



NEWS SHEET

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PO BOX 57 BALMAIN 2041

the balmain association

FOUNDED 1965

SIX MONTHS DOWN THE TRACK

WELL, THE DMR ARE OFF AND RUNNING! SIX MONTHS OF THE TWO YEAR STUDY PERIOD HAVE GONE BY, CONSULTANTS HAVE BEEN APPOINTED AND AN URBAN TRANSPORT SURVEY IS WELL ON THE WAY. THE SURVEY WILL PROVIDE DATA ON WHICH THE DMR WILL BASE THEIR ESTIMATES.

There are disturbing aspects of the structure of the Second Crossing Study which must not be brushed aside.

Chief Planner (DMR) and Chairman of the Study Committee, Vince O'Grady says THAT IT IS A TECHNICAL STUDY INTO THE PERCEIVED NEED FOR A SECOND CROSSING. It has nothing to do with improving public transport, higher car utilization or other rational alternatives.

It has nothing to do with rail travel, or car/rail travel - IT IS ONLY A ROAD SURVEY.

It has nothing to do with improving the use of the Harbour Bridge - IT IS TO DETERMINE THE NEED OF A SECOND CROSSING AND HOW BEST TO MEET THIS NEED.

To demonstrate its impartiality, the Study Team will, itself, carry out a PRELIMINARY ENVIRONMENTAL IMPACT STUDY.

To help assuage the State Government's social conscience, a part-time sociologist will be appointed.

At a meeting of the Institution of Engineers on 6 July, O'Grady said that all studies old and new, government and private, have concluded that THE BEST PLACE FOR A SECOND CROSSING IS FROM GREENWICH TO BALMAIN.

The shortest distance between two points is a straight line and the two points are GREENWICH AND BALMAIN.

But the overall construction length of the Crossing runs 5.5 km from GORE HILL TO MEET THE NORTH-WESTERN FREEWAY AT THE WHITE BAY HOTEL.

O'Grady said that the old Bridge approaches are fully loaded and duplicating the Bridge would have little effect.

He said that Gladesville bridge suffers poor access which can only be overcome by an extensive expressway system.

Also a bridge at Ryde or Abbotsford would have little effect on the old Harbour Bridge's overloading.

That a bridge, or a series of bridges, EAST of the Harbour Bridge, WOULD BE VERY EXPENSIVE and AWAY FROM THE DEMAND.

NEXT MEETING: MONDAY 2 AUGUST 1982
7 30 PM WATCH HOUSE

O'Grady said that the Second Crossing will be built by private enterprise and will be a toll-crossing.

Because it is to be a toll-crossing, the State Government must place it WHERE THE CUSTOMERS ARE. AND THAT IS ON A CROSSING BETWEEN GREENWICH AND BALMAIN.

Because will be built by private investors, the collection of tolls is a vital factor. Because of the enormous cost of the Crossing, any "back of the envelope" figuring will tell you that each time you cross the Harbour, it's going to cost \$4.00.

This means that \$4.00 tolls will apply on the old Harbour Bridge and Gladesville Bridge - the \$4.00 toll can't be avoided.

It is no good saying that the overcrowding on the Harbour Bridge can be reduced 15 to 20% by the Second Crossing. It is no good saying that this 15 to 20% will be those who can afford the \$4.00 toll and will be glad to pay that for a quickie across the water.

Life isn't like that. Motor cars will fill any available space - more space means more cars and very high tolls will be very necessary to pay for all this.

Going to work from French's Forest and home again will cost \$8 per day. Allowing for holidays, this means getting to work will cost just under THREE THOUSAND DOLLARS EACH YEAR. It will need an awful lot of sickies to cut that cost! Plus, of course, petrol, oil and wear-and tear!

Don't be fooled by the tunnel-pushers who advocate this way of by-passing the environmental opposition. O'Grady said that tunnels are not only dangerous but need vast exhaust stacks at least 120 feet high and up above our heads.

Mr O'Grady said that only one tunnel in the world pays its way. The Hong Kong tunnel toll is \$2.00 each way and operates at full capacity, BOTH WAYS, 20 hours each day.

Our Harbour Bridge runs at a peak of only four hours per day AND IN ONE DIRECTION ONLY!

But the DMR- STUDY TEAM are not empowered to investigate alternatives or to devise a more rational management policy for reducing this peak flow.

O'Grady's last words were "CERTAINLY IF THERE IS NO PEAK HOUR THERE IS NO NEED FOR A NEW CROSSING".

It's time now to repeat the immortal words handed down by the Supreme Being, a past Commissioner of Main Roads: "Governments come and governments go, but the Main Roads go on forever!"

ANNUAL GENERAL MEETING 7 30 PM MEETING ROOM BALMAIN TOWN HALL WEDNESDAY 18 AUGUST 1982

The time is approaching when all Management Committee and Executive positions are declared vacant and new elections conducted.

You can now take an active part in the running of your Association by nominating for one of the positions of President, Vice-President,

Secretary, Treasurer or Management Committee member.

Remember this is not an elitist group and new blood is always welcome to make the Association an active body of concerned residents.

THE BALMAIN ASSOCIATION IS FOR PEOPLE IN BALMAIN BIRCHGROVE ROZELLE

COMBINED BRIDGE ACTION GROUP

We have been getting plenty of attention from the media. The picnics at Long Nose Point and Greenwich on 13 June were covered by all the TV channels and the daily papers.

The south-side picnic was well attended on a perfect Sydney winter day. What a good idea the nippy little launches were! Collecting picnickers from local wharves and, better still, ferrying the more adventurous across the water to see what was being enjoyed on the other side.

Tom Uren spoke, John Dowd crossed the water and Hat Trick played out for everyone's delight.

400 tickets for the Wentworth dinner were sold and it too got plenty of media coverage. Ted Mack MP, Jack Munday and Michael Pate spoke and Hat Trick again starred.

The full page advertisement appeared in the Herald on 29 June and was capped "Nero fiddled while Rome burned - Neville Wran built a bridge". Its punch was recognised by one supporter whose donation of \$1 500 helped to defray its cost.

The Group held a press conference in Canberra during the national Labour Conference to put our point of view.

Each of the 99 delegates to the conference received a hand-delivered letter as follows:

Dear Delegate

Tuesday 6 July 1982

As you sit this week to determine Federal Labor Party policy for the next election please consider the serious problems for the Party looming in NSW.

You may be aware that Mr Wran has instructed the NSW Dept of Main Roads (DMR) to carry out a study into which of the 4 crossings will be built across Sydney Harbour.

As you can imagine these proposals have created alarm and despair amongst many residents on both sides of the Harbour and have led to the formation of the Combined Bridge Action Group representing residents from Balmain, Birchgrove, Rozelle on the south, and Greenwich, Waverton, Wollstonecraft and St Leonards on the north.

Our organization opposes the construction of what would be the third crossing within 5 kilometres of the City centre.

A commitment to such a project will saddle NSW with a massive interest bill well in excess of \$100 million per year.

The only income to pay this debt will be from expensive tolls on all 3 crossings (Gladesville, Sydney Harbour Bridge and the new one) and there is absolutely no guarantee of profitability.

More importantly, since any shortfall in profitability to the investors will be guaranteed by the State, this massive financial commitment will severely limit development in the rest of Sydney and NSW. This will affect the rest of Australia.

The high tolls in excess of \$4 will limit the number of people travelling across the harbour, therefore reducing the chance of profitability.

There has been some press speculation that Mr Wran was only using these proposals to divide our communities affected by them (one a safe Labor seat, the other a safe Liberal seat) from marginal northern and eastern suburban seats.

The people there were supposed to rise in anger against us when we dared to oppose the crossing.

Well this cynical exercise, if true as suggested by the editorial in the Sydney Morning Herald of 1 July, did not happen.

And we have a study costing \$2 000 000 undertaken by the DMR, which is an engineering not a planning body, to see not whether a crossing should be built but which crossing should be built.

There is no doubt that Mr Wran intends to go ahead with the crossing despite his confidential and rather irresponsible assertions that it will never happen.

Press reports go back to 1978. At that time it was to be a tunnel linking into existing freeway systems to the EAST of the Sydney Harbour Bridge.

In 1979 the Chairman and Managing Director of the Pioneer Concrete Ampol consortium, Sir Tristan Antico, said that the group, which was carrying out a feasibility study, would be happy to build a bridge instead of a tunnel.

The DMR are now drawing up specifications for a crossing which they hope would be an economical and viable package attractive to private enterprise and investors...paid for by expensive tolls on all three bridges.

There seems no doubt that Mr Wran is serious.

If you allow this project to go ahead the ALP will pre-empt the destruction of our national heritage. The social cost to the community is enormous and the cost in financial terms to NSW and Australia would not only be huge in real terms, but would also be massively inflationary.

The NSW Government is acting now just like the Askin Government did in the late sixties when it proposed to destroy The Rocks - birthplace of Australia.

In the interest of the ALP, let alone the many thousands of people affected critically by these proposals, we urge you to insist that the so-called Study is stopped now.

The above letter generated an article supporting us in the Canberra Times on 7 July.

Well, there will be more to come from us until the Bridge Study is abandoned.

BENEFIT NIGHT FOR CBAG WEDNESDAY 21 JULY

"BONAVENTURA" BY CHARLOTTE HASTINGS

ADMISSION 2 TOLL TICKETS (\$8)

AFTER SHOW SUPPER 1 TOLL TICKET (\$4)

BALMAIN-ROZELLE MEMORIAL HALL 441 DARLING ST

ALL PROCEEDS TO COMBINED BRIDGE ACTION GROUP

BRIEFING PAPER NO 3 COMBINED BRIDGE ACTION GROUP

We have just uncovered what we believe to be the next Government strategy against our community.

When the toll on the Harbour Bridge is increased to 40 cents, there will of course be a drop-off in the number of cars travelling south on the Bridge, just as we always thought.

But ... where will all the cars now not crossing the Bridge go, especially on Day One?

They will head for the Gladesville Bridge to join the biggest traffic jam seen north of the Harbour for many years.

News reports of the jam will include a call how a new group (which will spontaneously emerge on that day, probably called "Action for a Second Harbour Crossing"), calling on the Government to accelerate the Study and get on with the "much needed" new bridge.

The NRMA will almost certainly join in the chorus. This new Action Group will be based on a professional public relations person and his or her press releases will refer to an established group of concerned residents somewhere to the North and East who claim a need for this third crossing (they will call it a second crossing).

We must tell everyone to be on the look-out for this ploy and not be fooled.

COMBINED BRIDGE ACTION GROUP

DONATION SLIP

PLEASE accept my donation of \$.....

ENCLOSED is my cheque #.....for \$.....

PLEASE charge my Bankcard #.....for \$.....

PLEASE charge my American Express Card #.....for \$.....

PLEASE charge my Diners Club Card #.....for \$.....

SIGNATURE.....

NAME(please print).....Phone.....

ADDRESS.....

PLEASE FORWARD THIS SLIP WITH YOUR CHEQUE(if applicable) to:

COMBINED BRIDGE ACTION GROUP

PO BOX 755

CHATSWOOD NSW 2067



BALMAIN GARDEN CLUB

ROSES WITH FEW OR NO THORNS

Jessica Murray

All original rose species were thorny but on occasions new roses have appeared with few or no thorns, though no rose breeder has tried to develop these lines. These roses are suitable for planting in special places, such as a much frequented pergola, or narrow frontage, or verandah, or over a porch.

Here may be mentioned the work of the greatest Australian rose breeder Alister Clark (1864-1949). One day when visiting a horse show in Dublin, he wandered into an adjoining pavilion, which was a Rose Show, and there commenced an enchantment which lasted his entire life. On his return to Australia, he made an immense rose garden and developed towards breeding his own varieties, which finally were a thousand. Of these about 150 were marketed.

As he was in good financial circumstances he was able to afford to have nurserymen in different parts of the world hunting down roses for suitable breeding lines. He had great success with a particular one - R. Odorata Gigantea, a giant tea rose growing 50 feet, from SW China and Burma. With this he propagated a very sturdy type that suited our hot summer.

It is sad that many of his roses have been allowed to disappear while we continue to import, every year, new ones from France and northern Germany that often do not suit our conditions.

A few of his roses are still growing and many people will know the gloriously perfumed Blackboy, the strong red single Nancy Hayward, Bushfire and Scorcher, Sunny South and Southern Cross, Marjorie Palmer, Cherub and lots of others.

There were four varieties of his, I remember, with few or no thorns: 1) Loretto - red Rambler with white centre and perfume; 2) Sunlit - a large bush with big apricot blooms (there was a plant of this in Pioneers Park at Leichhardt a few years ago, may still be there); 3) Kitty Kinnowmonth - a deep fadeless glowing pink climber; 4) Squatters Dream - deep Indian yellow with absolutely no thorns.

Now for some other thornless roses that may be easier to obtain: Headline - another Australian rose deep yellow with red markings; Lady Vera - bright pink; First Love - two shades of pink; Ophelia - light pink, scented; Lady X - pale lilac; Blue Moon - mauve pink, scented; Rusticana - vermilion to orange; Kalinka - porcelain pink and a good bedder (3 ft); Rod

Skillman - cerise, scented; Iceberg - tall white, most profuse flowering; Madame Butterfly - pale apricot, perfume; Royal Highness - very pale pink, perfume; Seashell - luminous salmon to yellow, fragrant; Vol de Nuit - mauve, good perfume; Eiffel Tower - deep pink, scented; Queen Elizabeth - mid-pink, tall, no scent; Clair Marin - clear pink, climber; Kabuki - deep yellow, ruffled edges, tea scent; Pinkie - small flowered pink climber.

Two newer ones with few thorns: Helmut Schmidt - yellow; and Harmonie - coral pink.

Nearly all the above roses can be obtained, either as a bush-type or as a climber.

Some people like to make an authentic planting of old roses in the garden of an old house and here are some to choose from. There are specialty rose growers in each State that each have some old roses (none have all varieties). So one has to shop around.

The best known and easily obtainable old roses are the Banksia types. First the White Banksia (brought to England in 1807) no thorns, perfume of violets, and then the Yellow Banksia (found in Nankin in 1824 no thorns or perfume - no pruning for these two).

Other old roses of great interest with few or no thorns are firstly, Albas: Madame Legras de St Germain (brought to England in 1846) - can be obtained as a white climber; Chloris - a pale pink Alba, tall no thorns.

The Gallicias: these are a very ancient type and were known 3 000 years BC and were brought to England by the Romans along with the Alba roses - most have few thorns: 1) Officinalis (also known as the Red Rose of Lancaster, the Apothecary's Rose and the Rose of Gaul) - semi-double red; 2) Belle de Crecy (came to England in 1830) said to be named for Madame Pompadour - pink to purple to grey, lax canes need staking, good perfume.

Moss Rose: this type is usually thorny but one, Alfredo de Dalmas (1855) - blush pink with brown moss has no thorns.

Other old roses of interest are the shrub roses: Nevada - white single; and its mutation Margaret Hilling - pink, no thorns or scent; Madame Plantier (Alba x Musk) 1835 - tall white, only occasional thorn at base of canes, perfume; Tausenschoen (1906) - pale pink climber, no thorns; Veilschenblau (1909) - mauve Rambler, orange perfume; Paul Meyron (1869) - huge pink "cabbages"; George Arends (1910) - strawberry pink with cream, scent; Nicks Caprice (1897) - lilac, striped, deep pink, scent; Autumn Delight (no date) - hyb musk, white single profuse flowering.

Old Tea Roses: these originated in S China and like a warm climate. They do well here and do not get Black Spot. Two with no thorns are: 1) Jean Ducher (1873) - peach pink; 2) Mrs Dudley, cross (1907) - chamois cream to white, with pink flush in cool weather.

MR WHELAN WRITES ABOUT THE CROSSING

We have had great difficulty in getting any answers from the Minister for Roads, Hon P Whelan, but not so for a Wollstonecraft member of CBAG.

Ref SC 82/M.1029

23 June 1982

I refer again to your recent letter concerning the proposed second crossing of Sydney Harbour.

A major study team has been established within the Department of Main Roads to carry out detailed investigations of the alternatives for a second crossing. It will be the responsibility of that team to advise the Government on the feasibility or otherwise of proposals under consideration. A major task of the group will be to consider whether there is in fact a real need for a second Harbour crossing or whether acceptable alternatives exist.

The Commissioner for Main Roads has informed me that if your property is required for works associated with the construction of a second crossing, the Department will pay the current market value for your property as though it is unaffected by the work.

However, if your property is not directly affected by the physical construction of the second crossing, no compensation will be paid.

In the meantime, you are, of course, free to dispose of your property on the open market.

The Commissioner has assured me that any work on a second crossing would be undertaken in such a manner as to cause the least possible disruption and inconvenience to the residents in the area. Matters of this nature will also be covered in the study team's investigations of the proposals.

I might add that while an environmental impact study has not yet been undertaken, all relevant matters of an environmental nature will be investigated by the study team.

Finally, let me assure you that a second Harbour crossing would not be financed from funds otherwise earmarked for roadworks or programmes not related to the State's road system. The initial funding for this project would be met by way of loan moneys which would be recouped by toll charges on traffic using the crossing.

Yours sincerely
Paul Whelan
Minister for Roads

Well, isn't that what we have been saying and isn't that what appears on our DMR Demolition List?

URBAN CONSOLIDATION DANGER

The Planning and Environment Department are about to enforce Urban Consolidation (UC) in the Leichhardt Municipality. This means that the Council will be prevented from putting residents' wishes on densities into its Planning Scheme.

UC works very well in theory and can be applied practically in the middle range of suburbs. Our Municipality is an inner urban area and is consolidated to bulging point.

If you wish to protect your right to participate in your own town planning scheme and if you wish to support the Council, write to Mr D Smyth, Director, Dept of Environment and Planning, GPO Box 3927; and also to Hon E Bedford, Minister for Planning and Environment, 139 Macquarie Street, Sydney, 2000.

EWENTON

After years of neglect it now seems that poor old Ewenton will be saved. Waltons Bond intend to restore Ewenton as a single dwelling with its own garden - to be re-sold as a grand mansion.

Also 81 dwellings with 82 resident and 16 visitor car spaces are to be developed. One-third of the old Dickson Primer site will be dedicated as public open space with access from Wallace and Grafton Streets.

The company paid \$1.9 million for the site and estimate that the restoration of Ewenton will be \$250 000 to \$500 000. The new dwellings are to be sold for \$120 000 to \$160 000 and are to be completed at the end of 1984.

Projected sales value, including Ewenton, is seen at about \$12 million.

Waltons Bond's development application is now at Leichhardt Council. The Council and local residents will oppose the development density if nine-storey apartments are retained in the scheme.

The scheme complies with the density of 175 persons per hectare but not with the 150 persons per hectare recommended by Leichhardt Council.

MANAGEMENT COMMITTEE MEETING 5 JULY 1982

Ethel May, Margaret Dobson, Richard Norman, Lorraine McDermott, Rod Linklater, Dallas Baxter, Elizabeth and Peter Horrobin, N and G Hunt, Sue Lynch, Trish Ryan, Mick O'Brien and Peter Reynolds met at the Watch House at 7 30 pm on 5 July. Apologies received from F Heathfield and J Howarth.

Representatives of Waltons Bond presented models and drawings of the 81 town houses, and restoration of Ewenton, on the Dickson Primer site.

1 Letter from Wilson McCarthy Aust Pty Ltd on behalf of Waltons Bond offering to present details of development on Dickson Primer site.

2 From Wallamba and District Hist Soc re waterfront history.

3 From Mrs D E Sim encl details of family history (Huntley).

4 Newcastle and Hunter Dist Hist Soc re visit on 6 November.

5 From Min for Roads in reply to ours of 8 March.

6 F B Rice and Co encl details of title search on Co-op.

7 Royal Aust Hist Soc encl details of funds for 1982.

8 RAHS re appt of Dr Alan Roberts as Field & Research Officer.

9 RAHS re conference on 8-10 October.

10 Leichhardt Council re changes in Town Planning Scheme.

11 Letter to Newcastle and Hunter Dist Hist Soc re 6 November.

12 To Blackfriars Infants & Nursery School thanks for donation.

13 To National Trust accepting new signs for Watch House.

14 To Balmain Observer correcting article in theirs of 3 June.

15 LMC re restoration of Clontarf.

16 W Mack re cheque not cashed.

17 Mrs S Balmain Griffin, Texas, USA, encl family history.

18 To W Blundell re family history (Tompson).

19 Herald re Waltons Bond development (published).

20 To Herald re article on Nev Wran (published).

21 To V P O'Grady encl News Sheets.

GENERAL BUSINESS: RAHS requires copies of News Sheets 40, 63, 71.

Agreed to post News Sheets to addresses west of Victoria Rd.

P Young's name to be added to membership list with apology.

Leichhardt Historical Journal No 10 1981 now at printer.

All Management Committee positions vacant for election at AGM on 18 August. Delegates from Association for CBAG are David Porter (alternative Richard Norman), Peter Reynolds (alternative Rod Linklater). P Reynolds and M O'Brien reported on CBAG activities and future plans.



WATCH THESE DATES

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1982 MEETINGS DIARY *****
To simplify arrangements for Management Meetings, General Meetings and History Meetings one meeting combining all these functions will be held on the first Monday of each month - public holidays excluded.



Monday 2 August
Monday 6 September
Tuesday 5 October
Monday 1 November
Monday 6 December

Remember, first Monday in each month at the Watch House at 7 30 pm - ALL WELCOME.

ANNUAL GENERAL MEETING WEDNESDAY 18 AUGUST 1982
IN THE MEETING ROOM AT BALMAIN TOWN HALL 7 30 PM
ELECTION OF NEW MANAGEMENT COMMITTEE ALL WELCOME

BALMAIN THEATRE GROUP BENEFIT NIGHT FOR CBAG
"BONAVENTURA" BY CHARLOTTE HASTINGS 21 JULY
BALMAIN-ROZELLE MEMORIAL HALL 442 DARLING STREET

NEW MEMBERS

We welcome M Cohen, P and E Horrobin, J Fredericks, K J Adams, O Munn, M McLuckie, R Clark, D E Sim, Mr and Mrs R G Rollo, R Francis, A C Partridge and P Young.

JOIN the balmain association

meaning BALMAIN BIRCHGROVE ROZELLE

OUR AIMS ARE TO:

- * improve the living working and recreational amenity of our area
- * maintain all features having natural architectural and/or historical value
- * compile and record the history of the area/keep a permanent collection of items of historical interest
- * seek the co-operation of everyone concerned in the realization of the above

For further information please contact:

PETER REYNOLDS

827 3560



the balmain association

AMENDED SUBSCRIPTION RATES

MEMBERSHIP FORM

(OPEN/RENEW)

PO BOX 57 BALMAIN 2041

NAME:

ADDRESS:

TELEPHONE: (HOME) (WORK)

ANNUAL SUBSCRIPTION (including News Sheet delivery in Balmain Birchgrove Rozelle)

Single	\$ 4.00
Family or Household	\$ 6.00
Pensioner or Student	\$ 1.00
Organization	\$12.00

Add \$3.00 to above rates to have News Sheet posted.
Cheques made payable to "The Balmain Association", plz 12 July