

Selected Press Clippings 1969 - 1983

GLEBE SOCIETY COMMUNITY FESTIVAL

CELEBRATING 50 YEARS

23-30 June 2019, Harold Park Community Hall, Tramsheds, Forest Lodge
glebesociety.org.au/50th_anniversary_festival



**THE
GLEBE SOCIETY**

29

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SOCIETY FORMED TO "SAVE" GLEBE

The Loop
header
9/7/68

There had been insufficient control on unit development in Glebe, Professor Bernard Smith, of Avenue Rd, Glebe, said this week.

Professor Smith teaches the history of contemporary art at Sydney University.

He said developers should set aside for landscaping a certain proportion of the area on which the unit was built.

"Developers should not think that when they have provided the concrete base for a car port and rotary clothes lines, they have provided all the required amenities.

"There are children living in units and they need gardens. The older developments provided for this and we have got to

see the new developments do too."

Architecture

Professor Smith has formed a society of 120 members to preserve the identity of Glebe.

Called the Glebe Society, Professor Smith described it as an "organisation concerned with the identity of Glebe, its present identity and its association with the past.

"We want to preserve where we can the architecture and character of the area," he said.

"But we realise changes are going to take place and where this happens we want to be sure it is in the best interest of Glebe".

Professor Smith said the society was very concern-

ed over the proposed North-West Distributor, which would cut through Glebe.

"We are unhappy already about the Western Distributor, but it is now too late to do anything about this," he said.

He said the Western Distributor would cut Glebe into two and the society felt any further division would destroy the character of Glebe.

Professor Smith said the streets held a lot of the architectural history of Sydney, which had already been destroyed in areas such as the Eastern Suburbs.

He said the society's main enemies were those developers who were not interested in environmental planning.

2086
~~254~~ 69.

Society to fight for Glebe

The Glebe Society was established by 90 people last night to "foster an interest in the history and planned development and preservation of Glebe, and to provide residents with a collective voice in event of any threat to the Glebe area."

Mr K. T. Fowler, chairman of the initial meeting, at the Glebe Town Hall, said the initial threats to the preservation of Glebe's character were the plans of the Main Roads Department to redevelop parts of the suburb.

The Western Distributor is planned to sweep through the centre of Glebe, from Wentworth Park to Harold Park.

It will not be constructed for at least a decade.

The Deputy Mayor of Leichhardt, Mr L. McMahon, said the council objected to a main road cutting through the suburb.

His council would help the society in any fight to keep the road from dividing the suburb.

"Glebe's got a soul, there's something different about it," he said.

Mr J. Burns, of the National Trust, said the trust would support the society in everything "except in that horrible matter of money."

GLEBE SOCIETY FORMED

The Glebe Society was formed last night at a meeting of about 200 residents of Glebe at the Glebe Town Hall.

The society's objects are "to promote the general well-being of the citizens of the Glebe area; to preserve the area's natural assets; to stimulate interest in its history and character; to encourage town planning and good architecture; and to protect the residents from anything detrimental to the enjoyment of their dwellings."

The Professor of Fine Arts at Sydney University, Dr Bernard Smith, was elected president. Other officers are: R. Darrock, senior vice-president; D. Colsey, junior vice-president; Mrs S. Darrock, secretary and Alan Robertson, treasurer.

The Paddington Society sent a donation of \$10.

SMH 20-6-69
Life sentence

The Glebe

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2A HEREFORD ST., GLEBE 2037. Correspondence: Box 136, P.O., Glebe No. 13, WEDNESDAY, MARCH 10, 1971

GLEBE ALDERMEN ACCUSED OF 'DOUBLE DEALING'



• Professor Bernard Smith (with megaphone) leading the more than 200-strong ratepayers and citizens' protest march against Leichhardt Council along Glebe Point Road.

RESIDENTS TO OPPOSE FLATS

Two Glebe aldermen had double dealt and betrayed the very people who had voted them in, the president of The Glebe Society (Professor Bernard Smith) said at the weekend.

The ratepayers and citizens of Glebe would no longer tolerate their double dealing, their betrayal nor their arrogance, he said.

Professor Smith, a lecturer at Sydney University, was addressing more than 200 orderly demonstrators at a meeting in a Glebe Park. The protesters had earlier marched through Glebe to demonstrate their opposition to Leichhardt Councils "complete disregard for local residents". The Glebe Society organised the march after council had refused to recognise a petition containing more than 200 signatures protesting against a developer's application to build a nine-storey block of flats in Ferry Road (Glebe). Marchers included representatives of Balmain and Annandale Associations, Paddington and Civic Design Societies, Community Aid Service, Rosebank, John Byrne and Joanna O'Day Courts, the Wollstonecraft Peninsula Group, and Glebe and District Tenants' Union.

Professor Smith, carrying a megaphone, led the demonstrators from Glebe's Rest Park to a reserve in Ferry Road.

Groups carrying placards and banners cheered as Professor Smith addressed shoppers through the megaphone.

Professor Smith told the demonstrators that The Glebe Society had co-operated with Leichhardt Council for two years.

"And council had appeared to co-operate with us in our plan to maintain the character of Glebe," he said.

"Early last year Glebe aldermen MacMahon and Foley had told the society they regarded us as their specialist advisers in relation to the area.

"But they've betrayed us," he said.

"The society had approved the plan in principle and its final decision on Tuesday night will go against them.

Once this has been done, they say, they will have no right of appeal under the Local Government Act.

So they signed a petition and wrote letters of protest both to the Leichhardt Council and to the Minister for Lands. On Friday they retrieved the petition from the Council, and a deputation took it to Parliament House to present it to the Minister for Lands himself.

The Minister (Mr. Morton) was absent, but one of his deputies accepted the petition.

The Minister later promised to hear the residents' complaints before Tuesday.

The Glebe Society met on Friday night and resolved to "campaign publicly for changes to the Local Government Act which would give local residents legal right of appeal against a council's decision on development applications."

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S.M.H. 20.2.71

Residents to march 6.3.71 in protest

Five residents' associations are to stage a protest march today against Leichhardt Council's decision to allow a three-storey block of home units in Ferry Road, Glebe.

The protest, organised by the Glebe Society, will include marchers from the Paddington Society, Hunters Hill Trust, the Balmain Association and Annandale Association.

The protest follows Tuesday's meeting of Leichhardt Council at which a petition by local residents was rejected. The Glebe Society said residents were "seething with indignation."

Construction of the home units involves demolition of two nineteenth-century buildings. Residents claim the development, and others like it, are "destroying a unique, pleasant and historic environment."

200 march to save buildings

ABOUT 200 residents marched through the inner Sydney suburb of Glebe yesterday protesting against the proposed demolition of two 19th century buildings.

A block of flats is to be built on the sites. Leichhardt Council has rejected a petition asking that it preserve the buildings.

Cont. on Page 3

Ancient or modern?

The Glebe Society and residents of Ferry Road have won a battle, but their war is a long way from being finished.

The residents are fighting a real estate developer and the Leichhardt Council over a plan to build a home unit block in Ferry Road.

The developer plans to demolish two 19th century houses in Ferry Road and put up a three-storey block of 20 units.

The Glebe Society is backing the residents. Ferry Road is zoned for high-rise residential development in the City of Sydney Planning Scheme which currently applies to the municipality.

But, in the Glebe development master plan put forward by the Society and referred by the Council to the State Planning Authority, Ferry Road is zoned "preservation for historic, aesthetic and social reasons."

At its last meeting, the Council rejected a petition from 206 residents against the development because it was "out of time and not valid."

But residents claim the Council has already approved the plan in principle and its final decision on Tuesday night will go against them.

Once this has been done, they say, they will have no right of appeal under the Local Government Act.

So they signed a petition and wrote letters of protest both to the Leichhardt Council and to the Minister for Lands. On Friday they retrieved the petition from the Council, and a deputation took it to Parliament House to present it to the Minister for Lands himself.

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NARD SMITH.

200 march to save buildings

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A block of flats is to be
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Leichhardt Council has re-
jected a petition asking that
it preserve the buildings.

7-3-71
Sunday Australian

Sunday Telegraph 7-3-71



Residents against units plan

Ferry Road, Glebe, is a quiet, narrow street that winds down off Glebe Point Road for a quarter of a mile to the Harbor.

The houses along either side are old, some dating back to the late 19th century.

In a few years time, Ferry Road might rival some of the more picturesque streets in Paddington. But like the residents of Paddington a few

years ago, Glebe residents have a fight on their hands.

A developer has submitted plans to Leichhardt Council for a three-storey block of 20 flats to be built in Ferry Road, and the council is considering the plan.

Residents have protested and presented a petition but Council has deferred judgment

until Sydney City Council issues a planning scheme for Glebe.

Yesterday, working in a final effort to persuade the Council, 200 residents, many carrying placards, staged a protest march through the area.

The Council will give its final decision on the planned development when it meets again on Tuesday, March 16.



• Placard-bearing demonstrators preparing to march from Glebe Rest Park to Ferry Road Reserve last Saturday morning. The marchers, led by Professor Bernard Smith, protested against Leichhardt Council's plans to erect huge blocks of units in Glebe. Demonstrators included many civic groups from Sydney's inner-city areas. At a meeting after the march Professor Smith, Sydney University lecturer, accused Council of being "arrogant, double-dealers and betrayers". *The Glebe 10-3-71*

ULTIMATUM TO COUNCIL

The Glebe Society may stand candidates in Leichhardt Council elections later this year, Professor Bernard Smith said last weekend.

Professor Smith, president of the society, said standing of candidates would be a last desperate measure by the society.

He was addressing a meeting of more than 200 people protesting against Leichhardt Council's decision for high-rise flats in Ferry Road.

"The society is not a political group," he said.

"And we don't want to become a political group.

"But somebody must try to get sanity into a plan for Glebe."

Professor Smith said the society would rather not delve into politics.

"We would prefer to remain in an advisory capacity to council," he said.

Professor Smith, a lecturer at Sydney University, said the society would wait six weeks before deciding what their next step would be.

Glebe houses to be saved

S.M.H. 17-3-71

Leichhardt Council decided last night not to approve a developer's application to build a home unit block in place of three old cottages in Glebe, two of which date back to the nineteenth century.

The council agreed unanimously not to approve the application against the advice of the town planner.

The decision was seen as a victory for the Glebe Society and residents of Ferry Road, Glebe, who have been protesting against the proposed development for weeks.

The Deputy Mayor, Alderman J. L. McMahon, said it had been a big decision for Glebe aldermen in view of the fact the area was zoned for home unit development.

They had decided not to approve the development because it would lead to similar applications in future, with a progressive deterioration in the character of the area.

The president of the Glebe Society, Professor Bernard Smith, a Fine Arts Professor at Sydney University, said after the meeting: "The decisions the council made were important ones to the community."

"We are willing to discuss with the council the possibility of supporting them financially in cases

UGLY FLATS

PUBLIC DEMONSTRATION

10-15 a.m. Sat. 6th March

Starting from the Dr. Foley Rest Park
Corner of Bridge and Glebe Point Roads

On Saturday the Glebe Society will march in Glebe Pt. Road in a demonstration against undesirable flat developments which are now destroying the environment and character of Glebe.

IF YOU REALLY CARE,

Be at the Dr. Foley Rest Park at 10-15 a.m. with your friends.

Help us to show the Leichhardt Council the massive and growing opposition to bad flat developments in Glebe. Show them that the opinions of the residents of Glebe do matter.

Support the Glebe Society's demand for a REAL PLAN FOR GLEBE that will combine good planned development with the preservation of the character and environment of the area.

Herald 13-3-71

BANNERS REPLACE WASHING IN GLEBE

Residents of Ferry Road, have taken down their wash and hung up banners instead.

The banners, with slogans such as "Glebe residents first — developers last," and "Save Glebe: no flats here," are protests against a Leichhardt Council proposal to allow demolition of two Victorian style houses to make way for a three-storey block of flats.

A final decision will be taken on Tuesday.

Residents fear that if the application is allowed, it will start a trend which will completely change the area.

A meeting with the Minister for Local Government, Mr Morton, has been promised to Glebe residents before next Tuesday's council meeting.

A member of the minister's personal staff was handed a copy of the petition and other documents yesterday.

Society 'out to get council'

—ALD. DR. FOLEY

A Glebe alderman scathingly attacked the Glebe Society and The Glebe newspaper at Leichhardt Municipal Council's meeting last week.

Dr. H. J. Foley accused the president of the society (Professor Bernard Smith) of intimidation and the society of being a political group set up to overthrow council.

He said he found it incredible that the society should have seen fit to try to intimidate council by holding an "illegal" demonstration.

"Professor Bernard Smith is trying to overturn this council and I object to statements by him in The Glebe newspaper," he said.

"I have written to Professor Smith asking him to publicly dissociate himself from imputations in The Glebe newspaper that I was not honest."

Ald. Foley said Professor Smith "was not game to have such a dissociation put in the The Glebe newspaper."

Dr. Foley then criticised The Glebe newspaper.

"These are the people who assaulted Ald. McMahon," he said.

[Dr. Foley was referring to December 19 last when Ald. McMahon was involved in a scuffle with members of The Plumbers' Union, of which he is a union delegate. No member of The Plumbers' Union has ever had any association with The Glebe newspaper.]

Ald. Foley said the Glebe Society was a political set-up and he had advised his friends to get out of it now before they got involved.

Alderman Origlass (Balmain) said he could remember when "Aldermen Foley and McMahon were assuring council they were

pin-up boys of the Glebe Society."

"Now the gentleman, Professor Bernard Smith, seems to be their worst enemy," he said.

Ald. Wyner (Balmain) attacked Ald. Foley for criticising the Glebe Society's protest march.

"How dare he condemn them. These people care enough about their environment that they want to protect it," he said.





• Darghan Street (Glebe) residents demonstrating at the weekend on the proposed site of a "lodging house" which they claim would be a potential death trap for their children.

LIVES OF CHILDREN "ENDANGERED"

By Our Civic Roundsman

Leichhardt Council will decide this week whether Darghan Street (Glebe) will become a potential death trap for children.

A developer has sought from council permission to build a three-storey, 14-room "house let in lodging".

The building, planned for the northern end of Darghan Street, would have a roof only one foot above street level.

Adventurous children would have easy access to the roof from Darghan Street and the stairway leading into Darghan Lane.

But one false step and they would plunge 30 feet on to the roadway of Cardigan Street.

Darghan Street residents at the weekend demonstrated on the proposed site against such a building.

The demonstrators were made up largely of mothers with small children.

• Editorial, P. 2

The Glebe April 21 1971

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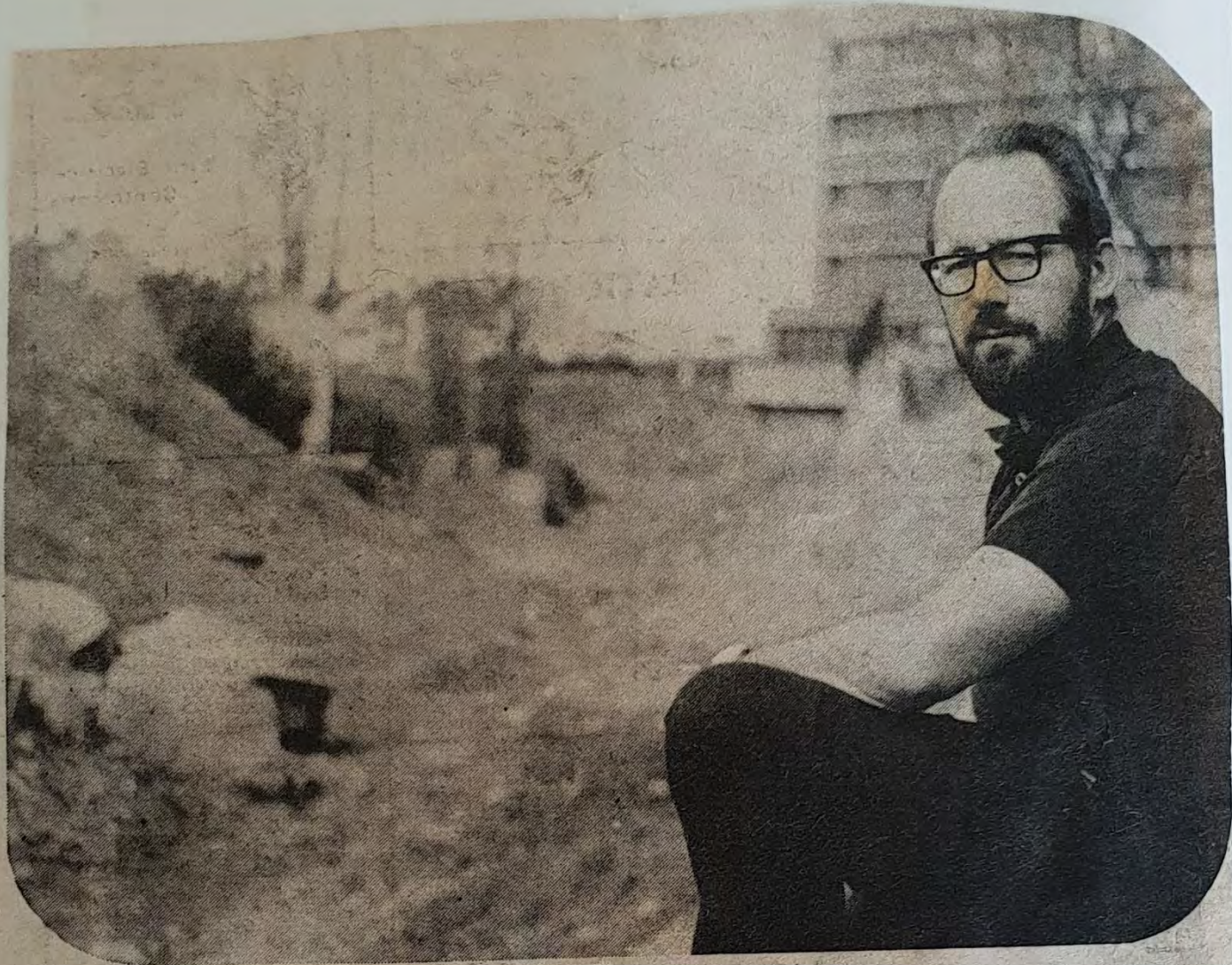
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146 BRIDGE ROAD, GLEBE 2037, Correspondence: Box 136, P.O., Glebe. Vol. 2, No. 12, WEDNESDAY, SEPT. 22, 1971.



The New Breed

• Alderman David Young (Glebe)—one of *The New Breed*—being besieged with handshakes from wellwishers after the declaration of the Leichhardt municipal poll on Monday.



● ABOVE: Ald. Eric Sandblom (Glebe) surveying the site of the proposed adventure playground and park at Orphan School Creek. With a change in council the proposal now seems certain to be implemented.

C.B.C. 'NON POLITICAL'

Campaign for a Better Council is not a political party or group, Ald. Eric Sandblom (Glebe) said yesterday.

"From its inception it was purely a group of independents co-ordinating their campaigns and now that the election is over it no longer exists," he said.

"Each independent is free to vote the way he feels will be best for the municipality in general and his own ward in particular."

"This is a drastic change from the caucus system."

Smilkerd, Feb 13, 1972

1,000 IN PROTEST AGAINST PLANNED HIGHWAY



Ald Origlass

About 1,000 demonstrators yesterday staged a protest against the planned Western Expressway.

Led by the mayor of Leichhardt, Ald Nick Origlass, they were opposing plans by the Department of Main Roads to slice through Glebe.

Meanwhile an official of the National Trust has criticised revised plans to re-route the new north-west distributor to miss Wentworth Park greyhound track.

He said that the expressway will now go "straight through the middle" of Lyndhurst, one of Sydney's most historic buildings.

The demonstrators at Glebe painted blue crosses on the roadway and pasted anti-expressway posters on housefronts along the planned route.

The procession moved peacefully through the streets of Glebe until milling demonstrators blocked busy Glebe Point Road.

Tempers frayed when some motorists tried to drive through the crowd.

Fights nearly developed when paint was daubed on cars.

Old mansion

Ald Origlass said 800 Glebe homes would have to be demolished to make way for the expressway.

The Main Roads Department should re-examine its proposal in the light of an alternative scheme produced by Leichhardt Council.

Ald David Young, who represents Glebe on Leichhardt Council, said: "Our scheme envisages upgrading and expanding the existing transport system and integrating it with a nine-mile rapid transit railway.

"The railway would cost

one tenth of the expressway."

Lyndhurst, which the National Trust now fears is doomed for demolition, is an old mansion in Dargran Street, Glebe, and is classified by the National Trust.

Lyndhurst was designed by John Verge, one of Australia's earliest and most famous architects. It was built in 1834.

It ranks in historical significance with Camden Park and Elizabeth Bay House, also designed by John Verge.

The original plans for the expressway cut through part of Wentworth Park, but left Lyndhurst intact. The plans were later amended.

The National Trust's assistant director, Mr John Morris, said this week that the original plan put the expressway south of Lyndhurst.

The Trust had now been told that the expressway had been re-routed to avoid Wentworth Park.

"It seems to me to be a pretty strange set of values," he said.

Because of its poor state of repair, Lyndhurst was classified "C."



Demonstrators mark houses along the planned expressway.



DELICATE JOB for Ald. Origlass at the height of the demonstration . . . minding a demonstrator's baby while a motorist yells abuse at him for blocking Glebe Point Road.

Protesters leave their mark!

More than 300 Glebe residents yesterday used paint to protest against expressways cutting through their suburb.

The paint-splattered demonstrators daubed footpaths, roads—and at times cars and each other—in a two-hour jaunt through Glebe streets.

Numbers swelled as the marchers, to the sound of occasional crackers, splashed crosses and anti-expressway slogans.

But the march ended abruptly around midday when the mayor left and the police arrived.

Police were called in after complaints from motorists whose cars were splattered by the

demonstrators' water-based paints.

By then the marchers had "taken" Bridge Road, Bellevue Street, Cardigan Street, Darling Street and Glebe Point Road.

'CARVE UP'

Quantities of paint squelched under passing feet and tyres.

The council-organised march was led by the Leichhardt mayor, Ald. Nick Origlass, complete with paint brush and pot and full mayoral robes.

He claimed the DMR were attempting "major surgery" to do what a minor operation could do.

Ald. Origlass, who described the protest as a "tremendous success," said he wanted a proper inquiry, preferably a Royal Commission, into the DMR plans.

"We regard it as a most

scandalous expenditure of countless of millions of dollars," Ald. Origlass said.

"We want the DMR to get off their seats and explain why they are persisting with their 30-year-old concepts which won't work."

The paint-pots came out in protest against expressway plans by the Department of Main Roads.

Glebe residents claim the plans are out of date.

"They are not only trying to carve up our suburb, but also trying to impose an impossible scheme of radial roads for Sydney," said protester Ald. Eric Sandblom, of Leichhardt.

"The expressway from Ultimo to Annandale will cost around \$200 million—more than the whole of the Eastern Suburbs railway," he said.

"It will be one of the

most expensive stretches of road in the world."

Ald. Sandblom said the DMR expressway plans contravened the Sydney strategic plan which recommended an alternative "grid" system of roads.

"The roads the DMR wants to build are for 20 percent of the people, not 80 percent using public transport."



S.M.H. 17-2-72.

Together we stand...

ANATOMY OF A PROTEST



Protesters at work in Glebe Point Road.

Suppose that one morning over breakfast coffee you opened the "Herald" to find an announcement that a six-lane highway would be built through your front garden.

Or that an airport, or perhaps a crematorium, was to be built in your neighbourhood. What would you do?

Would you make arrangements to sell out quickly; would you resign yourself to noise, grime and perhaps hazard to health; or would you try to get something done about it?

"Getting something done about it" has become an increasingly popular pursuit for Australians.

Now that the pioneers have shown the way, more and more are becoming aware that they can, in a reasoned, moderate and lawful way have the plans of officials modified — or even completely changed.

The most recent example of such a movement has been the Anti-Expressway Campaign, begun by the Leichhardt Municipal Council.

Last Saturday it attracted publicity with a march through the streets of Glebe protesting against the demolition of Lyndhurst, a house which has been awarded classification three by the National Trust, and other old homes in the same area.

The protesters claim that the planned expressway was rerouted to leave Wentworth Park dog track intact.

Long-time residents of Glebe have known since the 1940s that radial expressways would one day be built and their homes demolished.

But the Anti-Expressway Campaign was mounted to combat a wider issue than eviction.

They oppose the building of all urban expressways (not rural expressways, which it claims are necessary and less expensive to build) for their enormous cost, the suffering they cause residents and evicted former residents, and for their future redundancy.

They say that the proposed network of expressways would only increase traffic and parking problems in the city, and would transport only one-quarter of all commuters in to the city.

They have offered an alternative to the plan they criticise: traffic experts have prepared for them a suggested plan for a ring road around the inner city, into which the expressways would feed. This would be closely related to a rapid-transit railway system, which would transport commuters in and out of the city quickly and in comfort.

How, in four months, has the campaign arrived at its present well-organised structure?

It began when the newly-elected Leichhardt Council called a public meeting. The date was set for Wednesday, October 27, 1971, giving local residents about a fortnight's notice by means of an advertisement in local newspapers.

The Glebe Town Hall was booked for this meeting, attended by about 1,000 people.

No formal approach was made to existing local organisations and, although the support of business people was sought, not many were attracted to the meeting.

Word of mouth from neighbour to neighbour,

Jan Crosley investigates the opposition to a freeway plan

bour, and the resultant wave of local emotion, were responsible for the good attendance.

The next component of the success-formula had to be an important and influential man to preside at the meeting; Alderman Nick Origlass, the Mayor, took the chair.

It was an emotional meeting, with speeches and questions from the floor. When it closed everyone was given a form.

This not only canvassed names and addresses, but asked for skills or services which might be of use to the campaign.

Writing, typing, providing printing services, doing art work, distributing and door knocking, making speeches, attending demonstrations, providing and/or driving a vehicle, translating, and helping with research were among the services listed.

This uncovered valuable and hitherto hidden resources.

Residents canvassed at the meeting became the campaign's grass-roots network — sensitive to neighbourhood rumours, ready to be mobilised at short notice for jobs like transport, letter-writing and distributing information.

The committee found itself with a solid core of people with valuable skills — engineers, solicitors who would give their advice free of charge, artists, designers, architects.

Some of them have combined to draw up the alternative plan, presented in a mayoral minute at the Leichhardt Council meeting of February 8.

Other experts have researched the background to the existing plan.

They have drawn the attention of residents to the backing of urban expressway-building by the Commonwealth Government, rather than the State Government; to the pattern of traffic distribution during the bus strike in late 1971; to overseas statistics on inner-city pollution as related to traffic; to the use of low-value land (parks and homes) rather than industrial and commercial sites, for expressways.

Another move was to enlist the support of groups and individuals from outside.

Letters were written to other councils likely to be affected by expressway development in the future. Not one of these was willing to join forces with the campaign.

Letters to planning authorities met with a more favourable response. The Royal Institute of Architects and the Royal Institute of Planning, the School of Traffic Engineering at the University of NSW, and people within the Sydney Transport Study team all expressed interest.

But a letter to the NSW Department of Main Roads requesting replies to detailed questions, and another requesting a deputation to the Minister for Roads have been unanswered or deferred.

In the meanwhile, a declaration condemning the expressway has been circulated in the municipality, and nearly 10,000 signatures have been collected.

Residents whose homes are threatened with demolition have been alerted to notify council inspectors of any breach of regulations — and in some cases have even had confrontations with the demolishers: in one instance police were called when a demolisher allegedly assaulted a resident.

Owners of homes in the direct path of the expressway are being asked to refuse to sell their properties to the Department of Main Roads.

Several churches in the area have given permission for the committee's declaration to be presented after Sunday services.

The Coalition of Resident Action Groups, the Balmain, Annandale, Leichhardt-Lilyfield and Glebe associations have all promised support.

A variety of leaflets have been printed and mass-circulated.

A protest badge, showing an expressway network in red leading to the city in black against a circular white background (something like a bloodshot eye), has been struck, and the first 500 copies were sold for 20 cents each at Saturday's demonstration, thus providing the campaign with its first funds.

It will need these funds if it is to achieve its goal: an independent inquiry into the planned expressway.

The committee believes that it has made two minor mistakes: the first was allowing people to be elected who "jumped on the bandwagon" — members of other groups who saw personal advantage in membership of such a campaign; the second was in not appointing people from the committee to head sub-committees specifically in charge of certain areas of action, like diplomacy, fund-raising, law, and public-relations.

But with their expertise and logic they have proved themselves to be a strong and dedicated group, representative of a large community — not just a few neighbourhood busybodies getting in the way of authority.

LETTERS

SIR,—Max Suich's timely and perceptive survey of the new movement for residents' participation in local government ("Financial Review," December 1) calls for a few qualifying observations.

My advocacy of rank-and-file involvement in the search for solutions of problems goes back 30 years. It is gratifying that this

Fun a
May
mu

As for Balmain, it is its younger individuals, Ryde, etc., for 30 years (with

PLEA TO SAVE OLD BUILDING

SMH
23/4/72



Lyndhurst in the last century, when it was St Mary's College.

The Minister for Highways, Mr Morton, has been asked to help save one of Sydney's oldest buildings from demolition for the North-Western Expressway.

The building is Lyndhurst in Darghan Street, Glebe. It was built in 1834 for the Inspector of Colonial Hospitals, Dr James Bowman.

The architect was John Verge who designed Camden Park House and Elizabeth Bay House.

The vice-chairman of the National Trust Historical Buildings Committee, Mr Clive Lucas, said the building was one of Australia's finest Regency mansions.

It was the "forgotten

house of Australian history and architecture," he said.

The Save Lyndhurst Committee of which Mr Lucas is chairman has appealed to Mr Morton to change the route of the expressway.

He said he would consider the matter.

A spokesman for the committee said the original path of the expressway left the building intact but would have involved the loss of about 20 seats in the grandstand at the greyhound track.

But a revised plan takes the expressway through the public section of Wentworth Park and involves the demolition of Lyndhurst.

Mr Lucas said the old

mansion could be restored at a cost of about \$50,000.

During its long history, the mansion had been used by two Churches for educational purposes but in recent years it had become a factory.

"Lyndhurst is terribly important both historically and architecturally. It is almost without equal in this country and is a house that Australia cannot afford to lose," he said.

The building had been neglected over the years but damage was mainly superficial.

Do

Federal scheme for Church-owned land

The Federal Government wanted to redevelop 57 acres of Church-owned land in Glebe, the Minister for Urban and Regional Development, Mr Uren, said yesterday.

He said the Church of England had indicated its willingness to sell the land, which the Government intended to use as a pilot scheme for redeveloping inner-city land in other cities.

The land, within a mile and a half of Sydney GPO is believed to be the largest inner-city area still in private hands in Australia.

Mr G. King, chief executive officer of the Glebe Estate, said yesterday that it embraced more than 900 properties of varying sizes, many of them terrace houses built last century.

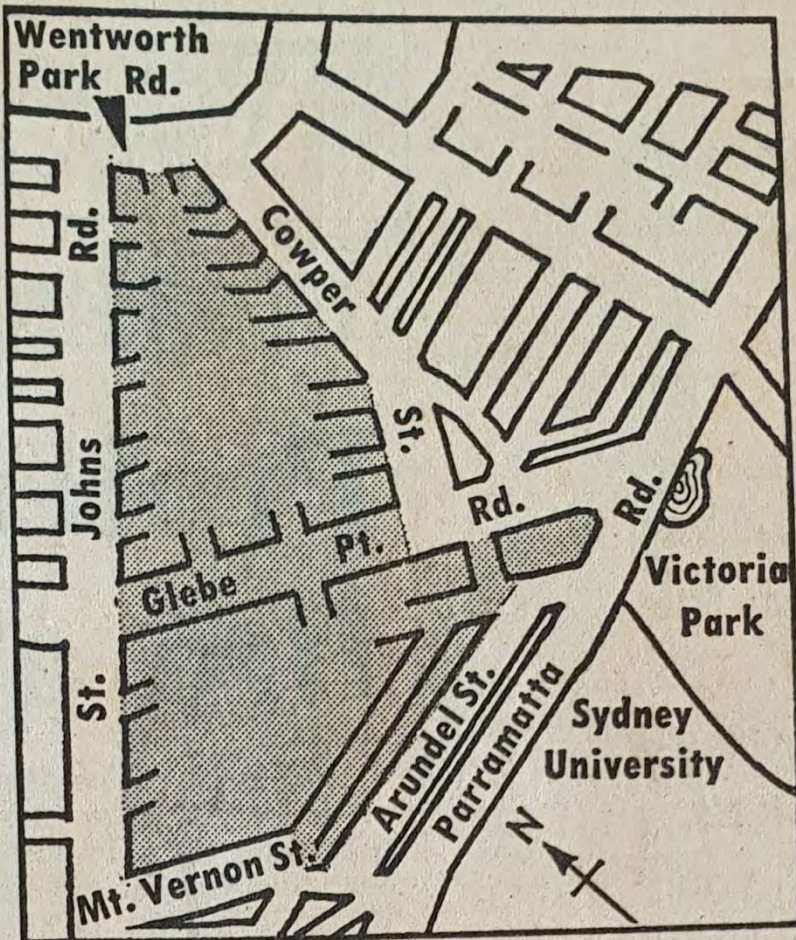
The estate is bounded by St John's Road, Wentworth Park Road, Cowper Street, Glebe Point Road, Parramatta Road, Arundel Street, Seamer Street, and Mount Vernon Street.

In a submission to the National Inquiry into Poverty, published in April, the Church of England Sydney Diocese offered to dispose of large areas it owns in Sydney, to provide low-cost housing.

It was willing to discuss the land with Federal, State and local-government agencies.

Mr Uren has ordered a departmental study to enable him to decide if the Federal Government should buy the land, or do so in partnership with State or local government.

He said: "Among the reasons for the buying would be the protection of



The land in the shaded area, except for a few pockets, is the Church of England Glebe estate.

long-established community links from sudden disruption, the retention of a stock of low-rental houses near the city and the preservation of the character of the area."

People who had contracted to buy land from the Church would be allowed to do so, said Mr Uren.

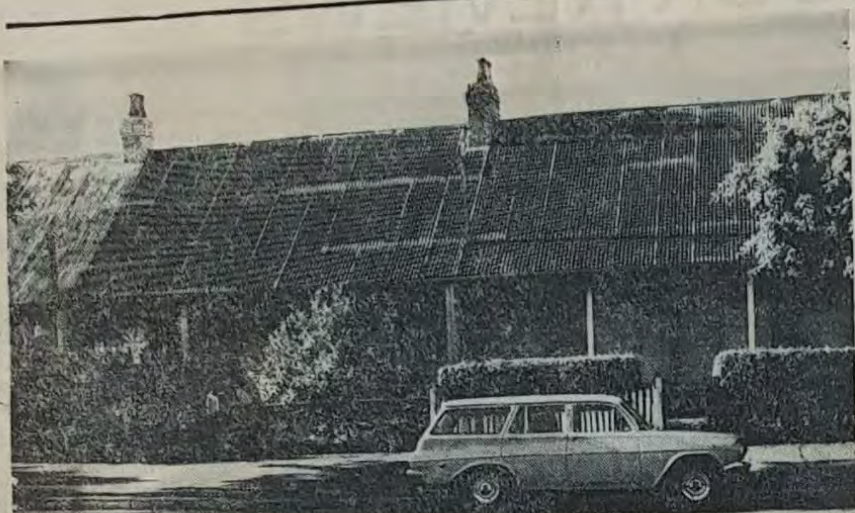
It is understood that no developers have bought land in the area, as Church policy has been to sell only for housing; no high-rise buildings which would not be used for housing could be built in the area, if the sale goes through.

The area would remain essentially the same, with no high-rise blocks.

Old houses and build-

ings beyond repair would be replaced by new ones, and many older houses would be renovated by means of low-interest loans.

SMH
13/6/73



Two houses in Westmoreland Street which the Leichhardt Council plans to buy and the lane behind them where pensioner units will stand.

Making the old parts live again

By MARGARET JONES

FOUR dilapidated houses in the Bishopthorpe area of Glebe will be the centrepiece of an experiment aimed at showing that decaying parts of Sydney — or any other Australian city — can be brought back to life.

The Leichhardt Municipal Council is buying the four properties. It will restore the houses, and use the ample garden-and-lane space behind them for pensioner units.

The experiment has three main purposes:

To demonstrate that apparent slums can be restored to elegant townscapes without being torn down and redeveloped.

To raise the population of an inner city area, where it has fallen to an uneconomic level of only 55 people an acre.

To alter the "social mix" of an inner suburb, now occupied almost entirely by pensioners and low-income earners.

The Bishopthorpe and St Phillip's areas of Glebe are at present owned by the Church of England Sydney diocese, and are under the control of the Glebe Administration Board. A typical situation there is that of two back-to-back houses, with large gardens, and separated by a lane-way. They are let out to:

A pensioner at	\$7.50 a week
A protected tenant at	\$22.00 a week
	\$29.50 a week

Under one new pilot scheme being considered, the two dwellings would become three; let to:

A new middle-income tenant	\$30 a week
A pensioner living in a unit built in the garden-lane area	\$6 a week
A protected tenant	\$22 a week
	\$58 a week

Another scheme is to build smaller pensioner units on top of garages in the garden-lane area.

The Leichhardt council has still to decide which scheme it will adopt for the pensioner units, but it has voted \$80,000 for acquisition of the four properties in Westmoreland and Derwent Streets, and hopes to build the units at an average cost of \$10,000 with a Federal subsidy.

The Church's glebe lands cover about 57 acres, and the Bishopthorpe St Phillips area, despite its present run-down condition, is probably the most desirable parcel of real estate in the whole of Sydney. It is a developer's dream, only a mile or two from the heart of the City, near Sydney University, right next door to the "good" part of Glebe, now

occupied by academics, architects and refugees from Paddington, and eminently suitable for mixed commercial and residential redevelopment.

It is also, however, of enormous architectural and historical importance: not because it includes stately mansions or unique architectural styles, but because it is the largest surviving area of colonial townscape in Sydney (and probably in Australia) more or less in its original condition. As the area is a Church glebe, it has remained since its original development under a single ownership and has therefore not been substantially altered.

The future of the Church lands in Glebe is now regarded as having a vitally important bearing on the whole question of inner city areas in Australia.

Four groups are now vitally concerned in decision-making: the Sydney Diocese of the Church of England, which owns the glebe lands; the Leichhardt council, which is in favour of preserving and rehabilitating the existing townscape and wants some form of public ownership of the area; the Glebe Society, which has been passionately lobbying for several years towards the same end and has done much of the preparation of plans and submissions; and the Department of Urban and Regional Development, which has already had discussions with the Leichhardt council on the Church glebe, and will soon have talks with the Church itself.

The Church seems no longer willing to be the landlord of a virtual slum, let out at uneconomical rents. If it sold out to developers, it could earn itself an estimated \$20 million for new projects, but this would mean evicting the present tenants and banishing them to outer-suburban wildernesses. (Five years ago, when public feelings about preservation were not running so strongly, plans were prepared for towers as high as 30 storeys in the area but these were later abandoned.)

The church has already sold a few houses, and is selling four more to the Leichhardt Council for its pilot scheme. One danger of individual sales is that developers are already



Alderman David Young's suggestion for pensioner units, between two sets of backyards.

approaching tenants and offering them \$2,000 above purchase price if they will buy from the church and resell immediately.

The Sydney Diocese has now told the Henderson Commission on Poverty that it will dispose of glebe lands to Government agencies to provide low-cost housing, so that the agencies can maintain the nature of the suburbs, and avoid resettlement of residents in outer areas.

Thus, the Leichhardt Council, the church and the

Glebe Society are all lobbying for some form of public ownership which will allow restoration of a compact area of townscape to its former integrated condition.

The Mayor of Leichhardt, Alderman Nick Origlass, says: "We hope to prove with our pilot scheme that the present townscape can be retained and the community life of the area kept intact."

"The council is not necessarily seeking to take over rehabilitation of the church lands itself, but it believes the

area should pass into public ownership, either State or Federal."

Alderman David Young, an architect and town planner, and also one of the two Glebe Ward aldermen of the council, who has been working on a case for public ownership of Bishopthorpe and St Phillips, says the area has a village atmosphere, and most of the residents are interdependent. He cites the case of a boy whose parents went away, and who was fed and sheltered by a succession of neighbours until the parents returned.

Alderman Young says a survey carried out by the Bishopthorpe Residents' Committee showed that, of 130 residents who responded to a questionnaire, 75 said they were not interested in buying their homes; 93 said they could not raise the finance; and 115 said they would prefer to be tenants of the council.

The main argument, perhaps, for the restoration of the church glebe in its present form, is that it is a living exhibit of colonial life, with houses dating back to the 1840s. With its low colonial cottages, its two-storey terraces and its occasional mansions, it is a townscape more interesting and potentially more exciting than even that of a "show" area like Paddington.

Serving Glebe

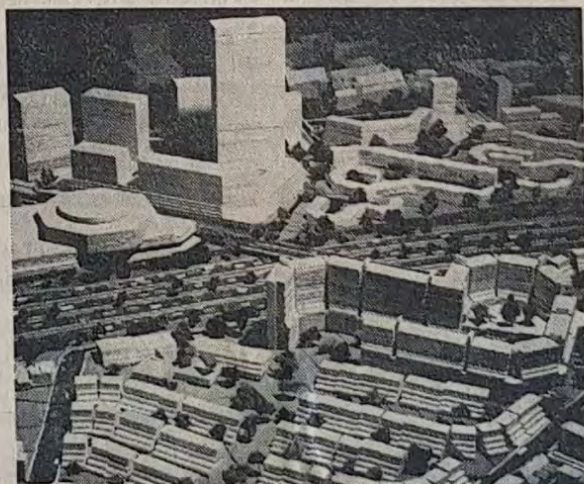
— We would like to take opportunity to congratulate the very factual and excellent article written by Margaret Jones ("Herald," May 26).

Glebe Society has been working during the past two years to find ways of preserving the area and making it attractive to middle-income groups.

Professor Bernard Smith, who is the society's foundation member, has written a book on the church lands. This is expected to be published very soon.

Further, I believe, the council has now received final notification from the Minister for Urban and Regional Development.

public ownership. This would allow the existing tenants, generally of low-income groups, to stay in the area and preserve the existing social fabric and the historical nature of the church lands.



Model of the tower development planned five years ago and later abandoned.

THE SATURDAY DAY REVIEW

For \$17.5 million the Commonwealth Government has bought a sort of Brigadoon

DENNIS MINOGUE visits Glebe, a village that has slumbered for a century and is now to be the testbed for what is probably the most exciting experiment in urban development in Australia's history.

A village will be reborn

SYDNEY. — Residents apart, and they have no choice, nobody actually goes to Glebe. Sydneysiders rush through it, or by it, and one day if expressway threats eventuate they will rush over it, going always somewhere else that seems better.

Six lanes of Parramatta Road, a speedway and proving ground for agile pedestrians, form one side of a Berlin-type wall of isolation; the flotsam and jetsam reaches of the harbor another; a stormwater drain system the third.

People dig deep into their well of ignorance to come up with more facts about Glebe than that Glebe Point Road and Bridge Road crucify the suburb literally and socially and that most residents are poor.

Its existence as an island in a city of blurred boundaries has traditionally been its burden, and now, as if miraculously, emerges as its virtue.

When the Federal Government decided this week to virtually buy the suburb, or at least 47 acres of it which is a fair enough slice, few people realised what was being bought. For \$17.5 million, Canberra had purchased a sort of Brigadoon, a village that had slumbered undisturbed for 100 years, hidden and unwanted, unnoticed really because the boy racers of Parramatta Road had rarely taken the excursion down side streets.

Behind those fierce barriers there was a world architecturally intact from the last century — not tarted up and fancified and made trendy to be populated by those posey people. Oh, there are

posey people in Glebe. They have bought the rich houses on the better side of Bridge Road, the ones that were built in the 1860s, for professors at nearby Sydney University, and for judges, and city men.

And the pretty men and pretty women who were too late to be posey in Paddington, or couldn't afford to be, now talk of post-Regency mouldings, Italianate frivolities and peeping parapets. They had made their streets a wonder to look at, but you wouldn't want to live there.

That isn't, thankfully, what Canberra has bought. They have, for their \$17.5 million, purchased about 900 simple cottages that for some curious reasons have been left untouched and are still inhabited by the same sort of working people for whom they were built.

They are the sort of houses that could easily have fallen under the developer's hand and been erased. That they were not sold to developers is a tribute not only to strong local pressure groups, but to their former owner, the Church of England, that biggest of all Sydney landlords. Otherwise they could have become victims of Sydney's highrise lust because, apart from this Glebe group, Australians have tended to defend vigorously only the architecturally grand.

Now, under Canberra ownership, the 47 acres are to become a testbed for the most exciting experiment in urban development probably in our history.

Every house that can possibly be restored will be restored. The residents will stay where they are. Their community will remain intact. Their living will be bettered.

There is no parallel in Australia. Perhaps those who know Camden Passage and Islington in London can get an idea of the concept. In those neighboring suburbs, the council acquired whole streets of Regency houses, completely refurbished them, and rented them out with rents based on an ability to pay. The street sweeper became the neighbor of the doctor, the first paying perhaps \$2 a week rent, the second perhaps \$50. The community that was created, albeit artificial, was a village with all the village attributes.

Tom Uren, Minister for Urban and Regional Development, says: "What we are striving for is an answer to the problem of inner city suburbs throughout Australia. We must discover a way in which the character of such areas can be enhanced, the rights of residents preserved. Low income groups, pensioners, need housing. Why shouldn't they stay in the communities they created? And in any such area there will be vacant properties, or an ability to build new properties that will fit in with the suburb's character. Through these you can introduce new people, perhaps from a different income or social group, and thus foster a very special sort of community. The lessons we learn in Glebe will benefit Australia, every Australian city. It is not only a matter of preserving buildings, you are also preserving a society."

The Glebe "experiment" will differ from the London scheme in the way it attracts its community.

Sydney architects and planners, Jackson Teece Chesterman Willis, in their report for Mr. Uren say: "At the end of five years the Government could expect to have transferred to public administration approximately 700 new and

renovated public housing units and to have leased approximately 300 units on a ground lease basis. The public housing would include family dwellings, one bedroom flats and pensioner units.

"It is considered important that a proportion of long and short term private ground lease dwellings should form part of the area in order to retain a range of income groupings. This is to be achieved by offering some 150 freestanding and terraced houses on a premiated ground-lease basis. These dwellings would be privately renovated. Medium rise residential flat buildings on leased land would provide 150 units of middle income rental housing.

The report has been accepted in principle by the Government. The concept certainly takes Glebe well beyond the boundaries set for the Emerald Hill project. It is as Mr. Uren says, a brave experiment.

Glebe, for so long threatened by expressways, developers and simple neglect, could even find a place in our social history.

There are many factors that make it ideal for this test-bed project.

The history of Glebe is so much the history of Sydney that the two merge, and only the forgetfulness most of us suffer has denigrated the area.

The Glebe started by its literal meaning — it was an area given to the church so that the clergyman could farm it and thus make his living. Four hundred acres of the Glebe lands were given to the Rev. Richard Johnson in the 1780s and Mr. Johnson hardly thought that a treat.

"Four hundred acres for which I would not give 400 pence," he once said, and he abandoned the Glebe for the lush pastures of Canterbury, six miles west. The

3/4/74

with developers cases they put tenants to buy."

The church st with Canberra in not until the ch ment, and Mr. that the principl agreed. They ac wish that they e properties sho them vacant.

The results ha the Glebe now squatter popula Women's Lib moreland Street tenants may p shift.

Such probler minor and sho affect the giant. too few opport restoration thin

The planners Canberra, went the area unique

"The archite of the area is o does not consi or buildings o tectural merit. unusual histor perty, Bishop's lips have pres area large enou s erve chang needs, the char town architect quarter of the — that (n sufficiently und tween the gold and the build 1880s.

"Within the and terrace ty tance for an u development o Australia, ha among them, lined streets, v larger houses, mer hotels an with important buildings.

"Altogether, traditional co unique to Sy possesses a vi today.

"... They a tially original reason they ar and even in Au Certainly th delights and i easy place to

ellamy of Glebe has every reason appy. She had just learnt that her work had won two commendations at the Leichhardt Art Show. 7/11/73

SMH. 23/11/73

3m spent, but work may halt

through the suitable all his fellow inmates he is with the 6,500 on bo taking a relig- or housing a relig- If he pleads guilty to tra- ct without ever re- son, he will almost certainly making of minor of ch a thing

should be a landlord, we just don't have the expertise for that."

Which would seem an extraordinary statement, considering the onerous burdens of landlordship the church has carried many years. The Anglicans own areas at Glebe, Edgecliff, Randwick and Waverly, the lot worth, conservatively, \$45 million.

"We are re-developing Edgecliff in a commercial sense. We have the \$13 million St. Andrews House development in the city behind the cathedral and Edgecliff is costing \$6 million.

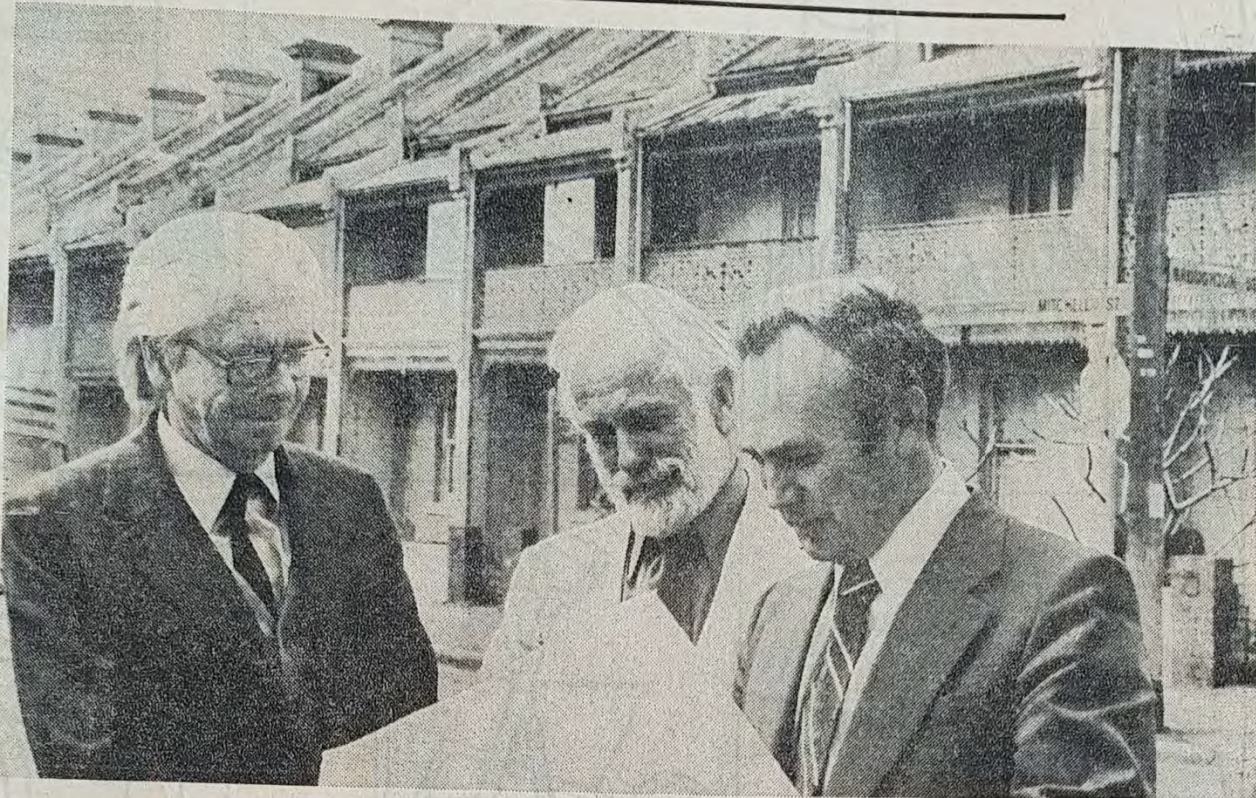
"The money from this sale to the Government will go towards both these projects and the rest, what is left over, will be invested in other commercial properties. That way, we will be able to earn 10 per cent. on our money, instead of the two per cent. we got as private landlord. It means that we should be soon getting \$1 million a year from our properties, instead of the \$500,000 we now receive. It just makes sense.

"The Government is the ideal purchaser. After the 99-year leases ran out, we first tried developing the area, some parts anyway, but our plans were refused. Then we tried selling, with our criteria being that we would not knowingly sell to developers. Of course, many of the 125 pro-



10/10/74. S.N.H.

MODEST START TO \$8m PROJECT



Professor B. Smith (left) of Sydney University, a founder member of the Glebe Society, with Mr H. Wardlaw (centre), the project manager, and Mr A. Munday, the construction manager, outside some of the houses to be restored.

By Our Civic Reporter

The Federal Government began modestly yesterday its \$8-million scheme to restore and redevelop an 18.1-hectare (47 acre) housing estate in Glebe.

A small force of contract painters, outnumbered by supervising government officials and reporters, began renovating the exteriors of several two-storey blocks of flats in Mitchell Street.

Within a few weeks, the restoration program will be broadened to include 200 houses in Broughton and Norton Streets.

The Government hopes to restore 710 houses and flats in the estate by 1979. The Department of Urban and Regional Development and the Ministry for Housing and Construction are carrying out the program.

The project follows the Government's \$17,500,000 purchase, in May, of the estate from the Glebe Administration Board, owner of the property for 110 years.

The Government bought

FEDERAL MOVE TO REMODEL GLEBE ESTATE

the estate to prevent piecemeal sale of land by the board, an arm of the Sydney Anglican Diocese.

Bounded by Parramatta Road, St John's Road, Wentworth Park and Cowper Street, the estate includes part of the shopping centre in Glebe Point Road.

A public meeting, to which the 3,200 residents will be invited, will be held in Glebe Town Hall at 8 pm on October 18 to hear details of the restoration program.

The acting project manager of the restoration scheme, Mr H. Wardlaw, said yesterday that residents would be invited to help in preparing the program.

Most of the houses, some 100 years old, would

be restored but a few, beyond repair, would be demolished. Residences of similar design and scale would replace them.

Mr Wardlaw, assistant secretary of the Department of Urban and Regional Development, said the most immediate work would include re-roofing, painting and interior improvements.

Later work would include blocking several laneways to traffic and converting them into landscaped public parks. Fences separating blocks of flats would be removed, allowing larger recreational areas.

The Government would allow present tenants to remain. Most would pay rents in proportion to their incomes.

12.74
I listed by Trust

Glebe also
classified

classified by the trust include:

The Australian Museum, Colson and Park Street, the YMCA building facade, 323-327 Pitt St. City; Caerleon, 15 Glinah Rd, Rona, 51 Fairfax Rd, Avenue Hill; Darlinghurst Fire Station, corner Victoria and Darhurst Road, East Sydney; Memorial Hall, 18 Milford Street, Liverpool; Fernleigh Castle, existing outbuildings and fences, Fernleigh Gardens, Rose Bay;

Greycliffe, Nielson Park, Vaucluse Road, Vaucluse; Milestone Obelisk, Robertson Park, Watsons Bay.

In the country: Courthouse and Post Office group, corner Market and River Streets, Balranald; Coerwull house and outbuildings, Great Western Highway, Bowenfels; Robertson Park, Glenquarry Road, Glenquarry; Museum of Historic Engines, off Crookwell Road, Goulburn; Bond store, corner Bond and Telford Streets, Newcastle; Ammerdown, off Molong Road, Courthouse, Lords Place, Mena, 50 Kite Street, Post Office group, Summer Street, Public School group, corner Sale and Kite Streets, Orange; Warrungunyah (formerly Whitwell), off Parke Road, Wellington.

TO THE EDITOR

S.N.H. 3571074

Mostly low-income housing at Glebe

SIR — I was pleased to see the article by the civic reporter, "A City plan to please" ("Herald," October 24). It accurately reflects the spirit of initiatives and directions becoming common in relation to the inner suburbs of Sydney.

However, there is a minor inaccuracy which I would like to correct in case it leads to misconception about Australian Government policies for the Glebe Project.

The reporter said that when vacancies occur in the Glebe Estate the Government hopes to encourage people on higher incomes to move in and rent a house. It is true that we hope to encourage some higher income people to move in, but we firmly intend that most of the houses will continue to house low-income residents — newcomers as well as those who already live there.

HENRY WARDLAW,
Acting Project Manager,
Australian Government Glebe
Project.

Glebe.

S.N.H.
27.11.74
Park going to the dogs

SIR, The proposal to allow the National Coursing Association to take out a long-term lease on the property it now controls at Wentworth Park is opposed to the best interests of residents of the area, and contrary to its original dedication.

The area was originally dedicated for public recreation and entry-fee paid dog-racing meetings hardly qualify. Since that dedication areas have been alienated for purposes with no benefit to public or residents.

S.P.H. 1/10/74



Protesters climb on to roofs in their attempt to stop the Department of Main Roads demolishing houses in Fig Street, Ultimo, yesterday.

Ultimo protest

Continued from page 1.

Mr Punch was clearly caught unawares by the Ultimo developments.

At a press conference he confirmed that Sir Charles Cutler had approved of the action before leaving last Wednesday for a 10-day official visit to Japan.

But Mr Punch said: "This work was not begun until the Main Roads Department had obtained vacant possession of properties, so no residents are being displaced.

"We have been committed for years to completing at least stage one of the expressway, and what is to happen in stage two will be a matter for consultation with the Federal Government.

"However, if the Federal Government can find a satisfactory alternative to the public demand for use of cars, then we will find an alternative to expressways.

"As things stand, if we halt these works, the City of Sydney will grind to a halt."



A crowd of people gathers outside the houses in Fig Street. The Department of Main Roads is clearing the way for the Western Distributor.

Call for halt to expressway demolitions

Federal ministers act after Ultimo green ban protest

S.P.H. 1/10/74/

Two Federal ministers called on the State Government last night to halt the "mindless" demolition of houses in Ultimo for the North Western Expressway.

The request followed a day of skirmishes between police and green ban demonstrators in Ultimo.

In a joint statement the Minister for Urban and Regional Development, Mr Uren, and the Minister for Transport, Mr Jones, said they had sent a telegram to the NSW Minister for Highways, Sir Charles Cutler, asking that demolition work be stopped to enable talks to take place.

The acting Minister for Highways, Mr Punch, replied that the State Government had no intention of stopping work on the expressway.

He said a meeting last Monday of Federal and State officers had reached tentative agreement that works in progress could continue but new works should be the subject of new talks.

The two Federal ministers said officers of

both their departments were available "for immediate discussions."

They deplored the violence which occurred in Ultimo yesterday and said it was intolerable that such conflict should arise in the development of a transportation system for Sydney.

"Not only is the demolition work mindless, but the manner in which it was done is directly opposed to the principles of the Australian Government's urban roads policy," the statement said.

Police dragged yesterday morning nine demonstrators from the rooftops of 16 terrace houses under demolition at Bulwara Road and Fig Street, Ultimo.

A further dozen escaped into a crowd of about 200 spectators.

The demonstrators threw two flares and a dead cat at police and Main Roads Department workmen.

Police arrested four women and nine men.

A spokesman for the department said last night the demolition of the vacant houses was the normal continuation



Police restrain a man at the demonstration. (More pictures Page 3.)

of the North Western Expressway project, which began in 1971.

The expressway is designed to extend from the City to George and Druitt Streets, around Darling Harbour on an elevated road and through Ultimo, Glebe, Balmain and Drummoyn to Huntleys Point where it will connect with the Lane Cove Valley Expressway, and ultimately the Sydney-Newcastle Freeway at Warringoona.

Mr Uren also last night sought the support of Mr Charles Oliver, NSW secretary of the Australian Workers' Union, which represents

nearly all main roads workers.

In a telegram to Mr Oliver, Mr Uren said the Federal Roads Grants Act required consultations between State and Federal Governments on all urban arterial road projects.

The Main Roads Department had been advised last week that it should talk with federal officials about doubtful freeway projects.

"No such discussions have been held," Mr Uren said, "nor did the Government receive any official advice of the demolition works."

Continued, Page 3

S-17-H. 19-12-74

Askin's column causes a stir

GLEBE CONSERVATIONISTS ARE UP IN ARMS

By JAMES CUNNINGHAM

A reinforced concrete monument to the retiring Premier, Sir Robert Askin, being built at Wentworth Park, Glebe, has angered local conservationists

"I think they may have to post some kind of guard on it," one man said last night. "People could decide on direct action."

The monument, described by its architectural designers as being "of slender, graceful shape" towers more than six metres over the park at the corner of Wattle Street and Bridge Road. Its estimated cost is \$2,000.

Last night, after workmen erecting the monument had finished for the day, small boys swung from its scaffolding. They, at least, were having fun.

But members of the 500-strong Glebe Society were not amused. "The column will stand as an affront to those people in Glebe who deplore the rape of Wentworth Park—an area originally dedicated to recreation," said a spokesman.

"The money would have been far better spent in planting trees and shrubs."

Permission for building the monument, which is being erected by the trustees of Wentworth Park, has been given by Leichhardt Council. Work began on Monday.

The column which will later be faced with marble, commemorates Sir Robert Askin's early associations with Glebe. He once lived in Lyndhurst Street and played for a local Rugby League club.

Last night the unfinished monument, rising among some recently planted trees, attracted some curious glances from passers-by.

"What's it all about? What use is it going to be?" one woman asked.

But in the nearest house to the monument in Wattle Street, 82-year-old Mr Paddy Gray was



Two boys inspect the monument to Sir Robert Askin being erected in Wentworth Park.

taking it more calmly. "I remember well Sir Robert playing football here," he said.

"I certainly haven't any objection to a monument to him. But I can't help thinking that in times like these \$2,000 could perhaps have been spent differently."

Sir Robert confirmed yesterday that he had been asked to unveil the monument next Sunday.

He said: "For over 20 years I lived only a couple of hundred yards from where the column is being erected.

"It is a very nice gesture of the trustees of Wentworth Park."



Lecturer Chris Woolcock with some of his pupils at St James School.

Teacher tames the jungle

By NANCY BERRYMAN *Sun Herald 27.4.75*

A Sydney teacher has won \$4500 for a design which will convert a concrete jungle into a creative inner-city playground.

The idea began last year, when Mr Chris Woolcock, 25, a science lecturer at the Good Samaritan Teachers' College, at Glebe, visited nearby St James Primary and Infants' School.

Astonished at the contrast between the modern, carpeted school, its innovative teaching methods and the bleak, treeless playgrounds, he decided to do something about it.

So he designed a playground which would be an extension of the classroom, with native plants, two ponds and enclosures for animals, including tortoises and guinea pigs, which would become the pets of the children.

He said the playing areas were typical of most cheerless concrete and asphalt inner-city

playgrounds, which had not changed in 50 years.

One playing area at St James School could not be used by children because the retaining wall had collapsed, filling it with rubble.

Parents, teachers, nuns and students were so enthusiastic they spent weekends clearing the debris.

The youngsters showed their enthusiasm by writing poems about their playgrounds, before and after, and painting nature scenes which will be copied on the high walls surrounding the school.

All that was before he applied for one of the Schools Commission's innovative grants. The commission awarded his scheme \$4,500.

SNH

**sites
med
Y PLANNED**

the action groups are 100 per cent behind us."
V. One of the first tasks of the committee will be to study ways of financing its recommendations.
Mr he Suggestions for a levy, "on sizable buildings," and possibly a tax on

SMH 4/11/75



The historic house at Glebe Point.

Demolition of historic house illegal — society

Members of the Glebe Society have complained about what they claim is the illegal demolition by Parkes Developments Pty Ltd of a historic house at Glebe Point.

The house, Venetia, at the end of Leichhardt Street, is classified by the National Trust with the rest of Glebe as an example of our heritage worth preserving.

Parkes Developments has acquired three hectares (7½ acres) on Glebe Point on which it proposes to build four three-storey unit blocks.

As part of the original development application

signed with the Leichhardt Municipal Council two years ago, the developers undertook to restore Venetia as a community centre and park area.

On Thursday, however, it was reported to the society that a demolition sub-contractor was at work on the building.

The secretary of the society, Mr J. Coombs, said yesterday the developers had claimed the work was done in error.

The society has challenged the developers to "justify the demolition of the house and demonstrate that their 'developments' are architecturally superior to Venetia or the already illegally demolished terraces from Leichhardt Street."

They also want the developers to show that a full environmental impact study has been made of the proposed developments; that there has been provision for low-income earners; and the effect traffic generated by the development will have on the area.

3.8.76

Leichhardt Local

COOMBS' 'GLEBE RAIL' GETS COX INTRIGUED

Following a burst of intensive publicity for the Glebe Society's Great Train Ride under Glebe, state transport minister Peter Cox has promised a departmental investigation of the possibility of a "Glebe Rail".

Society secretary Jim Coombs has already suggested several stations along the line for the future passenger service.

The new passenger route as promoted by the Glebe Society is aimed at relieving local roads of much of the congestion that at present helps the cause of ex-

pressways.

"The double-track railway line already exists, but would require upgrading, electrification and the construction of several stations" Jim Coombs said.

"It could be put into operation at a fraction of the cost of the Eastern Suburbs Railway.

"It would operate through working-class areas where the level of car ownership per capita is far lower than the Eastern Suburbs."

The Society's train ride took place 10 days ago with hundreds of Glebe people boarding at Redfern Station, travelling up the normal passenger line to Dulwich Hill and then branching off onto the goods line at Lewisham.

The Great Train then travelled through Leichhardt, Lilyfield, Anandale, under Glebe, Wentworth Park, Pyrmont, Darling Harbour and Ultimo before returning to Redfern.

One of the train cars boomed and hissed as it passed under the half-constructed expressway pylons at Darling Harbour Goods Yard.

The trip also marked the seventh anniversary of the Glebe Society and was followed by a picnic lunch in Federal Park, Glebe.



The Glebe Society train swings on its way two weekends ago.

Photo: Marilyn Chalkley

SYDNEY'S inner suburbs have many hidden, little-used railway lines; the Glebe Society has

SMH 15/11

THE FRASER Government will be renegeing on more than just its promises if it goes ahead with suggestions that the Government sell off its Glebe lands.

It will be abandoning all sorts of principles that have become largely bipartisan in the past few years — not the least being a housing policy aimed at keeping low-income earners in the inner City.

In the weeks prior to the last Federal election, Liberal ministers-to-be, members of Parliament and candidates came to see the Labor Government's exercise in low-income housing renovation and restoration in Glebe.

To a man, they expressed their satisfaction with the principles behind the Glebe project: that the existing community should be protected from disruption; that the stock of low-income rental housing close to the City should be preserved; that the historic buildings of the Glebe lands should be kept intact; and that the local community should have a real chance to participate in the renewal of its area.

We can understand that some exigencies may cause the Prime Minister to delay or abandon the implementation of some promises made during a heated and bitter campaign.

But we would argue strongly that the people of Glebe — and, in a wider sense, the people of the inner City — should not be sold down the drain in this case.

In the first place, there is the sheer frustration likely to be felt by the thousands of residents, public servants, trades people and others who have laboured for nearly two years of often uncomfortable building work, in the name of renovation. It has been a sacrifice undertaken in the expectation that homes would be satisfactorily rehabilitated for lifetime occupancy.

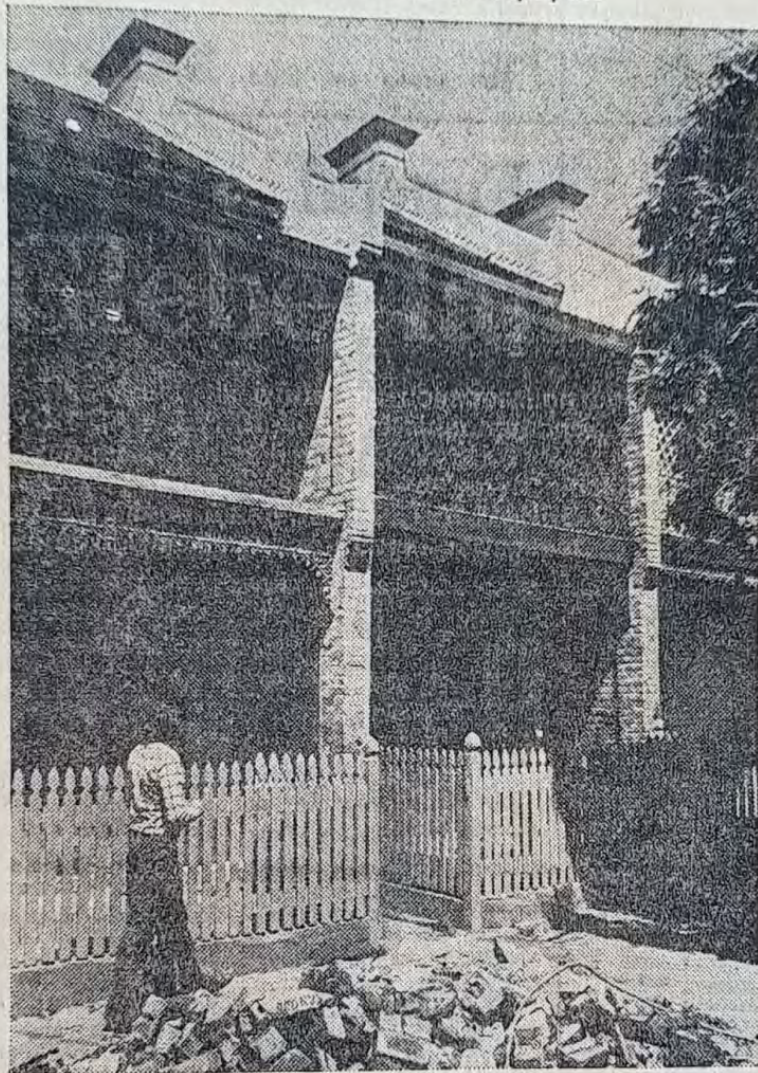
Some 400 contracts for re-roofing have been issued, 120 houses painted and 30 houses rewired in the first stage of renovating the 700 houses on the lands.

Has all this been done to provide decent housing for a lucky developer? Or was it done for a community which suffered its way through banging and bashing, falling ceilings and rain through the roof in the expectation, *Government-fostered*, that higher rents would not force them out to Mount Druitt and places west?

Governments, of whatever political colour, have responsibilities to people

Why sell off the Glebe lands now?

This article is written in collaboration by IVOR CAWLEY, Glebe ward alderman on the Leichhardt Council, VINCE NASH, secretary of the Residents' Advisory Committee for the Glebe Estate, and PETER MANNING, editor of The Leichhardt Local newspaper.



Part of the restoration work at Glebe.

going beyond mere day-to-day political exigencies.

But going beyond the people of Glebe, governments of all shades have realised in the past five years the need to "conserve existing residential areas and promote residential rehabilitation and redevelopment for all income groups within the City" (Policy 9, City of Sydney Strategic Plan 1974-77).

The Federal Government, the State Government and the City Council recognised this need in Woolloomooloo; the Housing Commission seems to be coming around to this view in Waterloo; and the Sydney City Council has gone through the same policy metamorphosis since its prescribed planning scheme appeared in 1971, virtually eliminating Surry Hills, Red-

fern, Ultimo and Woolloomooloo.

Glebe already has a high-income and professional population. But there is a strong consensus — of the local Labor Party branches, of the people and of groups like the Glebe Society — that Glebe must not become another Paddington.

All this, of course, is airy-fairy stuff to people who live miles away from the inner City and never wish to see it anyway.

A more appropriate argument is simply the economic one.

The Glebe lands are well on the way to paying for themselves.

The initial purchase of the lands has been completed for two years, and the \$17.2-

million paid to the Church of England for its 57 acres was a once-only cost against the Australian taxpayer.

It is estimated that an average of \$12,000 will have to be spent on each house over the five years 1975-1980 to bring it back to its old, nineteenth century condition. There are 700 houses. That means about \$8-million over five years, of which at least \$2 million is in the process of being spent.

As well, the project board intends building up a stock of new housing that will house pensioners and students, the latter paying a market rental for their accommodation.

These are minimum costs, but the idea behind the project is that the Glebe lands will come as close as possible to paying their own way — near-Fraserism, you might say.

The fourth good reason for keeping the Glebe lands as a viable government-and-community project is a simple conservation one.

The two church estates that comprise the lands — St Phillip's and Bishopthorpe — were subdivided and built in the 1840s, 1850s, and 1860s. They contain unique individual examples of early architecture, including Calmar at 128 Glebe Point Road built by Edmund Thomas Blacket.

But the attraction of the houses resides in their common survival for more than a century.

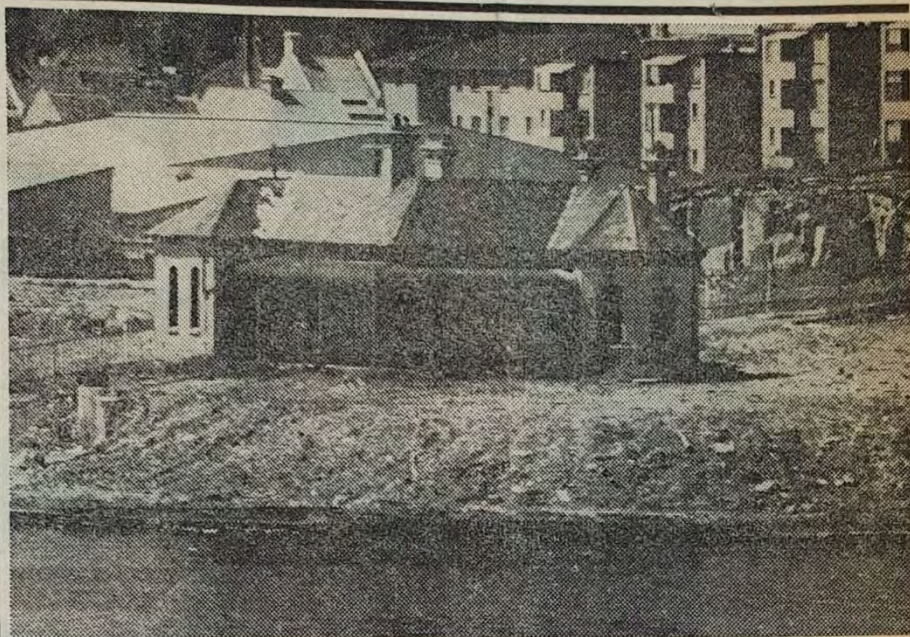
Professor Bernard Smith says in his book, *The Architectural Character of Glebe*:

"Bishopthorpe has preserved the character of much small-scale town and domestic architecture of the third quarter of the nineteenth century . . . Within Bishopthorpe, cottage types and terrace types have survived which are of great importance for an understanding of the development of architecture in Australia."

May we conclude by asking the Federal Government to pause before slashing away at this project, to consider the arguments for a bipartisan approach to these lands, and to honour the promises, both private and public, made by its spokesmen.

10/12/76

SMH



"THE SUN."

The old house stands alone on Glebe Point. 27. 4. 77

VENETIA SITS LONELY, NEGLECTED

By KEVIN SCULLY

THE once stately old building stands alone, slowly crumbling.

Floors are missing, walls are graffiti-scarred — and the empty windows overlook a million-dollar view.

Its future tangled in red tape, Venetia sits on what has been described as the best spot in Glebe.

It is the only building on eight acres of land owned by Parkes Developments Ltd.

Plans approved by Leichhardt Council envisaged a development with open space — more than two acres — and Venetia's restoration.

The house was to become a community centre, taking its historic and architectural features into account.

But Parkes' collapse has put a big question mark over the project.

Leichhardt Council is powerless to move until it hears from Parkes, according to a council official.

Built in the 1890s, Venetia has been noted, though not classified, by the National Trust.

Unofficial estimates of restoration costs, exceed \$80,000. Does Venetia warrant such expense?

Secretary of the Glebe Society Mr Jim Coombs insists it does.

He describes the wrangling over the site's future as "a bit of a joke."

His society wants action: either a go-ahead for the proposed development or a new plan.

Until the situation is resolved Venetia sits, neglected.

Row over Glebe trees

2-20-78

Angry public opposes council plan

A "war of attrition" is being waged by the Leichhardt Council against Glebe's leafy poplar trees, angry local residents said yesterday.

The residents, who have launched a campaign to stop the council from chopping down dozens of poplars which line Glebe Point Road, claimed that the local aldermen were opposed to trees in the municipality.

Mr Eric Gidney, the environment spokesman for the Glebe Society, said the council had resolved to cut down all the trees in the street.

"The council says it will replace them with natives but this just won't happen," he said.

"The City Council tried to plant natives but failed because they just can't survive in this environment."

The council was only proposing the planting of native trees as an excuse to bring the poplars down, Mr Gidney said.

"They have removed trees before on this basis but they never planted the promised natives," he said.

Groups of local residents were out on the streets yesterday collecting signatures for a petition to the council objecting to the tree-cutting plans.

"We expect to have more than 3,000 signatures soon," Mr Gidney said.

Organisers of the campaign were worried that the council in-

tended to damage the trees so badly that they would become an eyesore and force the public to call for their removal.

"Leichhardt Council has launched a war of attrition against the trees," Mr Gidney said.

"They have already reduced the lives of the trees by extensive lopping."

"The council thinks trees distract from the concrete character of Glebe."

Mr Gidney said one alderman was on record as saying, "we don't like trees anyway."

He said the residents feared that the council would implement the plans of its tree preservation committee with funds from a \$24,000 State Government grant for tree maintenance and preservation.

Alderman I. Cawley of Leichhardt Council rejected Mr Gidney's allegations as "absolute nonsense."

Only trees damaging the footpath and those diseased or dying would be cut down in the council's plan, which could take five years to implement.

"If I find anyone sabotaging the trees, God help them," he said.

Alderman Cawley said that anyone in Glebe wanting a tree could get one from the council.

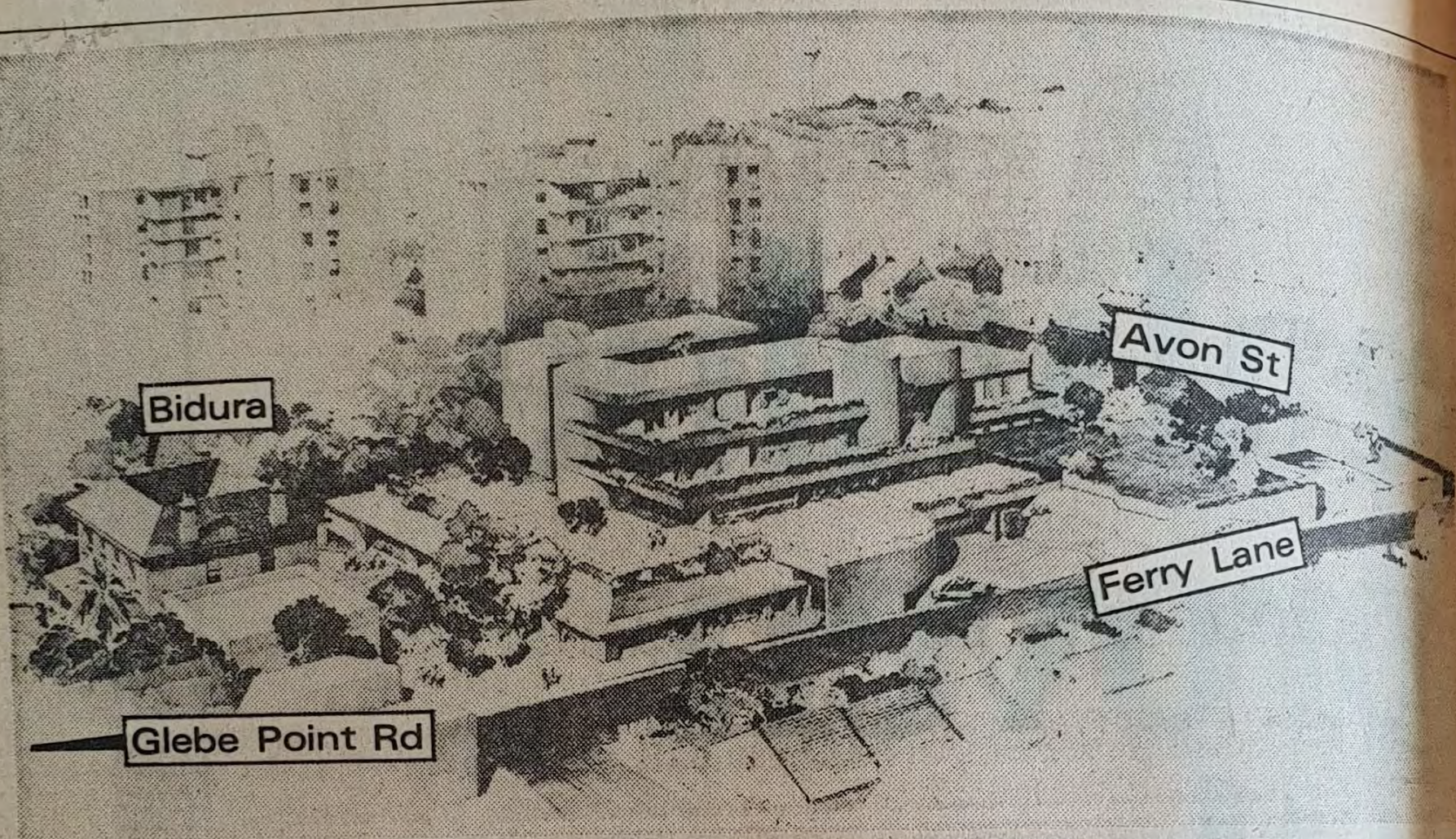


Residents rally to save Glebe's poplar trees.

Glebe 14/2/78

LI SEEN OVER COAL LOADER

almain coal loader will be in vain, says



An architect's drawing of the new remand centre in Glebe.

Residents petition Wran over 'secret' Glebe project

A group of Glebe residents are bitter about what they claim is the secret manner in which Leichhardt Municipal Council and the State Government have pushed through a development application for a juvenile remand centre in their area.

The residents, who live in and near Avon Street, have sent a petition to the Premier, Mr Wran, complaining that they were not consulted, or even informed, that the development of the four-storey centre would go ahead.

They have accused the council and the departments of Public Works and Youth and

Community Services of denying civil liberties and disregarding the environment.

Residents say that not only was the project kept secret, but the plans now revealed are totally out of character with other buildings in the area.

The centre, which will accommodate about 50 juvenile offenders of both sexes, will replace the Albion Street remand centre and incorporate a girls' shelter already on the 6,000 - square - metre block, which fronts Glebe Point Road and goes through to Avon Street.

The complex will include

courtrooms, modern, single living quarters, a recreation centre and an underground car park for 50 vehicles.

A spokesman for the Department of Youth and Community Services said yesterday that the beginning of the project was announced six months ago in the media.

But the residents say they had no idea it would go ahead, nor of the size of the building.

Leichhardt Council approved the development application on Tuesday.

The consultant town planner of Leichhardt Council, Mr A. Kenna, said yesterday that the

council was not obliged to inform residents.

"We have been told this is a top security project and they [the department] didn't want too many details of the remand centre known at this stage," Mr Kenna said.

But a spokesman for the Department of Works denied emphatically last night that any restrictions had been placed on who should see the plans.

"I have never heard of it being a secret project," he said. The spokesman said it would be impracticable to inform resident of all projects carried out by the Government.

28-11-79 The Glebe

BIDURA WILL BE RESTORED FOR OFFICIALS OF CENTRE

The State Government will restore an historic mansion in Glebe as a home for two government officials.



It is Bidura, the former girls' home in Glebe Point Road which once housed 30 to 40 teenagers on remand to court.

The mansion, built in the 1850s, will be restored for the superintendent and matron of the new \$5.5 million juvenile remand centre to be built alongside.

The house, built by colonial architect Edmund Blackett, will be split into two residences for the two in charge of the new centre.

A spokesman for Youth and Community Services Minister Rex Jackson denied the plan reeked of patronage for the privileged.

"It will be no palatial residence for government employees," he said.

"The house will accommodate the superintendent and his family and the matron's family if the woman appointed has one.

"It will also provide a staff conference room and staff facilities, such as a tea room."

The new centre, fronting Avon Street, will house 50-boys aged from 8-18 and girls from 12-16 — and replace the Bidura girls' home and the Albion Street (City) boys' shelter.

To be finished by mid-1981 the centre will sit in

extensively landscaped grounds and the terraced building itself will contain a swimming pool, gymnasium, auditorium, classrooms, art and craft rooms, children's kitchen, dining and lounge rooms, two air-conditioned courts, magistrates' chambers, offices for police and 50 staff, dental, medical and psychological assessment clinics and one and four-bedrooms with en suite toilet and bathroom.

Serious offenders will have "security rooms".

A departmental spokesman said they are not cage-like cells but lockable rooms. He declined to give further details for "security" reasons.

Jackson said, "Every effort has been made to provide an attractive home atmosphere in the new remand centre in contrast to the harsh institutional appearance of the present shelters to help minimise the ordeal experienced by many young offenders facing criminal charges.

"It is now well recognised that children on remand are more likely to respond better to counselling and advice if they are placed in pleasant, comfortable surroundings."

LIBRARY WEEK TO BENEFIT ELSIE REFUGE

Leichhardt's three libraries have launched something different for Library Week.

Instead of book promotions they have "adopted" the Elsie Women's Refuge in Glebe and are accepting donations for the centre.

Donations of cash or children's toys, clothing, books and baby furniture will be accepted at the Glebe, Balmain and Leichhardt branches.

The appeal is in conjunction with International Year of the Child and the only bookish thing about it is that the libraries will hold a display of "You and Your Child" books available on its shelves.

The Glebe

June 6-80

HIGH SCHOOLS 'PERMANENT TEMPORARIES'

High schools occupying temporary buildings indefinitely is one prospect arising from the Education Department's freeze on building new schools in the inner city.

Glebe High, opened last year in "demountable" buildings, could become a "permanent temporary" school as could the proposed Wilkins High at Marrickville.

More than 40 demountable buildings have been placed into inner city playgrounds in recent years to ease overcrowding.

If permanent buildings are not erected more temporaries are likely.

The department says the latest population surveys show the inner city population is dropping thus lessening the need for new schools.

Only two years ago departmental surveys resulted in the government announcing three new full scale high schools would be built.

Only one — Waterloo — is proceeding.

Glebe and Wilkins are "under review".

Glebe off Taylor Street, comprising two years only at present, already operates solely from "demountables" which will have to accommodate another form next year.

Plans for a \$3 million permanent structure are ready but have been shelved.

Wilkins (off Livingstone Road) is non-existent, as are its plans.

Its site also accommodates a primary school — now in demountables — but tenders are now being let for a permanent primary, says the department.

Education Minister Paul Landa has given a "working party" of teachers, parents and departmental representatives until month's end to come up with a strong case for the new high schools to be built.

Inner City Teachers' Association spokesman Greg Smith said, "The department's figures showing a population decline may well be accurate, but there are a lot of good reasons why the high schools should be built.

"Not the least is the advantage of keeping a high school population to 600.

"Many are over 800 at present and one is planned to go to over 900.

"We feel an increase in population is likely from the Pyrmont-Ultimo rejuvenation and the flats developments under Leichhardt's new town plan alone.

"Only two years ago the department's figures showed inner city schools were bursting at the seams, requiring three new high schools."



• FACTORY-like Glebe High — the shape of things to come?

Glebe. Aug 29th / 1980

BLACKWATTLE BAY PARK 'PIE IN THE SKY'

The City Council's hope for a park on the Pyrmont side of Blackwattle Bay faces a few crippling problems.

They are an asphalt plant planned for nearby, a big fish processing factory planned for the centre of the site, a planned freeway, a new Glebe Island bridge's abutments and the fact the council doesn't own most of the land.

The park plan was announced last week by Civic Reform's Lord Mayoral candidate Ald. Andrew Briger.

He said the council

intends transforming the industrial six hectares into parkland to coincide with the State government's redevelopment of the adjoining Fish Markets as a tourist attraction.

He said he hoped the State government would finance purchase of the bulk of the privately-owned land required.

The land runs the entire eastern side of the bay from Glebe Island Bridge

to the Fish Markets.

The city owns half a hectare and is negotiating the swap of another hectare with CRS in exchange for council streets in the company's Pyrmont complex.

The remaining 4.5 hectares is mainly vacant or disused industrial sites.

However, in the centre sits a huge concrete bunker type building earmarked to become a fish factory.

A private company bought the building from the State Electricity Commission.

It was originally where ash from power stations was dropped into barges for dumping at sea.

Further along the strip are working factories which will make way for the abutments of the new Glebe Island bridge and its NSW freeway approach.

On the bay's southern end asphalt plant is

planned on a site on Pyrmont Bridge Road 100 metres across the water from the Fish Markets' planned tourist restaurant.

Leichhardt Council hasn't yet approved the plant.

The State Pollution Control Commission says it could create pollution nuisance but the State Planning and Environment Commission has no objection to it according to Leichhardt Council's planning officer, Arthur Kenna.



Sun Herald

13-8-80

Railway 'faster and cleaner if it used trams'

Sydney's uncomfortable, slow, and frustrating suburban rail system could be updated to one of the best services in the world in less than a decade.

By TONY BLACKIE

It could all be done with only a few amendments to the existing lines and stations, and would link suburbs like Maroubra, Balmain, Coogee and Abbotsford into the existing network.

This is the belief of Dr John Gerofi, a research fellow in the Department of Chemical Engineering at the University of Sydney. He has devised a plan to revolutionise Sydney's commuter services through a system of light, fast and pollution-free trams.

Dr Gerofi's plan, which would require little more than substituting trams for our present trains and using land and tracks already available for such a project, will be handed to the State Government next month.

The new light rail system would cost less than the present system and would be available to more people.

Dr Gerofi's initial plan for a light rail system in the inner city could be built for less than \$150 million, about one-sixth of the price of the trade Expo planned by the State Government. And he believes it could ultimately make a small profit.

"This inner city system would be the beginning of a light rail system catering for all of the people in the greater Sydney area," he said.

"I have evaluated the cost of providing a system like this and compared it with the Eastern Suburbs Railway and the new system is eight times as good.

"The other costs and benefits to the quality of life can't be added up. There would be a reduction in pollution, little or no noise, they would save energy and they would be available to more people and therefore cut down on the number of cars on the road."

The light rail system that Dr Gerofi proposes would carry between 10,000 and 25,000 people an hour without requiring complicated signalling devices, with a larger number of stops and in the same time that the Eastern Suburbs Railway takes.

"That could cope with the needs of Sydney for the next half century," he said.

"With light rail you can run your lines down the centre of the street, as is done in Melbourne. You can't do that with heavy rail.

"The present heavy rail lines run through many suburbs but you can't get off. This is because they take too long to stop and start again. Light rail stops quickly and accelerates rapidly which means that it can stop more often without losing time."

Dr Gerofi said he had visited many cities in Europe where conversions from heavy to light rail had been made. He said that there was evidence to prove that this form of transport was cheaper and more efficient.

The basic inner City plan for a

light rail route would run from the Opera House to the Quay, through a tunnel built 60 years ago from Bent to Park Streets, and down through the centre of the City.

The City loop would branch down through Haymarket past the new entertainment centre through Pyrmont to Glebe and Lilyfield along an old goods line.

Along this track there would be stops every 500 metres. The line would then stretch out through Leichhardt, Haberfield, Five Dock and Abbotsford, with another line branching off to Balmain.

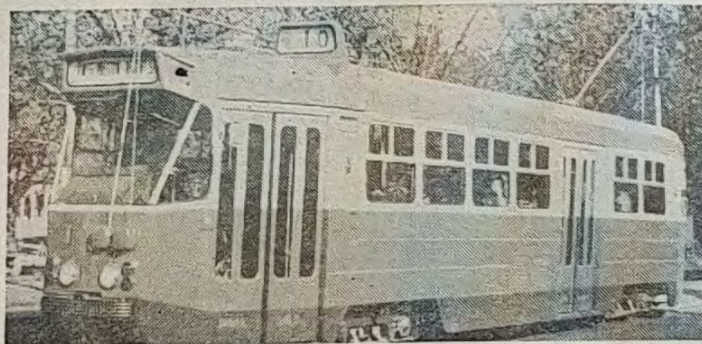
Going out of the City in the other direction a tunnel running under Oxford Street and Flinders Street would come out in Moore Park and the line would follow the old tram line which still exists.

A spur line would run into the Sydney Cricket Ground and the Showgrounds.

A branch line would then run along Alison Road through Randwick to Coogee.

The main line would then continue along Anzac Parade past the University of NSW down to La Perouse. A loop would run into the Randwick race track.

The tunnel in the city running from Bent to Park Streets was built by Bradfield, the man who engineered the Sydney Harbour Bridge and most of the existing rail lines in the City.



A Melbourne tram (above) heads out of the city. In Stuttgart a new high-speed light rail carriage pulls into the station (below).

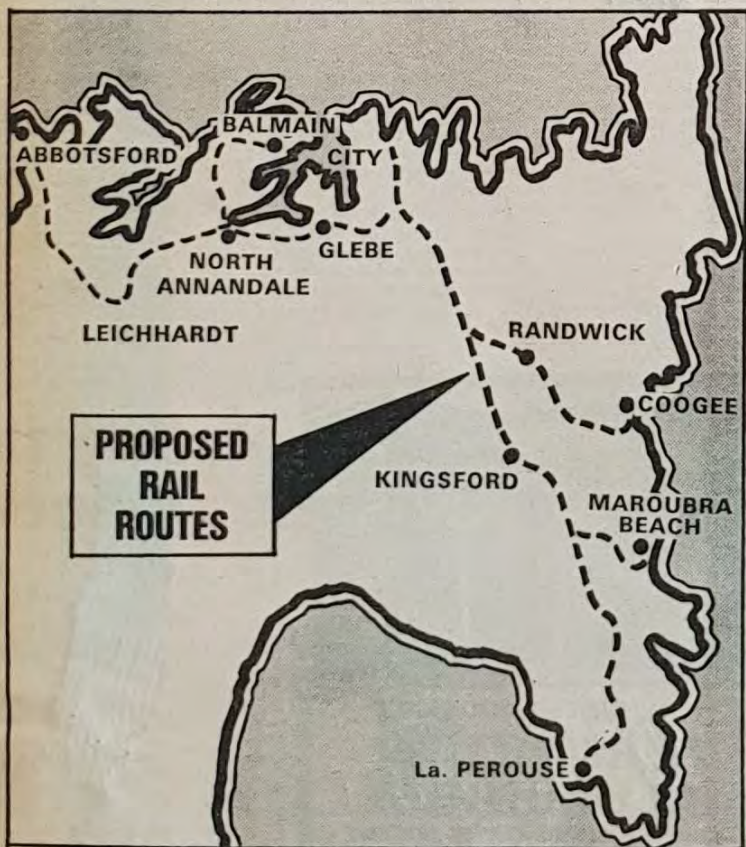


The tunnels were never used for trains and their only practical use was for the US High Command during World War II.

"Sixty years ago Bradfield wanted to put Sydney's trams underground. Now more than 20

cities in Europe have taken up his ideas," Dr Gerofi said.

Dr Gerofi's plan will be handed to the Minister for Transport, Mr Cox, in the form of a 40-page book with maps of the various proposed routes and cost evaluations.



Uni. of Syd. News

NEW INFANT CARE CENTRE

Plans are under way for a new Infant Care Centre at the University of Sydney. It will cater for 20 children under the age of two years and will supplement the Infant and Childcare Centre for staff and students at the corner of Rose and Raglan Streets.

The new centre will be conveniently located in Arundel Street (across the pedestrian bridge over Parramatta Road) in a Victorian house which is the property of the Glebe Estate Project. The house will be restored and renovated to comply with the Glebe Project standards, and with Department of Youth and Community Affairs' regulations.

The centre will operate on a semi-cooperative basis. There will be two qualified fulltime staff - a Director and a childcare assistant - and at all times two voluntary workers, probably parents.

The parents who are more affluent, or whose work commitments prevent their giving time to the centre, will pay full fees: the parents with limited finances will give their time to pay for their children's care.

Plans for the centre have been approved in principle. If everything goes according to schedule work on the project could begin in October and the centre could be ready for use by January.

Dr Kate Moore and Mr Frank Stanisz...



The Sydney Morning Herald, Thursday, February 17, 1983

Venetia to be restored after 10-year wait

Venetia, the house across the bay on Glebe Point, after 10 years of disagreement, is to be restored.

The house is seen daily by thousands of commuters on Victoria Road.

It stands on the point between Blackwattle and Rozelle bays and is in full view from Glebe Island Bridge.

After 10 years of doubt Leichardt Council, with the help of a Heritage Council grant, has begun the restoration.

The trust information is that William Jarrett, who arrived in Sydney from England in 1853 and became a successful businessman, built Venetia in 1877.

Venetia during these years was wrecked by vandals. The slate roof was destroyed, brickwork and joinery inside was torn out and the walls were covered with graffiti.

Mr Bruce Lay, architect planner for the council, said the first stage costing \$40,000, with \$20,000 provided by the Heritage Council — would secure the building from vandals and replace the slate roofing.



Venetia's outlook has changed a lot since 1877.

Portrait of intellectual integrity

THE SUBJECT of tonight's Humanities Profile (2 at 9.30) is the distinguished art critic and historian, Professor Bernard Smith.

In austere studio surroundings, he endures an obviously uncomfortable face-to-face interview with the mellifluous Robyn Williams. Smith is asked to recall the early influences on his life and work in what is an interesting, but hardly intellectually taxing experience for him or the viewer.

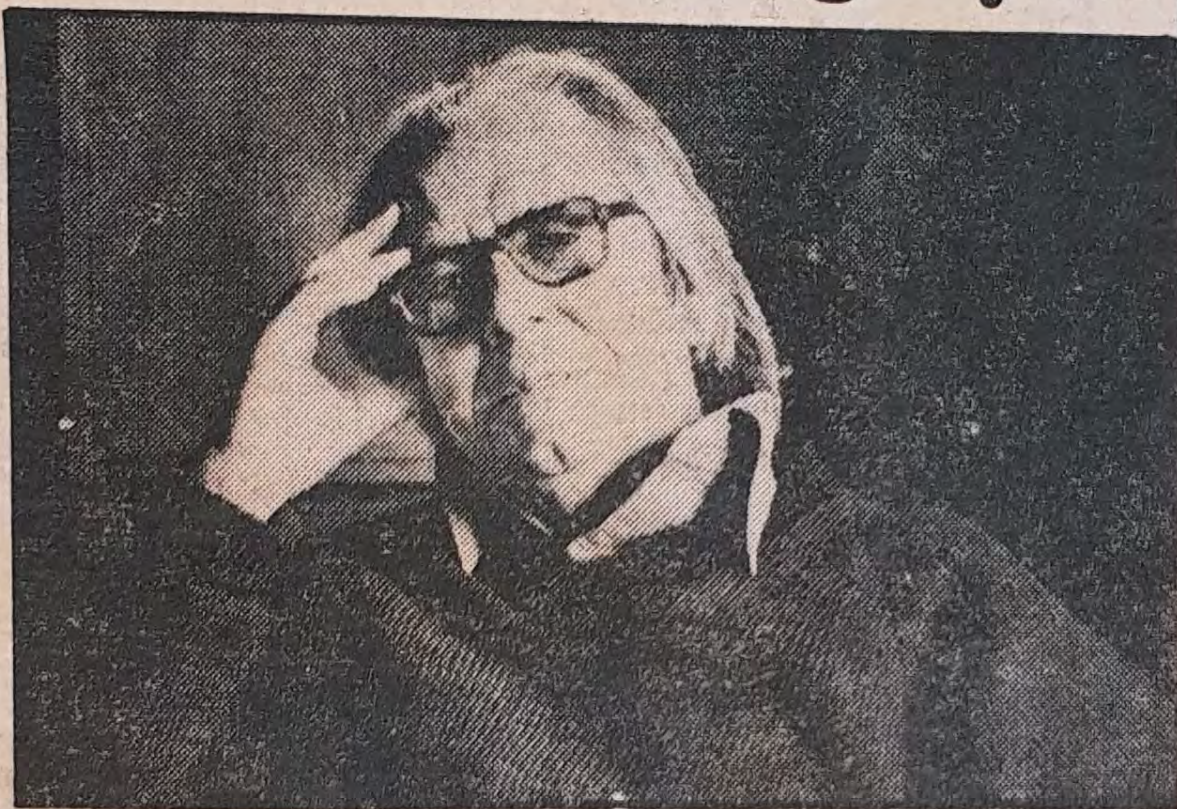
Smith has had a colourful history, from an illegitimate birth in Balmain to the foundation Chair of Contemporary Art at Sydney University.

Born in 1916, his early influences were the Bible and the writings of Marx, which he read while still at school. In the '30s, Smith went on a teacher's scholarship to Sydney University, where his interest in Modernism was first encouraged.

He spent a few years in a country teaching post – reading, writing poetry and painting in what he describes as a "Heysenesque" or naturalistic style. He later turned his talents to surrealism and has since destroyed all but two of these works.

In 1941, Smith turned to art history because he felt an account of Australian art was needed which properly chronicled its development from the colonial period, through the Heidelberg School and into Modernism. The outcome was *Place, Taste and Tradition*, which is widely recognised as a pioneering work in Australian art history.

Smith went to England in 1948 and began a lifelong interest in European perceptions of Pacific peoples.



Professor Bernard Smith a colourful past.

He started compiling a checklist of the drawings from the voyages of Captain James Cook but this was interrupted by an academic career.

In 1967, he was appointed Professor of Contemporary Art and Director of the Power Institute of Fine Arts at Sydney University, a position he held for 10 years before his retirement. He then returned to his work on Captain Cook, a mammoth six volumes, due to be completed in 1987.

Professor Smith delivered the 1980 Boyer Lectures on *The Spectre of Truganini* in which he argued for political equity for black Australians. He has not since shirked from this belief.

"I think that the pressure of international opinion is going to bring about a spiritual change in Australia," he says. "If we were only going to do it ourselves we probably wouldn't do it. If we don't make a pretty important gesture with regard to Aboriginal land rights, for example, or a treaty, in the 1988 Bi-Centenary it will be looked upon overseas as pretty poor stuff."

A half-hour program like this really can't do justice to the career of Professor Bernard Smith, but what it does convey, however obliquely, is the tremendous intellectual integrity and honesty of the man.

Paul Bailey

Syd. Herald May 1, 1983

SAVE GLEBE!

More than 50 Glebe residents took part in a protest meeting yesterday against proposed development at the end of Darghan Street, Glebe.

Most of those present were from the street and met to show their disapproval of the construction of a block of flats at 108-10 Darghan Street.

Many carried placards and posters saying such things as: "Stop Ugly Flats," "Kill a Cul de-sac a Day," and "Help!"

A speaker at the meeting, University of N.S.W. Senior Lecturer in Sociology, Dr. Stephen Hill, said there were no democratic means by which residents may object to the development.

This was because the building is classified as a house (letting lodgings) and is therefore not subject to the Local Government Act Amendment which was passed in September 1970.

Requirements

This amendment, for residential flat development, requires:

- A written application to persons owning adjoining land;
- A written application to those other persons who own land, the enjoyment of which may be detrimentally affected if development is carried out;
- Notice to be exhibited on the land outlining the development proposal.

A Statement of Resident Objections said: "Officially no resident has been notified of the development proposal.

Protest meeting

What we have found out has been entirely through informal channels.

"It would appear that a three-storey 14-room residential with shared bathroom and kitchen facilities is planned."

The people of Darghan Street, Glebe, feel that a block of flats should be called a block of flats, not a house (letting lodgings).

By the size of the protest meeting held yesterday morning among heavy concrete-carrying trucks involved in the construction of a building just across from this proposed development, they mean business.



GLEBE RESIDENTS use placards to register disapproval of proposed development approved by local government.

development application is less than satisfactory and a hazard to the community and that residents living next to the site have no right to be forewarned of it.
"Just whose interests are being considered?"

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\$20,000 drive with a little help from hangers-on

Sixty people clinging to scaffolding around a dilapidated house in Glebe yesterday kicked off a \$20,000 membership drive by the National Trust.

The hangers-on were a mixture of trust members and friends, employees of its public relations firm and their friends, some children, and a curious onlooker — all roped into posing for a photograph to be used on brochures and posters.

The executive director of the National Trust of Australia (NSW), Mr Peter James, said the drive was to increase the membership of 32,000 by 20 per cent and to boost finances. It was the first recruitment campaign in the organisation's 35 year history and would involve 50,000 brochures and 20,000 posters.

"In the past couple of years we have had some big battles, such as Parramatta Park and the rainforest ones," Mr James said.

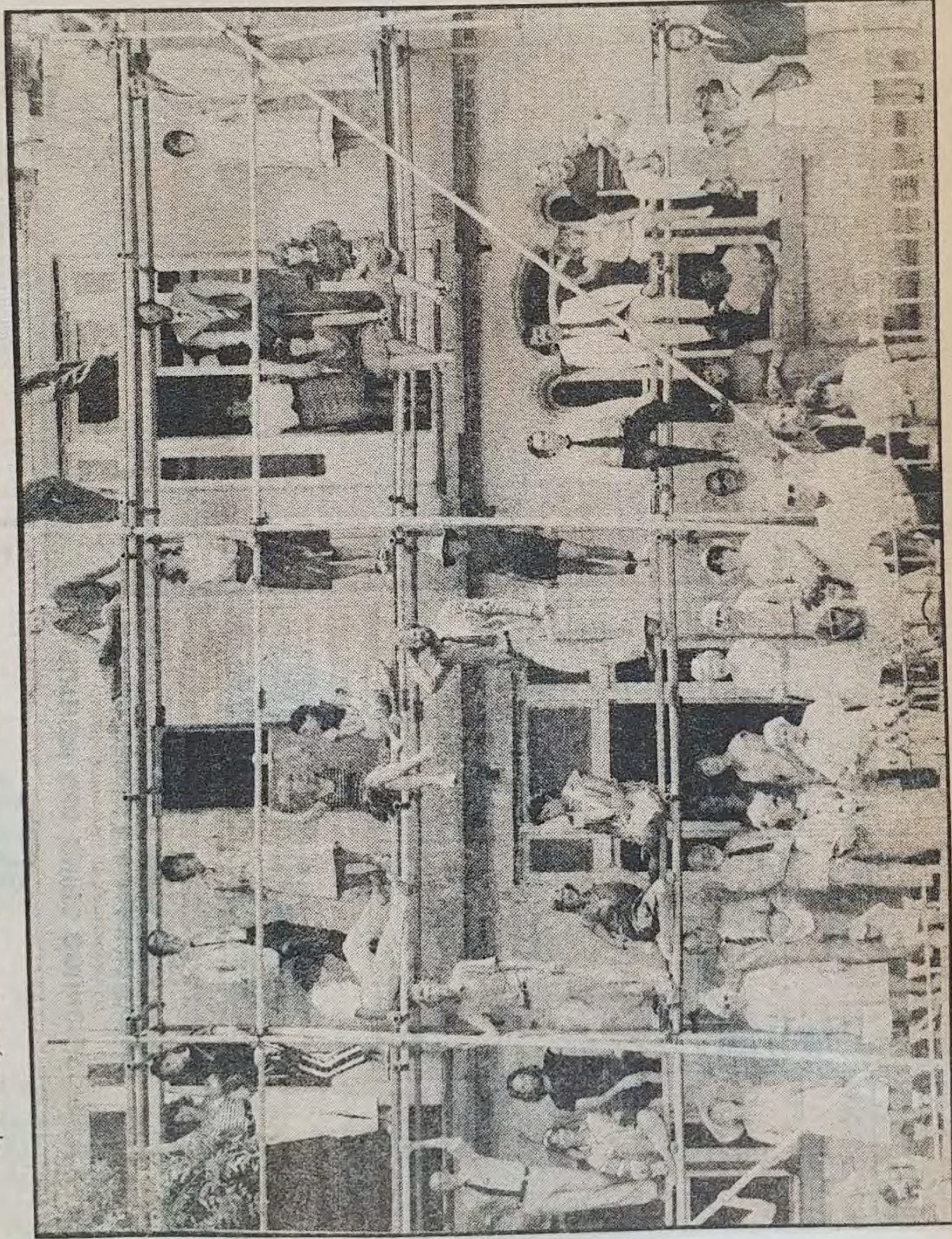
"We hope to build up our support and membership so we can have more effect in these campaigns. "When we can go up to a political party and point out that our membership is bigger than theirs is — then they may give us some help."

The trust's director of development, Mr John Morris, said that although the trust was thought of as being mainly made up of old people, 35 per cent of members were under 35 years. The recruitment campaign would not only be directed at signing on young people, he said.

Meanwhile, the photographer, Mr Bruce Alexander, told the posing crowd to "stop looking so desperately happy."

"Try to look like you're concerned about trying to attract new Trust members," he yelled.

The models waited patiently, and posed willingly for 45 minutes, while the photographer took three rolls of colour film, and two of black and white.



Up in the air about their membership campaign . . . members of the National Trust, friends and the odd curious onlooker were roped in as models for this recruiting photograph.

FUN LOVERS GUIDE TO A HAPPENING CITY

OUR TOWN

☆ Sydney's a great city. Agreed. But it's also a fascinating place to live in. Full of comfortable old suburbs rubbing shoulders with the trendy new.

☆ Which is what Our Town is all about. Taking a stroll around some of the more out-of-the-way but interesting corners of Sydney. As SUZANNE MOORE and DEBBIE TARRANT do today



To stroll down Glebe Point Road is to recognise the tussle between the old and the new.

The quaint — the weathered terrace houses, old shops and sagacious old-timers — is juxtaposed with the modern — the trendily painted and renovated terraces, classy restaurants and high prices.

We took in the stretch from Parramatta Road up to the New Arts Cinema on the corner of Hereford St and, despite the grey, drizzly day, it sparkled with life.

Glebe Point Road is colored with graffiti and slogans that range from "legalise suicide" to "Wran's our man." They're crammed in among anti-abortion and women's rights posters and those that advertise upcoming concerts.

It's a road that sums up the diversity of the area — the old, the suburban and the trendy.

It's a skinny street that weaves from Sydney University, incorporating income tax offices, art gallery, up-priced "bargain" shops, low-priced opportunity shops, the predictable suburban stretch of butchers and chemists and palate-appealing restaurants.

Reminders

On an ordinary weekday the street is alive with mums pushing prams, granies struggling with bulging string bags or cumbersome shopping strollers, and students visiting the more radical bookshops armed with cardboard cartons full of books they hope to sell to earn a few extra cents.

And then there are locals with leisure time to stand nattering on street corners or over a cuppa in the local milk bar, where milk shakes are still frothed to the brim of those old battered tin containers.

We started a few metres in from the bustling Broadway end, preferring to ignore the harsh reminders from the many income tax offices located there.

It was an arty beginning, with the Glebe Gallery (1) and a tiny antique shop sitting snugly opposite the stark brick-fronted Australian Theatrical and Amusement Employees Agency. (2)

We passed cedar and pine furniture shops

Glebe — where the fading past sells out to the trendies



GATEWAY TO GLEBE at the corner of Glebe Point and Parramatta roads (left) and some of the area's preserved terrace houses.

and Innercity Cycles (3) where you'll find the increasingly popular alternative mode of transport in traffic-clogged inner city areas.

We glanced across at the enticing Morgan's Feedwell, not open during the day, but a busily frequented food and entertainment spot at night.

Behind the gaudily hot-pink-and-black striped door, No. 33A, was the Camp Centre. (4). We're sure they didn't sell tents but they did provide a phone number for those in need of a friend.

Then came Elsie's (5) bric-a-brac where "all things generally cost 20 cents," from children's picture books to second-hand underwear and clothing protruding from several tea chests.

Hand-in-hand across the road sat an Indian restaurant, physiotherapy rooms and The Glebe Terrace Restaurant. Then Derby Place.

Martha's Yard (6) is a modern girl's delight, with its old-but-now-vogue clothing — heavy brocades, fanciful accessories, glittering scarves and draped dresses.

Cross Francis St and you hit the Toucan Music Club (7) a fairly new nightclub where up-and-coming, and es-

tablished, artists perform a few tunes on Mondays in the cosy intimate surroundings devoid of poker machines and wine-bar conversations.

It's a favorite haunt of university students, many of whom live in the Glebe area.

They live there alongside the old, entrenched residents who grew up there when it was cheap and comfy and the residents who were once students, graduated, became affluent and bought property in Glebe.

While direct conflict is not blatantly evident there's a lack of cohesion — a kind of uneasy truce.

David Gaunt, (8), who has lived in Glebe for the past four years and owns the Glebebook shop, has seen the road change considerably.

"It's more cosmopolitan now," he says. "Although it has lost something in the transition.

"With all the restaurants, it has become more of a night place. We can stay open later now, whereas before everything shuf up at five.

"The area is still in transition — it's trying to find its identity. There's not an open split between the old and new, but there's

(10) restaurant in a cute sandstock cottage provides the answer. Serving substantial meals with an old English touch like Melton Mowbray Pie. French dishes also feature on the menu.

It's one of many classy eateries along the road. Just up a few doors there's the French Cigales (11) recommended for its authentic cuisine; it's beside Rasputin — you guessed it, Russian — a long established eatery noted for its generous servings.

Others along the way include Ashley's Crepes, Bogart, Bassett's, Petit Bacchus, Tien, Silver Star Cafe and Casa Miguel.

The big wheels of business turn at the entertainment house, ATA, where brothers Col Joye and Kevin Jacobsen base their recording studios and entrepreneurial company, one that has negotiated such acts as Bob Marley, Shirley MacLaine, Olivia Newton-John, Meatloaf, Janis Ian and Peter Allen.

Conflicting

Behind the doors of the trendily-renovated Fascination House (12) is the headquarters of the Glebe Project which looks after development in the area and was the centre of controversy recently when women from the nearby Elsie refuge paid an unexpected visit, converting its title with the help of paint to Fascist House.

The obligatory suburban stretch is next, with the necessities of life — real estate, butcher, cake shop, fruit shop, milk bar and chemist.

The Ancient Briton pub (13) where two locals reminced against the yellow tiles, boasted XTRA SPL flagons for \$1.89.

All was quiet at The New Arts Cinema (14), the theatre that loved to shock with shows such as The Rocky Horror Show, Salome and Flowers.

Opposite, the road continues its melamorphosis, where renovations are rife. It's the Palmerston Terrace group (15) where some houses are pleading for a paint job and others already have been given a fresh new coat.

It's yet another example of conflicting identities perpetuated along Glebe Point Rd,

ction of around 1,000



Protesters against expressway routing through
Glebe, Sydney.



• Competitors and guests at the Glebe Society's Second Annual Flower Show, (from left, back): Mrs. W. Forknall, Ald. Greg Johnson, Ken Rowlands, Olga McIntyre, Megan Hicks, Prof. B. Smith and Mr. P. Conley; (front): Alex Prancukunas, Alphonso Lattuce, Debbie Nesbitt, Shirley James and Mrs. N. Conley.