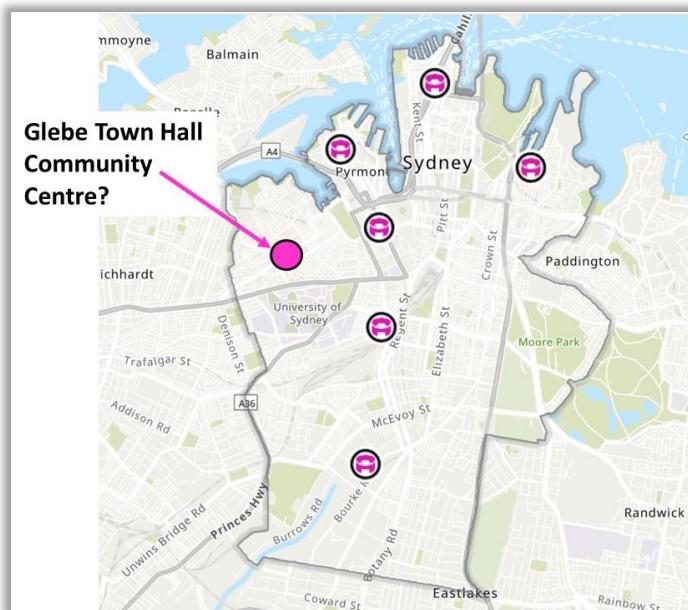
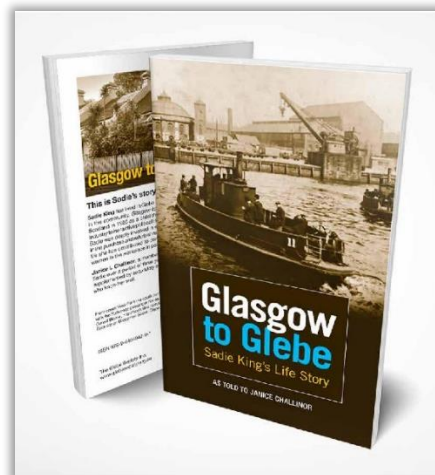
Unfortunately, there will be no Soirée this year though, due to concerns created by COVID-19 and the need for social distancing. Consequently 'Friends of Centipede' are strongly encouraged to continue their contribution to this important local community service. Please consider a Direct Deposit to their Bank Account. Direct



payments can be made to the Centipede account with the Commonwealth Bank; BSB: 062 172 Account Number: 10239391. Please give your name and 'FoC' as a reference and email to treasurer@centipede.org.au with details for a receipt.

Due to demand, following its launch at the 50th Anniversary celebrations in July 2019 Sadie King's biography, *Glasgow to Glebe* was given a limited reprinted run. Over 80% of these sold at the basic price of \$15, partially through placement on consignment at Gleebooks, however if you missed out and would like a copy there are some available. Just email community@glebesociety.org.au and one of the subcommittee members will contact you to make arrangements. This recognition by the Glebe Society of a well-known Glebe identity proved to be very popular with her friends and acquaintances in the wider Glebe community too.

The Kitchen Starter Pack project, which supports people moving back into the community from Elsie Women and Children's Refuge and Rainbow Lodge has continued under quite difficult circumstances due to COVID restrictions these last six months or so. The utilisation of St Helen's kitchen as space to clean, store and pack items two days a month began in late 2019, largely due to Diane Hutchinson's diligence and persistence, despite significant obstacles. However, its use was short-lived when City of Sydney placed restrictions, due to health protocols, on the use of all City of Sydney premises in March. Since then it has survived largely thanks to Diane's use of her own home as a work-base for the project. This, together with some generous individual donations, the agreement by the management committee to guarantee annual funding up to \$1000 less any monetary donations received, and the coming onboard of Jan Macindoe and Sue Hearn in shared co-ordinating roles has saved the project from the possibility of discontinuation. Since its inception over two years ago it has supplied packs to 63 families and individuals; a valuable contribution from the Glebe Society to Glebe and its community support objectives.



The sub-group's investigation into 'Ageing in Place' in Glebe discovered some of the difficulties older people face in our community. We also investigated what opportunities people enjoy in our neighbouring suburbs of Pyrmont and Ultimo. From our investigations and through association with GlebeConnected's research interest in ageing we came to the view that one of the stumbling blocks to ease of social interaction and community engagement for many senior citizens in Glebe was the lack of a dedicated, permanently staffed community centre in our suburb. Certainly, Glebe has a wealth of City of Sydney owned and funded venues and facilities but there are also many difficulties including gaining access, fees required for use, lack of coordinated programs to engage residents and lack of easily available information. That is not to say there are none, but that those which exist are too few in number, often not widely known and somewhat

difficult to access. Several of these are privately organised and therefore only available to a privileged few.

In the light of this information and with concern for the future of organisations such as the Glebe Community Development Project which supported many people in social housing in Glebe and occupied some of the space at Glebe Town Hall we came to the conclusion that Glebe would benefit from a dedicated Community centre, and that Glebe Town Hall, due to its geographically central location and variety of useful spaces would be appropriate for such a development. After liaising with other local groups and service providers we submitted a proposal to the Lord Mayor and the Council of the City of Sydney, asking that they give serious consideration to such a proposal. The response was a meeting of the Lord Mayor, several senior Council planners and the president and sub-group convenor of the Glebe Society to discuss and debate the concept of our proposal. Deputy Lord Mayor Cr Jess Scully tabled a motion in Council to investigate this issue which was passed unanimously. As this activity all took place at the very beginning of the COVID pandemic the City of Sydney

has been engaged in responding to immediate issues that have arisen. Consequently, we have been informed that it may be some time before this proposal can be given the public discussion it deserves.

The small group that coalesced around the 'Sewing for Good' ideal was unable to continue to meet, once the Glebe Town Hall became unavailable in early March. This was due to changes of management of the venue brought about by the devolution of the Glebe Community Development Project and COVID closures. Consequently, it is unable to invite people to any publicly available activity. Former members continue to raise funds for the Asylum Seekers Centre in Newtown in a private capacity.



Some of the products of the 'Sewing for Good' program during the Glebe Society Community Festival last year (photo: Bruce Davis)

The community group has continued to support Glebe HAPN (Housing Action Plan Now) through participation in their communication initiatives. One was assisting the acquisition of funds for the printing and distribution of emergency and important contact numbers to all social housing residents in our community. This provided timely assistance commencement of the 'lock down' period. However, the work of members of that group in engaging with the Glebe Youth service in the provision of food parcels to people isolated in their homes in the community which also began at that time is continuing. They are all to be congratulated on this important community initiative.

The 2019 Glebe Society Christmas Appeal successfully provided a wealth of gifts for people at the supported accommodation facilities in Glebe such as Elsie, Rainbow Lodge, Detour House, the Girls Refuge, Kathleen York, and the Glebe PCYC programme kids. Chris O'Brien Lifehouse Hospital staff also contributed most

generously last year, and given the right circumstances, we hope to engage with them and the Glebe Society members again this year to run this appeal.

Members of our subgroup joined with other subcommittees such as Heritage to voice concerns with respect to two Glebe Housing proposals this year. They are the RJ Williams Lodge refurbishment by Wesley Mission & 2A-2D Wentworth Park Rd/31 Cowper St demolition and replacement by Prince's Trust and the Department of Planning, Industry and Environment's LAHC. Our group has been particularly concerned that adequate provision of social and affordable housing opportunities are included in these developments.

The subcommittee continues its outreach to the wider Glebe community through Glebe Connected, attendance at meetings of Glebe HAPN (Housing Action Plan Now), COGG and FLAG. These network linkages continue to help us contribute to the wellbeing of our suburban community.

Transport & Traffic Subcommittee Annual Report 2019-2020

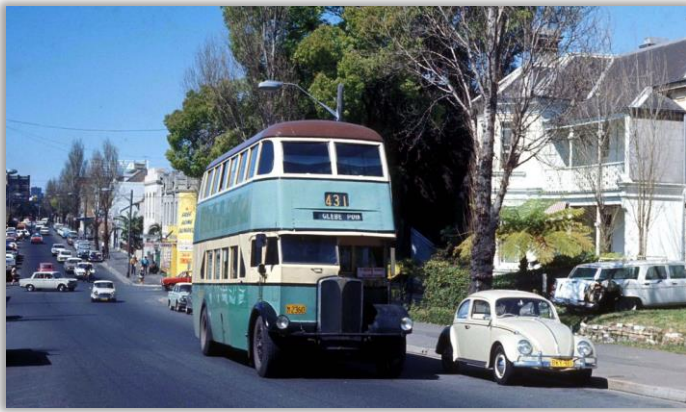
by Janet Wahlquist, Transport & Traffic Subcommittee Convenor

Pedestrian Crossing in front of Glebe Markets on Glebe Point Rd

The Society made representations to the Minister of Transport, the manager of the Glebe Markets, Glebe Police and the City of Sydney Council Members in response to complaints from members about the traffic delays on Glebe Point Rd on Saturdays. The delay is being caused by vehicles being required to stop at the non-signalised pedestrian crossing outside Glebe Markets when it is in operation. The crossing is heavily used during the Markets opening hours. We suggested something similar to a lollipop person being used to improve the flow of traffic. These representations were unsuccessful. There was a bit of buck passing but the final answer came from The Lord Mayor who stated:

At its meeting on 24 June, Council considered this issue and resolved an eleven-point motion. It is item 13.6 and I enclose a copy for your information. At that Council meeting, I and other Councillors expressed great concern that restricting use of the pedestrian crossing will cause people to jaywalk onto the road, which is very unsafe – particularly for Glebe Point Rd, which is a high pedestrian activity area – especially at weekends.

The area is also gazetted as a 40km per hour High Pedestrian Activity Area, which means it is a pedestrian priority zone



The 431 in 1971 (John Ward Transport Collection, City of Sydney Archives)

Light Rail and Bus Interchange

The Society was approached by one of our members for support in changing the current bus stop at which bus passengers from 431 and 470 must alight to catch the Haymarket light rail near Central Railway Station. The current distance from the bus stop across from Belmore Park to the light rail stop is about 450 metres. There is a closer bus stop (about 20 metres from light rail) in place but the 431 and 470 do not stop at it. The current distance makes it difficult for elderly and physically challenged passengers as well as inconvenient for other travellers to transfer to the Light Rail. Unsuccessful representations were made to the Minister of Transport.

WestConnex

The Society made a submission to the Department of Planning in relation to various aspects of the proposed Rozelle Interchange between Victoria Rd, City West Link and the Crescent. This proposal involved the directing of increased traffic along the Crescent to Glebe, the loss of the pedestrian crossing on The Crescent at Johnson St between the parklands and Annandale, replacing it with four separate crossings. The loss of the right turn from Johnson St onto the Crescent and the noise and unsightly view from the parkland of a busy raised motorway. We also complained about the shared nature of the bicycle and pedestrian pathway linking the parkland with Rozelle. There were a large number of objections from the community about the plans. One win was the retention of the signalised pedestrian crossing on the Crescent. The later plan showed a wider and attractive pedestrian/bicycle pathway and bridge lined with greenery over City West Link to the Rozelle Parklands.

COVID Times

Bicentennial & Foreshore Park

The advent of COVID with the closure of pools and gyms and the ceasing of organised sport saw an increased pressure on the use of the foreshore parks and walking/cycling paths. The Glebe Society has been active in pressing for improved pedestrian and cycling facilities. In particular the Glebe Society has been making representations for a circular Blackwattle Bay walking/cycling path. The proposal is that the pathway would hug the foreshore of Blackwattle Bay and cross the bay using the Glebe Island Bridge. This would require the repair of the bridge and restoration of its functioning as a working swing bridge, so that it can be shut for the use of pedestrians and cyclists.



The proposed Blackwattle Bay walk follows the dotted line, connecting both ends of the existing Glebe Foreshore Walk (image: Asa Wahlquist)

The Society has made representations about the need for the foreshore path and any future paths to be separated so pedestrians and cyclists do not have to share, which we regard from experiences on the existing foreshore walk as unsafe.

The Bicentennial Park has been in a state of upheaval all year due to the work to naturalise Johnstons Creek and also by the remodelling of the playground, skateboard park and picnic ground on the Annandale side of Johnson's Creek. This has not been helped by the builders of the playground area going bankrupt.

In March and April the Allan Truss Bridge over Johnson's Creek was closed, affecting pedestrian and cycling access between the Annandale and Glebe sides of Bicentennial Park. The stated reason was that it was structurally unsafe. Members of the Glebe Society were suspicious about this reason as it closed when work

started on Johnson's Creek and the trucks wanted to access the creek next to the bridge. We were also aware that significant work had been done on the bridge less than two years before. As a result of questions, complaints and some publicity the bridge was reopened and has continued to be an important thoroughfare between the two sides of the park and the foreshore walk.

Sydney Fish Market and Blackwattle Bay Precinct Transport Plan

The Department and Infrastructure Department has released a report setting out a transport plan for the new developments on Blackwattle Bay. This involves new public transport proposals, new signalised intersections and plans for less parking generally in the developments encouraging greater public transport, car share and active transport. The Glebe Society is involved in the examination of the plan and making known the traffic and transport issues that will result for Glebe and Forest Lodge. We are making representations on the increase traffic and parking problems for Glebe/Forest Lodge.

Pop Up Cycleway on Bridge Rd

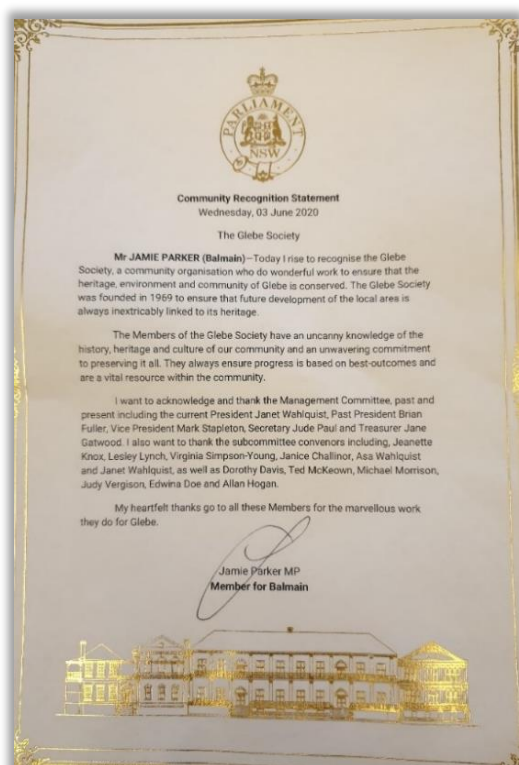
The City of Sydney Council and Transport NSW are installing a cycleway on either side of Bridge Rd from Parramatta Rd to the Fish Market. This was announced and has been installed without consultation with the community. The local community have identified issues that have not been addressed in the decision. The division marking the cycleway is unattractive and does not fit in with the heritage nature of the streetscape. The reduction of parking for residents and tradespeople which is made more difficult by having the cycleway on both sides of the street. The failure to consider access for emergency services, couriers, delivery vans and garbage trucks. The Society has made representations about these issues and failure to consult with the community before installation. The Society has requested community consultation and input before the cycleway is made permanent.

Automated Pedestrian Crossings

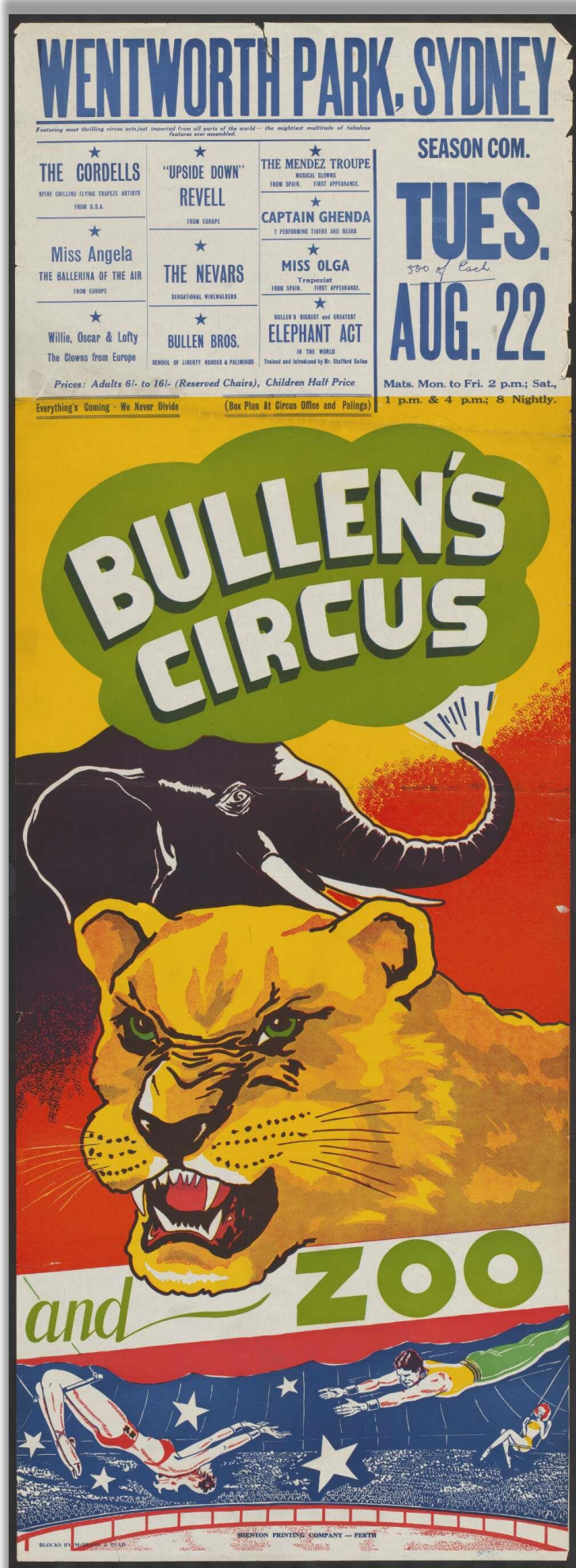
The Society has made representations that all pedestrian buttons in Glebe/Forest Lodge be automated to improve the walking experience for pedestrians. The Council is in support of this proposal and had themselves passed a motion for this to happen. Unfortunately, the decision rests in the hands of Transport NSW and they have not supported it.



An automated pedestrian crossing button (source: Transport for NSW website)



'Community Recognition Statement' for the Glebe Society from local member, Jamie Parker.



When the circus came to Wentworth Park, either 1939, 1944 or 1950. (National Library of Australia)

FOR YOUR CALENDAR

Sunday 20 September, 11-12.30pm Glebe Society AGM, Glebe Youth Service.
 Sunday 1 November, 6.45am, Paddy Gray Reserve, Hereford St: Spring Bird Survey.
 8-15 November, National NAIDOC Week
 Saturday 21 November, 3pm. Glebe Music Festival: *Sydney Baroque Players*. Glebe Town Hall
 Saturday 21 November, 7pm. Glebe Music Festival: *Thoroughbass*. Glebe Town Hall
 Sunday 22 November, 3pm. Glebe Music Festival: *Josie and the Emeralds*. Glebe Town Hall
 Mid-December. 150 Year Anniversary of St John's Church Exhibition, St John's Church
 Friday 11 December 5-7 pm (time TBC) Glebe Society Christmas Gathering: St John's Church

Glebe Society Inc. Established 1969

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Membership of the Glebe Society

- Individual member: \$45
- Joint (2 people, one address): \$55
- Household: \$60
- Concession (student or pensioner): \$20
- Institution or corporate: \$110

How to join

- Join online: complete the Membership Application on our website under 'Membership'
- Download a membership form from www.glebesociety.org.au; or
- Write to the Secretary at PO Box 100 Glebe 2037; or
- Email secretary@glebesociety.org.au



Bicentennial Park on a lazy winter's Sunday afternoon (photo: Phil Vergison)

Views expressed in this *Bulletin* are not necessarily those of the Glebe Society Inc. Articles and photos submitted for any of the Glebe Society's publications, including the website and *Bulletin*, may also be used in the Glebe Society's other publications.