



We acknowledge the Gadigal people of the Eora nation as the traditional owners of Glebe and Forest Lodge and pay our respects to elders past and present.

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Transport and traffic issues in Glebe–Forest Lodge

By Janet Oakley, Convenor, Transport and Traffic Subcommittee

WestConnex Rozelle Interchange

It became apparent after the opening of the Rozelle Interchange Project (RIP) that the effect on local surface roads is considerable and ongoing. In our submission to [the Parliamentary Inquiry into the Impact of the Rozelle Interchange](#), we expressed our concerns about multiple issues affecting the Interchange. We have not yet received a response to our submission, which was submitted in early April. Some of the concerns we raised are discussed below.

Signage: Currently, most signs direct road users to the tunnel or the City; there are very few signs helpful to those headed south or west. Where there are such signs, their locations mean the sign is seen too late to enable safe decisions, and they are often confusing and, in some instances, inaccurate.

An example of misleading and potentially dangerous signage is before the traffic lights at Victoria Road and City West Link. The large overhead sign (see photo below) indicates three lanes turn left and three turn right from Victoria Road, suggesting that a vehicle in the middle lane travelling south could turn right without changing lanes. In fact, that is not correct. The only way to turn right without changing lanes is to be in the far right lane.

Another example of poor signage is the merger of eastbound traffic into one lane under the Light Rail overpass on The Crescent, where two lanes suddenly become one without prior warning.

North-south traffic: For southbound traffic at the White Bay intersection, both lane marking and signage are very confusing. The effect is to channel all southbound traffic into suburban streets: The Crescent (which becomes Ross Street) and Johnston Street. Neither of these streets was designed for the amount of traffic and size of vehicles they now carry; neither has ever been an arterial road. Traffic banks up along The Crescent and Ross Street at peak periods, compounded by changes made at the intersection of Ross Street and Parramatta Road. There is also a perceptible increase in very heavy vehicles along these streets.

Vehicles heading north from The Crescent to Victoria Road face a long wait at peak periods because the traffic light phasing prioritises east-west traffic. This also leads to a build-up of traffic during peak periods. Ramp signals – traffic signals that can be set to control the number of cars allowed through on the green light – are apparently in place but only control traffic flow onto the Anzac Bridge approach.

East-west local roads being used as avoidance ‘rat runs’: There has been a noticeable increase in traffic on east-west local roads through Glebe and Forest Lodge since RIP opened, particularly Wigram Road, Bridge Road and Parramatta Road. No doubt motorists are seeking to avoid the bottlenecks on the RIP surface roads – that is, above-ground roads, as opposed to tunnels – when driving to and from the City, particularly at peak periods. In fact, Transport for NSW encourages drivers to use Parramatta Road as an un-tolled route to the City (<https://www.transport.nsw.gov.au/projects/current-projects/rozelle-interchange>).



Intersection of Victoria Road & City West Link, Rozelle Interchange (Photo: V. Simpson-Young)

Foot and cycle traffic: The removal of the pedestrian crossing on Victoria Road at Robert Street has created a hazard for people trying to access Balmain from the 433 bus stop opposite the White Bay Power Station.

Air quality: It is of concern that the Secretary of the Department of Planning and Environment has been granted the discretion to apply flexibility in the ambient air quality monitoring timeframe. ([Modification of Infrastructure Approval 23/8/2023](#)).

New bus timetables

New bus timetables have recently been implemented for all Glebe–Forest Lodge routes. There was no consultation before changes were made. An audit of the changes reveals that they are insignificant. However, the changes seem to reinforce a previous trend – that is, buses on different routes are scheduled to arrive at stops in Glebe–Forest Lodge at the same time. For instance, the 469 bus (which was supposed to make up for the cancellation of the Leichhardt Market Place/Glebe Point Road leg of the 370 service) is scheduled to arrive at stops on the route of the 433 at the same time or within minutes of the 433. The 469 only comes every 30 minutes, and if it was staggered so that it did not coincide with the 433 service, it would provide a more regular service for passengers trying to get between Forest Lodge and Glebe Point Road. The 433 service is more frequent but is plagued with cancellations. Similarly, the 370 and 431 which both cover Glebe Point Road, are scheduled within minutes of each other. For this reason, the gap between buses along Glebe Point Road is nearly always 20 minutes.

The simultaneous scheduling of bus services that cover the same route appears to be a deliberate policy on the part of the service providers and effectively reduces the available services.

We have written to our local State member, Kobi Shetty, to draw her attention to these issues, and we look forward to her response. Clearly, this should not preclude others from raising their own concerns.

Bridge Road cycleway

There has been a call for Expressions of Interest from contractors [to construct the Bridge Road Permanent Cycleway](#) (<https://shorturl.at/AMbEZ>). Interestingly, the closed tender documents can only be accessed if the prospective contractor signs a document called a 'Confidentiality Deed Poll (One Way)'.

We hope that the Glebe Society's efforts to address these transport and traffic issues will result in improvements that benefit our Glebe–Forest Lodge community. I'll keep you posted!

War and no peace – the never-ending saga of the Bridge Road cycleway

by Di Anstey, Bridge Road resident and Founder of Bridge Road Friends

If the contents of a recent cycleway update from Transport for NSW (TforNSW) are to be believed, residents of Bridge Road are in for eight months of sleepless nights to start soon. (See Figure 1). The proposed roadworks involve trenching and restoration of the existing underground Fish Markets electrical utility trench, asphalt-milling and re-sheeting to be undertaken before the long and oft promised installation of the permanent cycleway. On 14 October 2022, Tyson Kinnane from TforNSW advised in an email to me that installation of the permanent cycleway would start in the coming weeks.

On 16 May 2024, a Community Update with the cumbersome title Transport for NSW is closer to delivering the upgraded and permanent cycleway on Bridge Road, Glebe, linking the Inner West to Sydney's Central Business District and beyond was emailed to those registered with TforNSW for updates on the cycleway.



Heavy vehicles in The Crescent/Ross Street (Photo: Janet Oakley)



Janet Oakley, Transport and Traffic Subcommittee Convenor, has lived in Glebe for over 20 years.

There was no media release or letterbox drop to the wider Forest Lodge and Glebe community to alert them to the extreme disruption that lies ahead. The update stated:

- The tender process is now underway.
- We intend to complete it in the coming months and our contractor will then start work as soon as possible afterwards, later this year.
- We will continue to update the local community about our progress and ensure more information is communicated about the work well before it starts.
- Once appointed, our contractor will then provide regular updates.

This update from TforNSW raised more questions than it answered for angry residents still getting over months of sleepless nights and the acrid smell filling Bridge Road from the trenching works to increase electricity supply to the Fish Markets.

The proposed work is to be conducted five nights per week in five stages which TforNSW estimate will take eight months (weather permitting).

Stage 1: Trenching and restoration of existing underground Fish Markets electrical utility trench.

Stage 2: Asphalt milling and re-sheeting, construction of raised pedestrian crossings at Cross Street and Woolley St. Demolition of existing median near Lyndhurst St and construction of new median.

Stage 3: The remainder of the cycleway upgrade would be constructed (including three of the pram ramps):

Stage 4: Sign-posting, line marking, installation of temporary Klemmfix barriers at Glebe Point Rd and Ross St extending the cycleway closer to intersections with appropriate line-marking for shortened right hand turn lanes, coloured surface coating for cycleway and lighting for the raised pedestrian crossing near Cross Street:

Stage 5: Evaluation of reduced right turn bays, removal of temporary Klemmfix barriers and adjustment of line-marking and concrete barrier to suit the adopted lengths of the right turn bays.

The email from TforNSW claimed that the cycleway will link to Sydney's Central Business District. This however is patently untrue. The proposed permanent cycleway will finish at Taylor Street as does the current temporary infrastructure. There is no separated cycleway in front of the new Fish Markets for cyclists to ride into the CBD.

These recent comments on social media about the update suggest the community is sceptical and fed up with misinformation that has been provided about the construction of a permanent cycleway on Bridge Road.

Honestly you really think this mystical magical cycleway that has made a complete dog's breakfast of the road for the small percentage of users who benefit from it is innovative and efficient?

They release the same 'update' every few months to distract from the fact that the cycleway hasn't changed in four years

This is essentially the same release saying that they would start work in early 2024

The community should not be fooled by the 'indicative render' included in the Community Update as to how the cycleway will look. The design which has been released under Freedom of Information (GIPA) clearly shows embedded concrete slabs 400 mm wide x 150 mm high.

On 16 May 2024, an Expression of Interest Tender was published on the TforNSW eTendering website: Expression of Interest for Specific Contracts – An invitation for Expression of Interest (EOI) for pre-registration of prospective tenderers for a specific work or service. The tender was published on 16 May 2024 and closed on 13 June 2024. In response to a Question on Notice in NSW Parliament by Mark Banasiak of the Shooters & Fishers Party the Minister responded that the tender is 'to test the market with an expanded scope'. A previous tender to construct the permanent cycleway was advertised on 23 March 2023 (three days before the NSW State election, while the previous government was in caretaker mode) and closed on 20 April 2023. No contract was awarded allegedly due to the scope of works being substantially altered.

On 25 January 2023, TforNSW issued a cycleway update to the community advising work to install the cycleway 'is expected to commence in mid 2023'. The contents of an email from Julie Sundqvist, Director, Eastern Harbour City, Community and Place, TforNSW to City of Sydney on 15 February 2023 obtained under FOI (GIPA) strongly suggests the information in the TforNSW community update was not based on facts. In her email Ms Sundqvist stated, 'We have no formal agreement in place and no budget to progress this work. So while ideally we would like to start in April, I don't think we can commit to that until the proposal is formalised and funding is sorted.'

On 3 May 2023, TforNSW became aware that further trenching and remediation along the length of the electrical upgrade works on Bridge Road was required to meet TforNSW standards.

An Addendum Review of Environmental Factors (REF) was also published on TforNSW's Bridge Road cycleway website on 16 May 2024 which covers the expanded scope of works. The original REF dated March 2022, which had never previously been published, was also uploaded to the website on the same day. Both [the original REF](#) and the [Addendum REF](#), as well as other information, are available via this link to the cycleway project webpage: transport.nsw.gov.au/bridge-road-glebe-cycleway.

The proposed design for the cycleway has never been made public. An 'Issue for Construction' design dated June 2023 has been obtained under Freedom of Information. The proposed design for the permanent cycleway still raises serious safety concerns. Safety concerns include, but are not limited to:

The requirement for cyclists to merge into the general traffic lane at both Ross Street and Glebe Point Road intersections. In a letter to TforNSW released under Freedom of Information (GIPA), Chief Operating Officer of the City of Sydney says,

If we don't make cycleways safe then riders will not use them. Indications are that people don't feel sufficiently safe with the current design. The TforNSW design of the permanent cycleway largely reflects the existing pop-up cycleway, where people are required to ride in mixed traffic for some 360 metres (on approach and departure of Ross Street and Glebe Point Rd intersections). We consider this to be an unacceptable road safety outcome.

Shortening the right hand turn bays at the Ross Street and Glebe Point Road intersections with Bridge Road. Discussions had taken place between City of Sydney Council and TforNSW about banning right hand turns from Bridge Rd into Glebe Point Road (in both directions) and westbound on Ross Street. As a compromise TforNSW will implement a trial of shorter right turn bays at the Ross Street and Glebe Point Road intersections, enabling the cycleway to extend closer to intersections. The shorter right turn bays would be implemented using temporary materials and will be evaluated to determine if there are any safety or traffic congestion issues. If the reduced right turn bays cause safety issues or unacceptable impacts to the road corridor, the temporary materials would be removed, and the length of



Figure 1: The Addendum REF reports on a construction noise assessment that modelled night-time construction noise for three residential zones – 'noise catchment areas' (NCA) around the construction area (p. 45). The colours represent the zones which are defined by distance from the construction. For the dark blue zone (NCA3 165 m), noise levels are expected to equal the acceptable level of 50 dB(A). For the light blue zone (NCA 2 105 m), at 55 dB(A), they're expected to exceed the acceptable 50 dB(A). For the closest zone (NCA 1, residences within 30 m of construction), the predicted noise level is 75 dB(A), which 'for residential receivers is considered 'highly intrusive' (p. 6).(See note 1)

the right turn bays would be adjusted to be consistent with the Addendum REF design. If the evaluation determines that the trial of reduced right turn bays is successful, the arrangement will be made permanent. The trial will only commence once the permanent cycleway has been constructed. There is no plan to shorten the bus right hand turn lane into Ross Street.

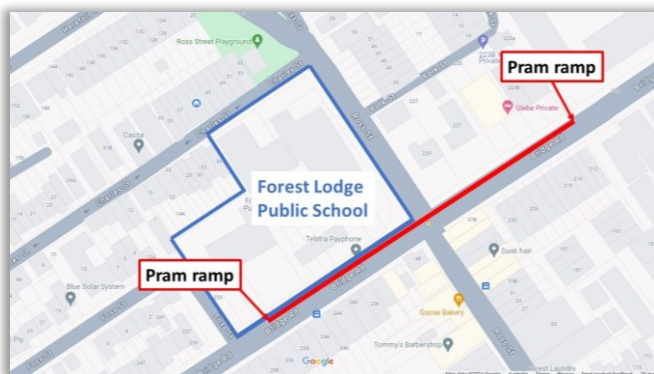
The design proposes installation of 'pram ramps' at various locations along the length of the cycleway. As stated in the Addendum REF:

The addition of pram ramps would allow people on bikes to enter the footpath at points where the cycleway merges with the traffic lane. This would allow people on bikes to avoid riding alongside vehicular traffic and provide a safer option for all road users.

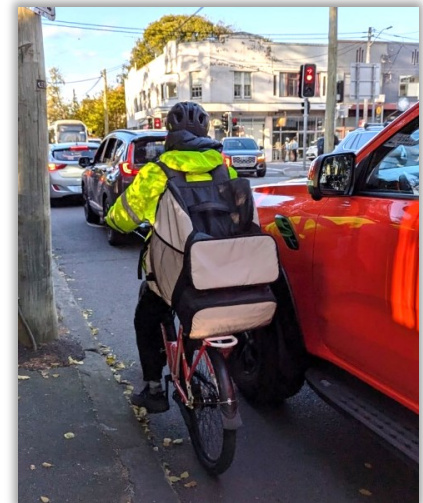
Installation of 'pram ramps' will not entirely eliminate cyclists merging with general traffic lanes. Encouraging cyclists to use very narrow shared footpaths and in particular, the footpath outside Forest Lodge School, couldn't be considered a safer option for all, especially considering the number of children using the footpath outside the school during morning peak hour.

Gordon Hughes Director of Cities and Active Transport Division, Transport for NSW is on the record expressing serious concerns regarding the safety of cycling on Bridge Road. In an email to colleagues released under GIPA dated 24 June 2021 Mr Hughes said:

There appears to be a defensive position set around Bridge Road. In general, the approach taken appears to be engineering-led focused based around acceptance of imbalance and compromise rather than practical planning that helps to better balance and set achievable targets. Based on the information presented I would suggest that we need to stop promoting Bridge Road as a cycleway for all users (especially the 48% less confident) as it doesn't appear that these outcomes can be achieved.



This figure shows the location of 'pram ramps' eastbound on Bridge Road at the intersection with Ross Street, Forest Lodge. Pram ramps have been introduced in the April 2024 Addendum Review of Environmental Factors (REF) so that cyclists can ride on the footpath to avoid sharing lanes with cars, buses, trucks etc where there is no raised separator for the cycleway, such as at this intersection. The red line running between the two pram ramps shows the extent of Bridge Road at this intersection where there is no cycle lane. About 90% of Forest Lodge Public Schools' frontage to Bridge Road is thus affected (See note 2). (Source: adapted from Transport for NSW's Bridge Road Cycleway Addendum Review of Environmental Factors, April 2024, Appendix D, Figure 3, p.103 of the pdf)



The intersection of Bridge Road and Ross St. Forest Lodge Public School is on the left. The cyclist and cars are sharing the only lane on Bridge Road that can be used by traffic going straight ahead. (Photo: V. Simpson-Young)

Nicolas Kocoski, Senior Manager Network & Safety Services at TforNSW is on the record in an email to colleagues dated April 2021 that 'St Johns Rd is a more attractive/safer route.' Mr Kocoski wrote:

Howard, myself and James walked St Johns Road and saw a lot of merit in the cycleway to be installed along St Johns Road instead of Bridge Road, the two connections at either end back onto Bridge Road will need to be further investigated. City of Sydney preference is still Bridge Road. Pending the outcome of the REF/comms my view is that St Johns Road is a more attractive/safer route.

Questions arise as to why in August 2023 the 'independent' design stage road safety audit was conducted on the design for the permanent cycleway by an auditor associated with the company who designed the cycleway. The report of the safety audit was provided under Freedom of Information.

Resident access issues were completely ignored in the REF undertaken on making the cycleway permanent in 2021 and the Addendum REF dated April 2024. That Bridge Road is an arterial road and carries in excess of 20,000 vehicles was ignored in both the REFs dated March 2022, and the

Addendum dated April 2024. Section 5.5 of the Environmental Planning and Assessment Act requires that Transport for NSW 'examine and take into account, to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity'. The environment surely includes amenity for residents. In this case 'the activity' is the cycleway. It is clear that construction of the cycleway and the resultant issues, were not examined to the fullest extent possible.

The April 2024 REF further states that:

Operation of the features of the proposed modification would affect all users of Pyrmont Bridge Road and Bridge Road (including pedestrians, people on bikes, motorists, and public transport customers) and are expected to result in mostly positive changes to the existing environment. All features are designed to improve the safety and efficiency of travel for all users of the road and cycleway. Existing street parking would not be impacted.

Note that residents of Bridge Road are not included, and also that there is no street parking as it was removed in July 2020. If the eight-month timetable for construction of the permanent cycleway indicated in the most recent update from TfNSW dated 16 May 2024 is correct, it will have been five years since the temporary cycleway was hastily installed in September 2020. At that time residents were assured via a community update from City of Sydney and Transport for NSW that the cycleway was temporary infrastructure to be in place for six months as part of the response to COVID-19. As work on the initial REF which, under Part 5 of EPA Assessment Act 1979 covered both the ongoing use of the temporary cycleway and the project to update it to a permanent cycleway, commenced in early January 2021, less than four months after the temporary cycleway was installed, and two months before the community consultation survey, the temporary nature of the cycleway was clearly a ruse and a permanent cycleway was always the plan.

From the editor

Note 1. The Addendum REF gives the standard noise mitigation measures appropriate to each noise zone (p. 45) and goes on to explain why, in almost all situations, those recommended mitigation measures will not be used during the construction of the Bridge Road cycleway.

Dark blue zone: the mitigation measure is 'notification' (N): letterbox drops with information (p. 47).

Light blue zone: 'notification (N)', 'respite period' (R2) and 'duration respite' (DR). 'Respite period' would pace the construction so that residents would get breaks from the noise. While this is a mitigation measure recommended for residents experiencing the predicted level of night-time construction noise of 55 dB(A), 'this is not recommended for this project as this measure would significantly extend the duration of works' (p. 96 of pdf). 'Duration respite' seems to allow increasing 'the work duration (number of evenings or nights worked) for longer duration projects so that the project can be completed more quickly' (p. 96 of pdf) ... which doesn't sound like a noise mitigation measure at all.

Closest zone: As well as recommended noise mitigation measures already mentioned, an additional recommended measure for residents in the closest zone is 'phone calls' (PC) 'detailing relevant information made to identified/affected stakeholders within a minimum of 30 m radius'. This recommended mitigation is 'considered impractical due to the large number of affected receivers [i.e. residents] within this radius'. Another recommended measure is 'specific notification' (SN) to 'more highly affected receivers' within 30 m of the proposal area than would be provided in letterbox drops (N). Again, this is ruled out as 'it may not be reasonable to undertake separate types of notifications. Instead, a single coordinated message should be delivered to the affected community' (p.96 of pdf). Alternative accommodation (AA) is recommended for "highly intrusive" noise levels such as those expected to affect the closest residents', although it would be 'in response to receiving a complaint and in accordance with Transport for NSW procedures'. It may come as no surprise to hear that this too is ruled out 'due to the high number of noise receivers within the noise catchment area it would be impractical and difficult to consistently deliver alternative accommodation arrangements (p. 97 of pdf).

Note 2. Pram ramps giving cyclists footpath access may make cyclists safer, but surely the same cannot be said for pedestrians. At the Bridge Road/Ross Street intersection outside the school, pedestrians are often young children going to and from school and their parents, often with the baby or toddler in a pram and the family dog in tow. The Addendum REF does not mention anywhere the risk to pedestrians of this arrangement. Instead, it boldly asserts the opposite: that the pram ramps (and raised crossings) will 'enhance safety for pedestrians, especially children, elderly people, and people with disabilities, as well as people on bikes' (p. 53). It's hard to imagine how the safety of children, elderly people, and people

with disabilities could be 'enhanced' by sharing a narrow footpath with commuting cyclists and food deliverers. And in case those entirely unsupported claims left any reader unconvinced of the wonders of turning footpaths into cycleways – especially outside primary schools – they go full farce, claiming breathlessly that the added pram ramps and raised crossings may 'improve social cohesion' and 'foster an improved sense of community' (p. 53). To be fair, an attempt is made to justify the claim: pram ramps and raised crossings 'encourage walking and cycling', and, presumably, walking and cycling promotes social cohesion.

A Community United: at the Old Fire Station

By Cheryl Leckstrom, Community Liaison Convenor

Glebe–Forest Lodge is such a united community, and we are fortunate to have so many places where we can experience some form of 'togetherness' – wonderful parks, churches, schools, coffee shops, restaurants – just to name a few.

The Old Fire Station is such a place. I'm sure most *Glebe Society Bulletin* readers would know the history of this beautiful, heritage-listed building. These days, a variety of community activities are conducted there, and one of the groups holding activities at the Old Fire Station is the Glebe Community Projects Group, which I coordinate.

We have been running this group for two years on a Wednesday from 10 am until 3 pm. We are a craft group, and we cover any requested arts or crafts. We do scrapbooking, painting, knitting, and crochet. We recently had pottery greenware supplied, which we painted and had fired! The Society's president, Duncan, came along and supported us by getting involved in a bit of fun and making his own mug, of which he was well pleased! We also enjoy the company of Glebe Society secretary Jude Paul, who has brought us some project ideas that our community members are enjoying and some other ideas that we look forward to doing in the future.



The Old Fire Station subtitled the 'Peoples Hall'
(Photo: Sardaka, 2021, Wikimedia)

Call for volunteers

We depend on volunteers for **Glebe Community Projects Group** to continue as a group. Ideas come and go, but we are always looking for new ones. I would like to ask Glebe Society members: would you consider contributing your time? It wouldn't have to be too much. For example, we are looking for people who can teach us how to sew on a sewing machine. We have the machines, fabric, thread, scissors and the guys interested in learning! We'd love someone to take us through the loops on how to use our machines. Recently, we held a lovely Mother's Day event, but it was very wet and cold. The Glebe Society supported us by supplying a new gas cylinder for the BBQ and a couple of volunteers to cook the snags! We are very grateful for the support. We would love for you to come along so we can enjoy each other's company. We have hot drinks and food such as soup, fresh bread, and hot scones with jam and cream.



The Old Fire Station also has a **computer lab** with desktop computers available to the public. This is open each weekday from 1 pm until 4 pm. The lab is run entirely by volunteers, and we're currently in need of more volunteers. You don't have to be an IT whiz; you can just be available so that we can keep the lab open. We need to make more community members aware of this service, so if you know anyone who might need this, please let them know where we are!

We look forward to more community support from the Glebe Society for future events. Volunteers would be more than welcome; maybe you have some ideas you would like to put forward. I am more than happy to talk about any community issue you feel needs addressing where the Glebe Society could be beneficial.

If you want to learn more about volunteering with the Glebe Community Projects Group or the computer lab at the Old Fire Station, you can contact me, Cheryl, on 0458 872 925.

Max Solling's 2024 Anzac Day address, Part 2

This article is the second of three drawn from Max Solling's moving address at the 2024 Anzac Day ceremony at the Glebe War Memorial. The [full text of Max's address](https://glebesociety.org.au/max-sollings-2024-anzac-day-address/) is on our website: (<https://glebesociety.org.au/max-sollings-2024-anzac-day-address/>).

The women of Glebe and WWI

While initially remote, war took on a sense of purpose with the Gallipoli landing on 25 April 1915. The women of Glebe–Forest Lodge quickly mobilised, engaging in door-to-door knocking for the Patriotic Fund, organising dances and euchre nights, knitting socks and other activities in aid of the Glebe branch of the Red Cross Fund, and organising local concerts for the Belgium Fund where Eva Rainford sang.

War tore families apart, and nothing could have completely reversed this tide of separation and loss. After receiving the awful news of death, people were overcome by grief, passing through stages of bereavement. Australian families were among the furthest removed from the main theatres of military operations. Approximately 60,000 of 330,000 Australians in the AIF were killed or died on active service, a casualty rate at or above that suffered by the British, French and German armies.

Families received news of the fate of AIF men 12,000 miles from home at Gallipoli and in France from clergy who were notified by official cable at an interval of about 10 to 14 days after the event. Their dead lay far away. The loss of so many on the other side of the world without any possibility of a funeral left an aching void in their lives. As casualty lists grew, an outpouring of grief, tears, agony and pain by countless Glebe residents filled newspapers' *in memoriams*.

On the Anzac Day following the inauguration of the Glebe War Memorial in 1922, Glebe women grasped the opportunity to make a profound statement of grief and pride for their collective loss. It was their special day, taking the form of a pilgrimage to the shrine of mothers, widows and sisters, all dressed in black and wearing black hats reflecting the sombre mood that pervaded the war and early post-war years. They turned up en masse and with other grieving folk crushed around the shrine.



Glebe War Memorial, with honour roll visible inside the shrine (Photo: Paul Patterson)

quarter of the average weekly wage, a level of benefit less than that paid in Britain and France.

Many bereaved women would return to the Memorial on the anniversaries of death or birth to spend time at the shrine. On these intensely personal occasions, passing local pedestrians observed women standing quietly in front of the shrine, head bowed in quiet contemplation. They could not see their faces. They did not want to.



Women planting crosses in the remembrance garden of St Andrew's Cathedral (Photo: Sam Hood, SLNSW)

The pilgrimage commenced with memorial secretary Bill Brown reading out, in alphabetical order, the names of each fallen soldier inscribed in gold on the mausoleum's marble nameplate. On hearing their son's or husband's name, a Glebe woman stepped forward to lay a wreath or sheaf of flowers. With all 174 names called, the ceremony was a prolonged affair – and left a searing impression.

One can only imagine these poignant scenes, charged with high emotion and solemnity. Among the pilgrims were Rachel Curtis, Susan Maltby, Margaret Cotter, Ellen Sharpe, Margaret Faerber and Emma Neaves – Glebe mothers who had lost two sons.

We will never know how the bereaved mourned and what became of them, but we do know that the widow's pension they received – about ten shillings a week – was only one-

Mystery photo

By Lyn Collingwood

This month's mystery photo



Where are we? Please send your suggestions to history@glebesociety.org.au with Mystery Photo in the subject line.

Last month's mystery photo

Wayne Carveth identified the site as Lanham's Laundry, which occupied a large block between Forest Street and Lodge Street, Forest Lodge. On the roof are sheets and towels drying by 'what some regard as the quaint sunshine method'.

Wayne lived in Lodge Street in the early 1970s and recalls that Lanham's main heating source was a coal-fired boiler, its fuel probably delivered from the coal loader on Blackwattle Bay. 'Locals would check to see if the chimney was smoking before they did their washing because specks of soot were deposited over everything nearby if it was.'

The view is towards the south-west. The photo is undated, but Wayne thought it was taken in the early 1960s because of scaffolding around the just-discernible elevated Petersham Reservoir, completed in 1965. 'Other recognisable buildings are the spire of the Hunter Baillie Church in Annandale, the brick Venables building in Camperdown Children's Hospital, and Rhodes House in Camperdown. Johanna O'Dea Court on Pyrmont Bridge Road was planned in 1961 and the lifts were commissioned in 1965, but you can't see that building because it is obscured by the slate-roofed house in Forest Street'.

An article on Charles Lanham's steam laundry was published in [Bulletin 3/2021](#).



Last month's mystery photo: Lanham's Laundry (photo: Mark Pearce)



Another view of Lanham's Laundry (Photo: Mark Pearce)

Gone and Forgotten on Glebe Point Road, Part 2

by Rodney Hammett

This is the second part of a story on the six dwellings on the site of the current *Anchorage* development at 451 Glebe Point Road. It is an account of a few of the many families who lived in *Gurth*, *Wamba* and *Mussett* from 1887 to 1930 (Table 1). As discussed in Part 1, the dwellings were owned and built by Robert Buik Edward, so these families were tenants. The first part of the story is in *Bulletin* 3/2024 and [on our website](#). See Figure 7 for a photo of the houses in situ.

Gurth

The first occupants were **Charles and Sarah Parish** and their son Walter. Charles had been a plasterer, and had married Sarah Severn on 31 March 1845 in the Sydney Parish of St Lawrence, most likely at the church now known as Christ Church St Lawrence, which had been consecrated that year. Charles was aged 33 and Sarah, 22.

Charles and Sarah went on to have a family of six boys and two girls while Charles worked in and close to the city. The first seven children were born in Sydney but their youngest Walter was born in Brisbane in 1865. Here, in 1862, Charles became the licensee of a Spring Hill hotel, which he built into such a successful business that years later, it was still referred to as 'Parish's Hotel'. The family returned to Sydney in the early 1880s and moved into the newly built *Gurth* in 1887. Charles' stay at *Gurth* was very short, as he died there on 11 June 1887, aged 76. Sarah stayed on for a year then moved to the lower North Shore where she died in 1906 aged 84. After serving as an articled clerk, son Walter was admitted as a solicitor in May 1887. Walter married Rosend Eugene Samper at Summer Hill on 27 March 1889. They had two sons and lived in Mosman where Walter died of bronchitis in 1939 aged 74.

Charles Clark and his wife Jane Eliza (born Cox) were newlyweds when they moved into *Gurth* in late 1888. They had married in Victoria in 1888, aged 43 and 38 respectively.

Charles and Jane both heralded from pioneering families in Hobart, Tasmania. Their first child, Phyllis, was born at *Gurth* on 9 December 1888 and was baptised on 27 January 1889 at St John's Church in Glebe. Charles was a law clerk and the family lived at *Gurth* for eight years. A son, Charles William, was born at *Gurth* on 23 March 1890. From Glebe, the family moved to Melbourne, where in August 1902, Phyllis tragically died, aged only 13. The family then

returned to Hobart, but soon after, Charles died of a heart attack on 24 June 1907 aged 62. In an obituary in the local paper, Charles was remembered as a well-known and popular fellow, and a decent vocalist who participated in many concerts during the 1860s and 1870s. Jane died in 1927 at the age of 77.

Richard William Sheehy, aged 41, moved into *Gurth* in 1905 with his wife Katherine. They had married in 1903, at which time Katherine's family name was given as Crimmins. Their daughter Mary Margaret Sheehy had been born in Avon Street Glebe in 1904 where the family had previously lived. Richard was a shipwright who, with his brothers Daniel, Michael and Simon and father Daniel (1835–1906), conducted a successful lighterage and general marine contracting business under the name of D Sheehy and Sons on Sydney Harbour from wharves at Glebe and Greenwich.

The firm often secured contracts to raise damaged vessels within the harbour. One such contract was for the harbour steamer *Princess* (Figure 1), which had sunk at Circular Quay in December 1897 following a collision with the North Shore steamer *Cammeray*. In January 1898, a new sight for Glebe residents was the *Princess* on the mud of the Glebe foreshore in Blackwattle Bay, awaiting repairs. Daniel junior died in 1903. Michael died in 1905.

When Richard and Katherine relocated to the North Shore in 1907, Richard's brother Simon Sheehy moved into *Gurth* with his wife Clemence and their five children, four girls and one boy. Another girl was born in 1907. Despite Simon being four years younger than Richard, Simon was married in 1894 to Clemence Clasen, whose father was a master mariner from Holland. Simon and his family lived in *Gurth* until 1909 when they moved to the lower North Shore and eventually to the final family home in Greenwich.

Richard, Katherine and family returned to Glebe where they lived between 1914 and 1918 at 11 Allen Street. They then moved to Manly where Richard lived until he died on 2 February 1936, aged 72. His estate was valued at just over £17,568 for probate. Katherine died on 23 August 1949, aged 80.

The story of the Sheehy family in Glebe, including the naming of Sheehy Street and the firm D Sheehy & Sons, is too long to be included in this article, so look for it in a future *Bulletin*.

Robert B Edward and family also made *Gurth* their home when Robert returned to Glebe in 1910 following his retirement as postmaster of the William Street Darlinghurst post office (see [Bulletin 3/2024](#) for further details). Robert, his second wife (his first wife, also Mary, died 1896 aged 44) Mary and daughters from his first marriage, Jessie and Mary, lived in *Gurth* until 1912 when they moved into nearby *Mussett* where they remained until 1924. Robert's daughter Mary married Thomas Ralph Coulson on 22 March 1917, after which the couple moved to the Gosford area where Thomas had a farm.



Figure 2. Edward family members on the grounds of *Youonga* in the 1910s (Source: Coulson family)

A photo of the Edward family (Figure 2) was given to Genny Kang by a member of the Coulson family when the research for the Eglinton Road Project was underway in 2011. The two women and the man seated in the middle-ground are members of the Edward family – most likely daughters Jessie and Mary with their father, Robert. Examining this photo and the 1940s aerial photo (Figure 7) has established that the building on the right in the photo is *Youonga*, and the building partially visible on the left is *Mussett*. The access ramp and the grass area in the foreground are likely to be the common ground shared by *Mussett* and *Youonga*. The photo, taken in the 1910s, shows the grandeur of the buildings and the residential use of the waterfront before it was taken over by the timber industry.

Wamba

Julius Emanuel Buddee (1856–1923), his wife Lilia May (born Peters) (1867–1943) and their almost-two-year-old son Thomas Richards Buddee moved into *Wamba* in late 1887. Three years later, daughter Charlotte was born at *Wamba* on 27 April 1890.

Julius Emanuel Buddee was the fifth of eleven children of talented pianist German-born Julius Friedrich Wilhelm Buddee (1823–1890) and Elise Buddee (born Schroedor) (1823–1898). Julius senior and Elise married in Berlin in 1846, and in 1849, along with their first-born son, travelled to Victoria during the gold rush. Sadly, the son died on the voyage. Despite Julius senior's acclaim in Melbourne as a pianist and music professor, his health was poor, and on the advice of his doctor in the mid-1850s, he and his family moved to Hobart. In about 1862, having regained his health, Julius senior returned to Melbourne with his family, where they settled down to a comfortable life until his health again took a turn for the worse, and they relocated to Sydney in 1884. Julius Buddee senior's professional life continued with great success in Sydney. He and Elise lived in Glebe at several addresses in Toxteth Road and Boyce Street, before he died aged 67 at *Cremona*, 28 Boyce Street, in September 1890.

Julius Emanuel Buddee, the son of Julius senior, moved into *Wamba* in late 1887 before leaving for Leichhardt in late 1890 and then Perth. Julius junior worked as a law clerk in Sydney and was appointed a clerk of the Supreme Court of Western Australia in September 1900. He and Lilia had twelve children between 1886 and 1912. Julius junior died suddenly at home in Perth on 19 February 1923 aged 66; four of his children predeceased him. Lilia died in 1943 aged 76.

Charles Stanley Abrahall moved into *Wamba* in 1895. He had arrived from London on the Orient Line ship *Orizaba* on 26 October 1891. Several years before emigrating, 20-year-old Charles married 18-year-old Ada Pasby in 1885. This was not a successful union, and Charles left for Australia after instigating divorce proceedings in 1890 on the grounds of her adultery, an allegation eventually found to be false. Having arrived in Australia, Charles quickly established a jewellery business in Sydney (his family had a wholesale jewellery business in Alston, Warwickshire). However, Charles was declared bankrupt in December 1891, when he was living at 22 Avon Street Glebe. His circumstances must have taken a turn for the better by 1895, as he was able to move to *Wamba* that year.

In 1899, advertisements appeared announcing C S Abrahall as the manager of the Sheffield Manufacturing and Plating Company's Australian branch at 309 Pitt Street, Sydney. Where he was living at this time is unclear; although he may have remained at *Wamba* until 1901 renting a room from John Lord, then followed the Lord family to *Youonga* in 1902, again renting a room. Charles died on 13 December 1907 at the age of 44. His funeral notice stated that the funeral would leave from the residence of his friend John Lord at *Youonga* Glebe Point.

John Lord, born John Stone Lord in Sydney in 1860, married Mary Ann Oliver in 1882. They had two children – Rosemond born in 1883 and John Stone William born in 1888. So it was a family of four which moved into *Wamba* in 1896. John senior was a broker and from a large Catholic family with many connections to Glebe. Passionate about rugby, John was the president of the Glebe Rugby Union Club for several years during the sport's heyday (1900–1914) and one of the leaders in surf lifesaving in Sydney. The family lived in *Wamba* from 1896 to 1901 and nearby in *Youonga* from 1902 to 1908. After this, they moved to Manly.

John Stone William Lord, son of John Lord from the previous paragraph, became a mechanical engineer working at the CSR sugar refinery at Pymont. Following the outbreak of World War One, he enlisted in the Australian Army on 22 August 1914 and was part of the reinforcements sent to the Gallipoli Peninsula in April 1915. Lucky to survive, and following a short hospital stay, John Lord junior transferred to the 1st Light Horse Regiment in Egypt in January 1916. Then, in November of the same year, he joined the Australian Flying Corps, known as Squadron 68 RAF.

While in England working for Australian Flying Corps as a fitter in the maintenance team, he requested to train as a flying officer in July 1917. He completed the training by January 1918, becoming 2nd Lieutenant J S W Lord. It was during a training flight in a DH 5 over Worthy Down Winchester on 12 May 1918 that the aircraft crashed, and John was killed (see Figure 3). He was buried with military honours on 15 May in the All Saints Churchyard, Hursley. He was aged 29.

John Lord senior died on 30 December 1933 aged 73, without making a will. His Letters of Administration show that his estate was valued at £38. Mary Ann survived him by eight years, dying in 1942 aged 80. Rosemond married Frederick ('Freddy') Claude Vivian Lane at St Mark's Darling Point on 14 September 1908. Freddy was

Australia's first Olympic swimmer and a world class athlete. At Paris in 1900, Freddy won gold in the 200 m freestyle and 200 m obstacle race. Rosemond and Freddy lived on the northern beaches where Rosemond died in 1957 aged 74.

Charles Moffitt (1843–1918) (Figure 4) was aged 66 when he arrived at *Wamba* in 1909 with his wife Mary (born Mitchell) (1845–1929), who was aged 64. Charles was a well-known figure in the mining industry, having learnt the lure of gold from his father who had tried his luck at the Victorian goldfields in the 1850s. Charles had made a fortune – and lost it, too. He lived in Glebe for a few years (1909 to 1911) while he reassessed his next venture(s).

Charles was born near Dungog in the Hunter Valley on 16 January 1843 to Irish-born parents Charles (1812–1873) and Annis (born Elliott) (1812–1900). It is unknown how many siblings Charles had, but he did have a younger brother William and younger sister Mary. The family moved from the Hunter Valley to the Shoalhaven area in 1846. In the early

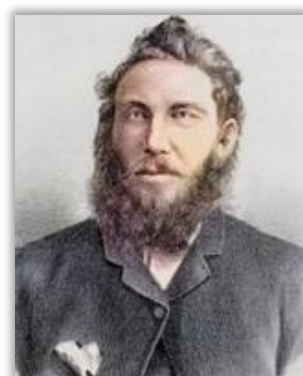


Figure 4. Charles Moffitt (Source: Wollongong Library)

1860s, Charles and his brother William had some success with alluvial gold, but they subsequently drove cattle to and from Goulburn and Bathurst.

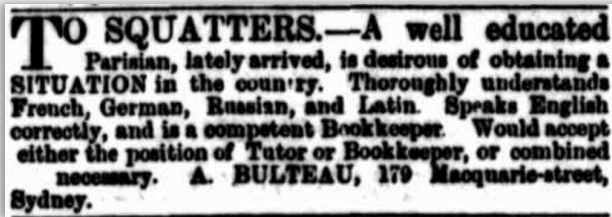
In 1875, Charles married Mary Mitchell of Sutton Forest. Eight children came from this marriage: Mary (1875–1951), Herbert (1877–1953), Ada (1879–1946), Charles (1880–1957), Arthur (1883–1971), Beatrice (1885–1960), Sidney (1887–1950) and Theodore (1889–1892). One cannot question their upbringing because Herbert went on to become a judge, Charles became a school teacher, Arthur became a dealer and Sidney became a bank manager.

When Charles died at Towrang near Goulburn in 1918 at the age of 75, an obituary in the *Shoalhaven Telegraph* of 3 April 1918 included, 'He had a strong personality, and even though he had received scant education in his boyhood, he was well versed in politics, and in the laws of his own State pertaining to pastoral and mining pursuits. He was a good impromptu speaker, a quaint humourist, and his ability to tell a good yarn was universally recognised.' Not to be outdone by her husband's stories, Mary could recount the times before her marriage when her family were

robbed by bushrangers in the 1850s and 1860s. She had also been a skilful horsewoman. Mary died in Queensland in 1929 aged 84.

Mussett

Alexander Victor Augustus Bulteau arrived in Sydney from France in February 1882 in search of the type of employment he considered appropriate to his station in life. In addition to advertising his skills and attributes to prospective Sydney clientele, he placed newspaper advertisements aimed at Queensland squatters (Figure 5).



TO SQUATTERS.—A well educated Parisian, lately arrived, is desirous of obtaining a SITUATION in the country. Thoroughly understands French, German, Russian, and Latin. Speaks English correctly, and is a competent Bookkeeper. Would accept either the position of Tutor or Bookkeeper, or combined necessary. A. BULTEAU, 179 Macquarie-street, Sydney.

Figure 5. Advertisement (Source: *The Queenslander*; Saturday 6 May 1882, p. 548)

By 1884, Alexander was on the King's School Parramatta staff teaching modern languages. He was also the French Master at Kingsley College, a 'High-Class School for Girls' in Burwood. By 1885, he was a lecturer in French at the University of Sydney. Monsieur Bulteau, as he was known, married Irish-born Mary Sullivan at the Unitarian Church in Liverpool, Sydney on 14 August 1886. At the birth of their first child, a son, on 20 October 1887, the family was living at what is now either 425 or 427 Glebe Point Road. Their second child Alfred William was born on 17 July 1890 at the newly completed *Mussett*, the same year the family moved there.

What prompted their move to *Trusthorp* in Boyce Street Glebe by the time their third son was born in April 1892 is something we will never know. Was the house too big and the rent too costly? Was access down the stairs from Glebe Point Road too difficult with three young children? Was living beside an active harbour with all its noise and smells not what the family wanted? Or had the family's circumstances changed? Monsieur Bulteau was in 1892 advertising for French students and stating he was 'late Lecturer and Examiner, Syd Univ.'

Monsieur Bulteau must have been troubled because he ended his life at the Gap on Monday 30 January 1911. The Coroner's report said Bulteau gave no indication that this was his intention when he left his Gordon home that morning. Somehow, his wife Mary continued on without him, dying at Drummoyne in June 1937 at the advanced age of 88 years. Of the sons, Alfred William became a medical practitioner and died in

1980, and Victor Horace became the chief attendant at the Art Gallery of NSW and died in 1978. Their daughter Marie Julie was born in 1894, married a medical practitioner, and lived in Balmain until she died in 1929 at age 35. She was fondly remembered by the Balmain community for the enormous amount of charity work she undertook.

William Arnott was a solicitor, moving into *Mussett* in 1900 with his wife Catherine (born Thomson) and their five daughters. Another two daughters were born after they left in 1902. William, born in Islington England on 31 December 1861, was a founding partner of the law firm A J Taylor, William Arnott and Company of Hunter Street, Sydney. With an interest in horse racing, William Arnott was the Ascot Racing Club's chairman and solicitor, and from its inception, he was the honorary solicitor of the Crown Street Women's Hospital. William had married Irish-born Catherine Agnes Thomson on 1 June 1891 at St Mary's Cathedral, Sydney. From Glebe, the family moved to a large house in Woollahra.

William died while he was at a Freemason's evening at the Royal Arch Temple College Street Sydney on 26 October 1937. He was aged 75. Catherine lived to a grand age of 96, dying on 23 November 1958. The seven daughters all lived into their nineties.

Stephen J Johnston (Figure 6) and his wife Grace Sarah (born Beach) moved into *Mussett* in 1908, in time for their son Philip to be born there on 7 July. Stephen was the fifth of eight children of Jason Johnston and Augusta Elizabeth (born Cross). Johnston's maternal grandfather was a Methodist missionary (Rev William Cross) who spent much of his life in Fiji and Tonga. Augusta was born in Levuka Fiji in 1837. Stephen's father was a Protestant from Ireland who arrived in Sydney aged nine in 1844 with his father and four siblings, his mother having died on the voyage.



Figure 6. Professor Stephen J Johnston (Source: *The Sun*, Wed 6 Feb 1918, p. 5)

Stephen was born in Sydney in 1873. A keen student, he attended the University of Sydney where he graduated with an Arts degree in 1894. He commenced a Science degree in 1902. He gained his doctorate in 1912 with a thesis, *On the*

Trematodes of Australian Frogs, and received the University Medal. Stephen and Grace Sarah Beach married on 28 June 1901 at Dulwich Hill. They left *Mussett* in 1913.

The Johnstons' son Philip died in 1909 when he was barely a year old, so Stephen's success at the University of Sydney was tempered by this tragic loss. Stephen became a member of the Department of Zoology at the University in 1906. Not unlike today, he had to wait until the retirement of Professor Haswell in 1918 to be appointed as professor of that Department. He was then aged 45. His period as head of the Department was short-lived, however; he had fallen ill and, in 1922, had to relinquish the role and resign. Stephen died on 16 July 1925, aged 52. An obituary remarked that he possessed a genial nature and was well-liked by his students (see Figure 6).

Author's Note: This limited exploration into the lives of a few of the families who lived in *Gurth*, *Wamba* and *Mussett* gives us some understanding of the diverse backgrounds and trajectories of the families who lived in Glebe during the period 1887–1930. In all probability, if we could do the same analysis for the families who currently live in Glebe and Forest Lodge, their stories would probably echo a similarly wide range of experiences. *If readers have an interest in any of the other families listed in Table 1, please contact the author.*

	Gurth	Wamba	Mussett
1887	Charles Parish	Julius E Buddee	(vacant land)
1888	Mrs Sarah Parish	Julius E Buddee	(under construction)
1889	Charles Clark	Julius E Buddee	(under construction)
1890	Charles Clark	Julius E Buddee	A Bulfeau
1891	Charles Clark	Mrs C West	A Bulfeau
1892	Charles Clark	F W Kertz	(vacant)
1893	Charles Clark	Mrs H P Corlett	Archibald Butterworth
1894	Charles Clark	(vacant)	E W Bramble
1895	Charles Clark	Henry Kurtz & C S Abrahall	E W Bramble
1896	Charles Clark	John Lord	E W Bramble
1897	Mrs M A Eastway	John Lord	E W Bramble
1898	Mrs M A Eastway	John Lord	E W Bramble
1899	J L Stevenson	John Lord	E W Bramble
1900	George Bamford	John Lord	William Arnott
1901	George Bamford	John Lord	William Arnott
1902	George Bamford	George Snow	William Arnott
1903	George Bamford	Charles Osbert	Archibald O'Neill
1904	George Bamford	William E Benson	Daniel Harris
1905	Richard Sheehy	Frank Onus	Daniel Harris
1906	Richard Sheehy	Frank Onus	M Briar
1907	Simon Sheehy	Frank Onus	M Briar
1908	Simon Sheehy	Frank Onus	Stephen J Johnston
1909	Simon Sheehy	Charles Moffitt	Stephen J Johnston
1910	R B Edward	Charles Moffitt	Stephen J Johnston
1911	R B Edward	Charles Moffitt	Stephen J Johnston
1912	R B Edward	George Cowper	Stephen J Johnston
1913	John J McBride	George Cowper	Stephen J Johnston
1914	John J McBride	Abraham Myers	R B Edward
1915	Alonza Grocott	...Burns	R B Edward
1916*	Alonza Grocott	William D Murphy	R B Edward
1917	Daniel Luber	William D Murphy	R B Edward
1918	Daniel Luber	George Pengelly	R B Edward
1919	Daniel Luber	Miss Florence Shea	R B Edward
1920	Mrs Mary J Adams	Miss Florence Shea	R B Edward
1921	Mrs Mary J Adams	Mrs Harriet Milles	R B Edward
1922	Mrs Mary J Adams	R C Anderson	R B Edward
1923	Mrs Mary J Adams	William J Buhler	R B Edward
1924	Mrs Margaret Gray	William J Buhler	R B Edward
1925	Mrs Margaret Gray	William J Buhler	David Forest
1926	E Cook	(vacant)	David Forest
1927	E Cook	A Treharne	David Forest
1928	Mrs Katherine Rennie	Arthur Treharne	Mrs Robinson
1929	Mrs Katherine Rennie	Arthur Treharne	Charles A Stewart
1930	Mrs Katherine Rennie	William Wallace	(vacant)
	Discussed in this article		

Table 1. Heads of Household (1887-1930) (Source: Sands Directory, Street Listings)

References: Trove, newspapers; Ancestry records and family trees.

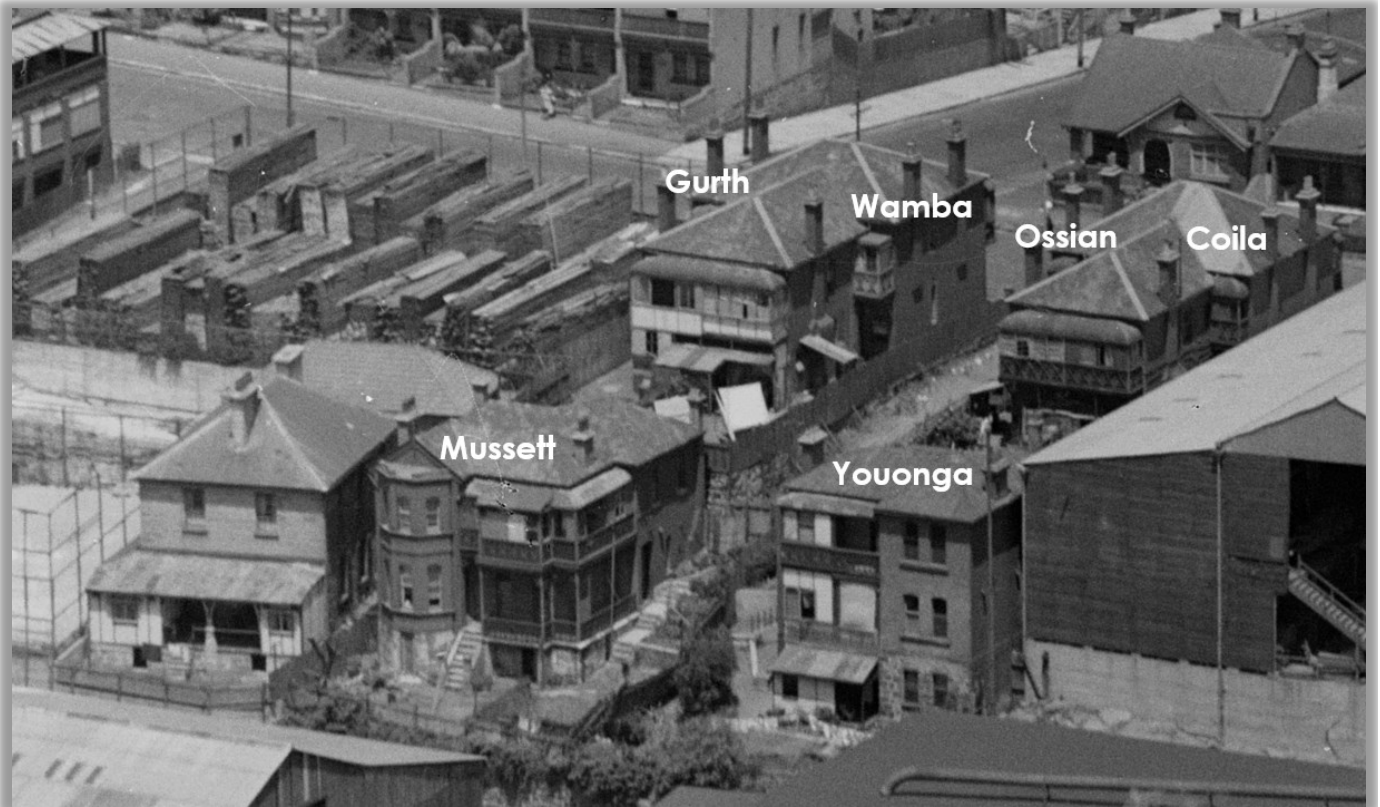
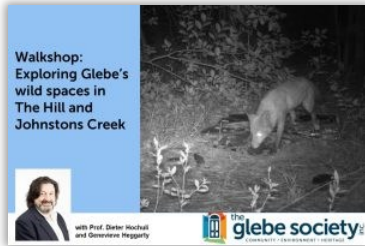


Figure 7. Dwellings at Glebe Point (Source: SLNSW, Milton Kent Collection; FL8813730, part)

Glebe's Hill: Bunyip Tails? What the cameras saw

By Andrew Wood, Blue Wren Subcommittee Convenor



All members of the Society and their friends are invited to attend a 'walkshop' at 2 pm on Sunday 28 July, entitled *Exploring Glebe's wild spaces – the fauna and flora of the Hill and Johnstons Creek*.

Data collection has begun on the research collaboration between the Glebe Society and the University of Sydney to investigate the biodiversity and potential of Glebe's Hill. The research is funded by a City of Sydney Innovation and Ideas Grant.

We will meet at the Harold Park Community Hall (upstairs, Tramsheds) where introductory talks will be given by Professor Dieter Hochuli, leader of the University of Sydney's Integrative Ecology Group, and Genevieve Heggarty, a research assistant working on the project.

We will then head out on a walk guided by Dieter and Genevieve to explore two of Glebe's wild spaces – Glebe's Hill and Johnstons Creek – to learn about the University's initial observations made with camera traps, acoustic monitors and in-person surveys.

The walkshop will be followed by afternoon tea. There is no charge for the event as it is supported by the City's Grant. Bookings are required and can be made via Eventbrite: [walkshop-exploring-glebes-wild-spaces.eventbrite.com](https://www.eventbrite.com/e/walkshop-exploring-glebes-wild-spaces). Please come with walking shoes and, if necessary, something to protect you from the rain.

Early images from the secret camera on the Hill (fox and possum)

Photos: Genevieve Heggarty, University of Sydney



More green time, less screen time – better health

by Helen Randerson

On Wednesday 29 May, an informative and entertaining lecture entitled 'Regenerative Cities and Flourishing Communities: why more trees might mean less loneliness and better health' was given at *Benledi* by Professor Thomas Astell-Burt from the Cities and Planetary Health group in the University of Sydney's School of Architecture. Prof. Astell-Burt shared his knowledge and enthusiasm for the importance of nature and well-designed green space for improving the health of the world's city-dwellers.

Professor Astell-Burt was delivering the 8th Annual Biodiversity Lecture to a Glebe audience of nature buffs that values its precious hard-won green space and who were all wanting to find out more. The event was funded by generous donations to the Blue Wren Subcommittee by Norma Hawkins, Mary Holt and Chris Newton.

We discovered that an enormous amount of world-wide scientific research has already established what most of us know intuitively – that there are a range of health benefits, physical, psychological and social – from getting out into nature and away from our digital devices. These health benefits include reduction

in blood pressure, cardiovascular disease and diabetes, reduced loneliness, better sleep, less dementia and better 'social fitness'. A walk or any physical activity in a natural environment is better than a workout in a gym or pilates studio.

Despite this, one in three Australian adults spends less than two hours per week in any natural environment. Planning better-designed urban green space that addresses utility, functionality, aesthetics – and diversity in vegetation – will need to accompany increases in urban density for the health of humanity and future generations.

A Vienna research study has demonstrated that the amount of per capita green space matters greatly and this will need to be monitored in Sydney's planning to ensure that future 'density is done well'. We learned that Canada has introduced 'nature prescriptions' where a doctor can prescribe a referral to, for example, a community garden or a 'park run' as part of a patient's individual health plan. Canada also provides free passes to its National Parks as part of a patient's treatment plan. Research has shown that 'nature prescriptions' should address motivations and barriers for them to be effective, equitable and sustainable. If 'nature prescriptions' are to be effective, a person's motivation, whether autonomous or controlled, will need to be explored to maximise health benefits – guilt and social pressure may be less effective motivations than if the 'nature prescription' is viewed as fun or more aligned with a person's goals and values.

Professor Astell-Burt interspersed his lecture with graphics of assorted parks and green space which showed a variety of good designs and natural features. These included a pool and seascape at Maroubra, the tranquil riverside Davidson Park Forestville, arched tree vegetation at Rowe Street Eastwood, the Chinese Gardens and Darling Square at Darling Harbour, a 'greened' footpath at Belmont Street Alexandria, Shepherd Lane in Darlington and Supertree Grove in Singapore. An unidentified park with just a large expanse of grass and one log was given a big 'thumbs down' – there needs to be something in a well-designed park or green space that's worth stopping for.

Before questions, Professor Astell-Burt touched briefly on the notion of 'solastalgia' – the feeling that occurs following destructive changes in our territory, whether as a result of human activities or the climate. There followed a range of audience questions covering the many challenges we face including: promoting biodiversity in our cities; the importance of layers and density in vegetation for our green spaces; how to build better for increased urban population density; the health challenges of urban apartment living; the small amount of green space available per capita; the need for better consultation and leadership including the desire for our institutions to lead with more creative ideas that will enhance biodiversity; and the quality of our urban green spaces while at the same time improving human health. Further questions and discussion from the audience occurred as we had a glass of wine and some Japanese finger food.

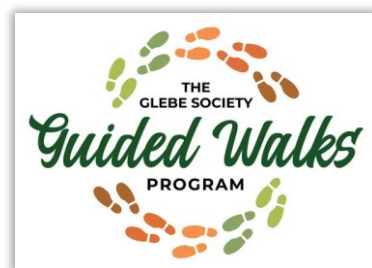


Thomas Astell-Burt with Andrew Wood (Photo: Tony Tan)

Upcoming Guided Walks

By Dorothy Davis, Guided Walks Coordinator

The Rookwood bus trip on Wednesday this week (3 July) is currently fully booked, but if you're interested in attending, put your name on the waiting list and we'll let you know if a place becomes available: <https://rookwood-and-back.eventbrite.com.au/>



From Degradation to Revitalisation: Discovering Ultimo

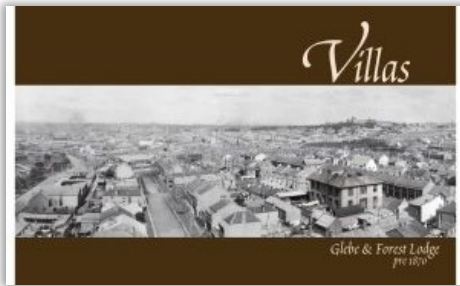
Sunday 13 October 2 pm – 4 pm

A walk through Ultimo exploring its colonial past, then its grimy history as the source of power, quarried stone and electrified transport for the city, its transformation with the construction of huge wool stores, and its reincarnation since the late 1990s into a hub for inner city residential and office accommodation, and a precinct for education, retail, recreation and culture. Our guide is Patricia Hale, a public historian, who is experienced in leading many walks through Sydney's heritage areas. We'll finish the walk with a drink at the Lord Wolseley Hotel, Bulwara Road (with Sunday afternoon jazz). Tickets are \$20 for Glebe Society members and \$25 for non-members. Booking details will be in the August *Bulletin*.

Villas of Glebe and Forest Lodge

Saturday 16 November 2 pm – 4 pm

A walk led by Robert Hannan, finishing with drinks at Rothwell Lodge. Booking details will be in the August *Bulletin*.



Walk leader Robert Hannan has conducted extensive research on the early villas of Glebe and Forest Lodge. This research is encapsulated within the beautiful Glebe Society booklet, [Villas: Glebe and Forest Lodge, pre-1870, available on our website.](#)

Report on Guided Walk: The Glebe Estate

By Virginia Simpson-Young

The Society organised this Walk to coincide with the 50th anniversary of the preservation of Glebe Estate when the Whitlam Government purchased the 'Glebe lands' from the Anglican Church, which is much of the area bounded by St Johns Road and Broadway.

Back then, when the Glebe Society was young, Max Solling, a young historian, guided interested people around St Phillips and Bishopthorpe Estates and showed them why these streetscapes and community were worth saving. Max had also conducted much of the research that convinced decision-makers that Glebe's heritage was worth preserving. So, it made sense to see if Max was willing to be our guide on this Walk. Fortunately, he agreed.

On Saturday 25 May, we met outside Glebe Town Hall, where Max provided some background information about the area, including that the Anglican Church, which was given ownership of the whole of Glebe area by Governor Phillip in 1789, put it up for sale in 1828. Later subdivisions into small allotments were made in St. Phillips in 1842 and Bishopthorpe in 1856. The Walk was a good opportunity to use the voice amplifier of which the Glebe Society had recently become the proud owner, and Max showed great forbearance with the faffing, poking and prodding required to get it going.



Max Solling (Photo: V. Simpson-Young)



Terraces at 146-156 St Johns Road
(Photo: V. Simpson-Young)

Our first stop was just a stone's throw from the Glebe Town Hall: 'Rowe's Terrace' at 146-156 St Johns Road. This post-regency terrace with cantilevered balconies was built in 1870.

A bit further down, on the corner of St Johns Road and Westmoreland Street, we looked at the large house named *Ayshleigh*, built around 1890. The house was previously numbered 74 Westmoreland Street and now numbered 144 and 144A St Johns Road. In its lifetime, the house has been a private hospital and sculpture gallery; now, it is *Kathleen York House*, a rehabilitation clinic. We continued on to 55 Westmoreland Street to see the former Toxteth Park Hotel, which was built in 1874 and closed in 1908. It is now a private home.

When Max mentioned that a house designed by Edmund Blacket was on Derwent Street, most of us were keen to look. Blacket's design is 104-106 Derwent Street, built in 1863 and is one of three Colonial Georgian cottages in a row, the others being 108 Derwent Street ('Thorpe House') built in 1867 and 112-114 Derwent Street, built in 1876. And on the other side of the road from the Blacket house is a George

Mansfield house, 111-113 Derwent Street, built in 1869. Further down Derwent Street was Number 52, a picturesque 1874 Italianate villa designed and built by David Elphinstone.

We then walked down Mitchell Street and crossed Glebe Point Road to the St Phillips Estate. Max told us about the Old Fire Station and the role it played in the local community and pointed out the building on the corner of Glebe Point Road and Mitchell Street (115-117 Glebe Point Road) that has been vacant for decades and was once the headquarters of the Glebe Project – the Whitlam government program to revitalise the Glebe Estate. All in all, a good Walk!

'Set in Stone' – music for piano four hands

By E. David McIntosh, Artistic Director, Glebe Music Festival

This is a special Glebe Music Festival concert set for 7 pm on Saturday 13 July at *Margaretta Cottage*. Michael Tsalka and Diana Weston will perform music for piano four hands on harpsichords and piano.

Program

- P. Antonio Soler (1729–1783): *Concerto II in A major for two keyboards*
- Johann Christoff Friedrich Bach (1732–1795): *Sonata in A major for piano four hands*
- Astor Piazzolla (1921–1992): *Soledad arr. two pianos (harpsichords)*
- Zhuosheng Jin (b. 1991): *Pale Flower for piano*
- JS Bach (1685–1750) / CPE Bach (1714–1788): *Concerto for Harpsichord and Strings arr. two pianos (two harpsichords) BWV 1052a*

Details

Saturday 13 July at 7 pm, Margaretta Cottage, 6 Leichhardt Street Glebe (accessible entrance at 18A Cook St);

Cost: \$20, includes supper.

Bookings: <https://www.trybooking.com/CQBXU>



Membership renewal 2024-25

Membership of the Glebe Society is due for renewal on 1 July 2024. We thank you for your support during the past 12 months, and we look forward to another year of good work for the community.

For those members who need to renew, you can pay by one of the three methods below:

1. Online: [click here](#) or visit our website (www.glebesociety.org.au) and then click on *About the Glebe Society > Join/Renew > Membership Application/Renewal* and complete the online form. You can pay by credit card, Paypal or direct debit.
2. Cheque is payable to the Glebe Society; please post it to PO Box 100, Glebe NSW 2037.
3. If you have difficulty with any of the above options, call our Treasurer on 0488 118 355.

Membership rates:

Individual member	\$45
Joint (two people, one address)	\$55
Household (one address, more Than two adults and/or children)	\$60
Concession (full-time student or full pensioner)	\$20
Business or institution	\$60

If payment is not received by 31 July 2024, your membership will lapse.

Please advise us if any of your contact details below have changed by contacting our Secretary on 0438 600 882, or by emailing secretary@glebesociety.org.au. For example, we're aware that many members have changed to using a mobile phone instead of a landline.

Next Players in the Pub

The Touch of Silk by Betty Roland

“The first Australian play written by a real dramatist”
– Penelope Hanley

7 pm Tuesday 16 July 2024

Upstairs at The Harold

70A Ross Street Forest Lodge

Entry by donation

(Proceeds to New Theatre and local charities)



Annual General Meeting



The Glebe Society’s 2024 AGM will take place on Sunday 1 September, 11 am, at the Harold Park Community Hall (Tramsheds).

The AGM will be followed by a ‘Meet the Candidates’ for the Lord Mayoral election. The AGM starts at 11 am and Meet the Candidates starts at noon and is expected to run until 1.30 pm.

In Focus: Photo competition

by Virginia Simpson-Young on behalf of the Bulletin editorial team

Each month, the Bulletin publishes a photo judged by the editorial team to be the best image of Glebe-Forest Lodge taken by a Glebe Society member. The Management Committee will decide the overall winner to be published in the December edition of the Bulletin. The overall winner’s prize will be a free ticket to our Christmas party. We have four photos this month, each very different from the other. Two are of Blackwattle Bay but depict contrasting features, and the other two are more domestic in scale.

Mary Regan’s ‘Winter Sunrise Blackwattle Bay’ is described by one judge as having ‘striking colour, dramatic composition with reflections, and thoughtful use of bridge and cloud diagonals’. The soft orange light from the rising sun, still below the city horizon, makes silhouettes of the training rowers.

The bay of Dale Dengate’s photo ‘A different angle on Blackwattle Bay’ lacks the calm, ordered symmetry of the bay of Mary Regan’s photo. In fact, as the photo’s title suggests, angularity is a feature – of the bridge’s elbow-like stanchion, irregular angles between the forms of the bridge, silos and blocky, functional buildings. Also, the sharp pointy angles of the replica Endeavour’s masts, yardarms, and pointy poles of the little jetty. Such a jumble of structures is familiar in a working harbour. While once the whole bay area was a working harbour, it is becoming less so, as the Glebe foreshore attests. The work in the photo’s scene is modern work – servicing boats, many of which are more for pleasure than necessity – and the Glebe Island silos exist now only to support advertising, not to house grain. The photo may not be particularly well composed, but it is interesting and reflects aspects of the bay that get less attention.

The other two photos are terrestrial. ‘Tree culling on a eucalyptus above Wigram Lane’, by Caroline Lipovsky shows an appropriately kitted-out arborist working on a large, dead gum tree branch. This central action is framed by the colourful flowers and foliage of living plants. The other terrestrial photo is Lyn Collingwood’s debut ‘In Focus’ entry, ‘Montrose’. The photo of Montrose Medical Practice, taken on a rather bleak winter’s day, shows a nice interplay of rooftops and functional items clustered there out of public view: air conditioning compressor, vents, chimneys (old and new), wiring conduit, downpipes. Montrose’s extensive restoration and renovation contrasts with the exposed brick side wall of the neighbouring property’s old double-storey rear wing. Frangipani branches peek in from the right.

In all four photos, the old and the new co-exist, which can also be said of the various ‘scapes’ (cityscape, streetscape, landscape and waterscapes) of Glebe-Forest Lodge.



'Winter Sunrise Blackwattle Bay' by Mary Regan



'A different angle on Blackwattle Bay' by Dale Dengate



*'Tree culling on a eucalyptus above Wigram Lane', by
Caroline Lipovsky*



'Montrose' by Lyn Collingwood

A couple of the judges were rather taken with Dale Dengate's 'A different angle on Blackwattle Bay', perhaps thinking more about the photo's subject matter than its aesthetics. All agreed, however, that Mary Regan's 'Winter Sunrise Blackwattle Bay' is the winner this month.

Congratulations, Mary! 'Winter Sunrise Blackwattle Bay' will now be in the running for photo of the year.

For Your Calendar

Wed 3 Jul 9.30am–4pm. *Bus tour: Rookwood Cemetery and back.*

Sun 28 Jul 2pm. *Biodiversity grant walkshop*, Harold Park Community Hall, Tramsheds

Sat, 13 Jul 7pm. *Set in Stone: Glebe Music Festival concert*, Margaretta Cottage, 6 Leichhardt St

Tues 16 Jul 7pm. *Players in the Pub: The Touch of Silk*, The Harold, 70A Ross St

Sun 1 Sept, 11am. *Annual General Meeting*, Harold Park Community Hall.

Sun 13 Oct 2–4pm. *Guided Walk: From Degradation to Revitalisation - Discovering Ultimo*, details TBA

8–24 Nov 7pm. *The 35th Annual Glebe Music Festival.*

Sat 16 November 2–4pm. *Guided Walk: Villas of Glebe and Forest Lodge.* details TBA



Book Glebe Society events on our Eventbrite page:

glebesociety.eventbrite.com

Glebe Society Inc. established 1969

Management Committee

President	Duncan Leys	0419 992 592	president@glebesociety.org.au
Vice President	Mark Stapleton	0417 238 158	vicepresident@glebesociety.org.au
Past President	Ian Stephenson	0415 919 874	pastpresident@glebesociety.org.au
Secretary	Jude Paul	0438 600 882	secretary@glebesociety.org.au
Treasurer	Jane Gatwood	0488 118 355	treasurer@glebesociety.org.au
Ordinary member	Glen Powell	0429 490 602	glenbpowell@gmail.com
Ordinary member	Tim Hesketh	0414 679 771	tim@glebesociety.org.au
Ordinary member			
Ordinary member	Angela Hallinan	0408 988 891	angela.hallinan@yahoo.com.au
Bays & Foreshores SC	John Sergeant		bays@glebesociety.org.au
Blue Wren SC	Andrew Wood	02 9660 6104	bluewrens@glebesociety.org.au
Communications SC	Allan Hogan	0411 607 813	communications@glebesociety.org.au
Community Liaison SC	Cheryl Leckstrom	0458 872 925	community@glebesociety.org.au
Heritage SC	Ted McKeown	02 9660 3917	heritage@glebesociety.org.au
	Jude Paul	0438 600 882	
Planning SC	Ian Stephenson	0415 919 874	planning@glebesociety.org.au
Environment SC	vacant		environment@glebesociety.org.au
Transport & Traffic SC	Janet Oakley		transport@glebesociety.org.au

Working Groups & Contacts

Archivist	Lyn Milton	0419 412 477	archives@glebesociety.org.au
<i>Bulletin</i> Editor	Tim Hesketh	0414 679 771	editor@glebesociety.org.au
Events	Judy Vergison	0417 446 425	events@glebesociety.org.au
Local History	Lyn Collingwood		history@glebesociety.org.au
History of Glebe	Max Solling	02 9660 1160	
Glebe Talks	Jude Paul	0438 600 882	glebetalks@glebesociety.org.au
Glebe Island Bridge	Vacant		transport@glebesociety.org.au
Guided Walks	Dorothy Davis	0417 240 603	contact@glebewalks.com.au
Website technical	Tarny Burton	0419 633 238	support@glebesociety.org.au
Website content	Sarah Fogg	0409 692 100	webmaster@glebesociety.org.au
Facebook/Instagram	Vacant		facebook@glebesociety.org.au
Twitter	Vacant		twitter@glebesociety.org.au

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Business or institution	\$60

How to join

- *Join online: complete the Membership Application on our website under ‘[Join/Renew](#)’;*
- *download a membership form from glebesociety.org.au;*
- *write to the Secretary at PO Box 100 Glebe 2037;*
- *or email secretary@glebesociety.org.au*

Additional donations welcome.

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 unless otherwise agreed.