



Reports to the 2006 AGM

Planning



Neil Macindoe

I was about to write there hadn't been any big development applications when I realised that of course there had been: the Sydney Slipways Boat Repair proposal and the Dry Storage proposal, both for Rozelle Bay. However the Society wisely created a Bays and Foreshores Subcommittee specially to deal with development in the Bays, first under Mark Dent and now under Tony Larkum, and the proposals are being carefully monitored during their lengthy passage through various authorities (not including the City, as the sites lie in Leichhardt Municipality, and are in any case controlled by Sydney Harbour and Fore-shore Authority).

What *has* happened is in some ways more important than any individual development proposal, the Urban Design Study that will decide what development can take place in Glebe for quite some time into the future. The Study is a promising basis for a new town plan, given the desire of most people to keep Glebe much as it is and ensure any changes are sympathetic and beneficial. This is because it gives a much more detailed and comprehensive picture of what does actually exist, much more so than any previous plan, although it also borrows substantially from the more effective parts of those plans. The Society has suggested ways in which this information can be most effectively used, and also suggested other kinds of research and information that may help to complete the picture. There will probably be a further opportunity later this year to help shape the character and extent of any future development.

There have of course been lots of smaller development proposals. Probably the most controversial have been those for pubs, and despite the efforts of both residents and the Society, the City's efforts to contain them within reasonable limits have been only partially successful, mainly because of the attitude of the Court. My impres-

sion, reviewing the applications for the whole of the previous year, is that most have not been controversial, but there is a certain proportion that have opportunistically tried to push the City's controls to the limits. The Subcommittee has consistently urged the City to remain firm and maintain the standards contained in LEP 2000, but there is no doubt the hand of the City would be strengthened by more detailed and precise controls.

There has been so much happening in Glebe that the Planning Subcommittee often finds itself being involved in and commenting on things other than development applications, and it is generally a good sign that DAs have not played such a major role in 2005-6. On the other hand, the expectation that the Society will be able to find solutions and uses for all development sites in Glebe is not very realistic. The Society is not, and should not try to be, a developer itself. Important efforts are being made to find better solutions for sites like the *Abbey* and the *Tramsheds*, but we are actually very lucky that sites like the *Valhalla* will be largely preserved, and although we lose their previous function, they will still be able to make some contribution to the community.

- Neil Macindoe

Convenor, Planning Sub-committee

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All photos of Convenors in this *Bulletin* Insert were taken by Bruce Davis at the Management Committee Meeting on 9 August.

Bruce says that no law suits will be entered into.

Heritage



David Mander-Jones

The continuing aims of this committee are to ensure that our built and cultural Heritage stays with us, and that it is understood, enjoyed and valued by a maximum audience. This can lead us down many paths. We managed to tread a few of them.

The Committee's ventures this past year have included:

- A talk, as part of History Week in September 2005, by the City of Sydney's historian: Shirley Fitzgerald on *A Day in the Life of an Urban Historian*.
- A talk, as part of the National Trust's Heritage Festival in April 2006, by Max Solling titled: *Glebe's Historical Waterfront*.
- Organizing the upcoming September 2006 History Week event: *PHOENIX RISING.....from the ashes*, being a tour and talk on the Walter Burley Griffin and Eric Nicholls designed incinerator on Blackwattle Bay.
- Reviewing a draft of the Glebe Conservation Area Study, which will be used to inform new planning controls being formulated by the City Council.
- Reviewing the draft report by the Productivity Commission on Conservation of Australia's Historic Heritage Places.
- Writing heritage articles for the Bulletin under the banner *From the Terraces*. This was the work of committee member Liz Simpson-Booker.
- Taking some delight in the restoration, now nearing completion, of the palisade fencing that tops the extensive stone retaining wall along Parramatta Road. It was a project this Committee promoted for a couple of years.
- Some work in revising and updating *Glebe's Treasure*.

Of course we have taken some interest in the fortunes of the Tramsheds, the *Valhalla*, and *Bellevue*. However the major work here was undertaken by other sub-committees and other members of the Society. Appreciation and thanks are extended to Heritage Committee members: Liz Simpson-Booker, Jeannette Knox, Lydia Bushell, Yvonne Inall, Fay Mander-Jones, Ian Pickles, Mack Williams and Phil Young.

**- David Mander-Jones
Convenor, Heritage Sub-committee**

Bays and Foreshores – the lull before the storm

It has been very quiet over the last year. After all the negative reaction to the proposal for the Dry Boat Storage for up to 800 boats on the north side of Rozelle Bay in 2005 we have waited for the submission of the official DA. This has apparently been moving slowly through the various State Instrumentalities. Now it has passed through Waterways and is with SHFA (Sydney Harbour Foreshores Authority). We expect that the DA will be released in September. There is no indication as to whether there has been any compromise over the number of boats to be handled. However, the Glebe Society is adamant that if the Dry Boat Storage is to go ahead at all it must be with a greatly reduced number of boats – commensurate with a residential suburb. Thus at this stage it looks as if the Glebe Society, the Annandale Residents Coalition and other groups opposed to this development have a fight on their hands which will get into high gear in September. Those who are interested further can go to the Glebe Society Website: www.glebesociety.org.au and view the "Defend Rozelle Bay" page: www.glebesociety.org.au/defendrozellebay/index.html where further details are given.

The Slipways DA was released in May and the Glebe Society put in a comprehensive objection to this. For more details see the Glebe Society Web Site "DA for Rozelle Bay marine engineering facility on display". We await further developments.

The development of the Glebe Foreshores parks has been going ahead as anyone who visits these will know. The stretch of

waterfront on Glebe Bicentennial Park was opened in late May. On the Annandale side of Johnson's Creek the development of the mangrove area seems to be moving slowly ahead. Most interested persons will have realised by now that there is to be no other bridge at the end of the creek so those doing the long trek will have to use the present historic "Dutch-style" bridge. The park developers say that this is what community residents wanted.

Round in Blackwattle Bay Park, there has also been slow progress, although we can now see the outlines of what will emerge. *Bellevue* is being restored. However, plans for the use of this historic building have not so far been released. And beyond that the frontage between the Glebe Rowing Club and Cook Street was opened in April. Thus the Glebe Society is getting much closer to its avowed aim of over 30 years to see a walkway right around the Glebe foreshores. The last parcels of land are now under negotiation with the Glebe Secondary College and the redevelopment of the ship berthing area along Bridge Road (see "*A vision for the future of Blackwattle Bay Cove*" by Bruce Davis, July/August Bulletin, 6/2006).

**- Tony Larkum,
Convenor, Bays and Foreshores Sub-Committee**

The History of the Glebe Society



Jeanette Knox

My report is embarrassing and brief:

"Too much travelling! However, I am hoping to have a preliminary draft well under way by the end of the year."

- Jeanette Knox

Transport and Traffic

Since the last Annual General Meeting there has been much debate about the broader transport planning and operational problems in Sydney. While we have a Metro Strategy for land use planning, we do not have a complementary Metro Transport Planning strategy. In this policy vacuum, various non-government organisations have attempted to suggest the way forward. The *10,000 Friends of Greater Sydney* held a Sustainable Transport Forum in May 2006. A wide range of speakers covered the key issues of integrated land use, transport planning, affordable public transport, environmental issues of private transport and light rail, with the Lord Mayor repeating her support of the light rail extension to Circular Quay. Council has commissioned several studies into light rail during the last 12 months, indicating the practicality and financial viability.

The *Sydney Morning Herald* has taken great interest in the Sydney transport planning debate, with a stream of articles asking the questions and suggesting answers that include a much broader network of light rail, plus details such as integrated ticketing. Earlier this month the *SMH* organised a two day seminar, but unfortunately the entry fee made it an event primarily for political representatives and senior public servants. Still, it gave the Leader of the Opposition the chance to publicly support the light rail extension. A much more thoughtful presentation was in fact given the night before by Chris Stapleton, on the topic *Ideas in the Absence of a Vision for Sydney*, which presented 10 year, 25 year and 50 year plans for Sydney transport.

The Glebe Society has fully supported the extension of the light rail to the Quay, through appropriate press releases and general support.

The second major topic of interest on traffic matters has been Glebe Point Road. Early in 2005 I made submissions to Council on the imposition of a 40 km/hr speed limit in Glebe Point Road, with appropriate traffic calming devices, and options for ancillary footpath widening. This is an issue that I have pushed at every opportunity. That opportunity came when Council presented its initial thoughts on the *Glebe Point Road Streetscape Upgrade* recently. We

organised two meetings of interested management committee members to discuss the Society's response to the proposals. Andrew Craig presented a simple proposal for Shared Zones at several nodes on Glebe Point Road. This would dramatically change Glebe Point Road, but would have practical issues, since Shared Zones require a speed limit of 10 km/hr, and pedestrians have equal priority with other traffic. It would be wonderful to achieve this vision, but it will be extremely difficult, given the 450 scheduled bus movements along Glebe Point Road each day, with a general peak hour traffic flow of 950 vehicles each hour, and about 10,000 vehicle movements each day.

The Glebe Point Road proposal discussed with members of the management committee then went to the Coalition of Glebe Groups (CoGG) meeting. Unfortunately, the substantially expanded version of the submission went way beyond the vision previously discussed, with the alternative to the Shared Zones being to only allow "buses, approved residents, delivery and trade vehicles, and bicycles" onto Glebe Point Road between Broadway and St Johns Road. With the general traffic flow of approximately 10,000 vehicles each day currently using Glebe Point Road, and with much of this traffic local, there would be major traffic diversions needed through local streets. A speed limit of 30 km/hr was also suggested. This would not fit into the standard speed controls, with 40 km/hr the lowest general street limit.

The issue of car parking was also brought into this CoGG submission, with parking being a key concern of the Chamber of Commerce. More parking is part of a cargo cult philosophy that arises when commercial conditions become difficult and easy options are sought. The CoGG submission included several of the Chamber's recommendations, including angle parking in Derwent, Westmoreland, Mt Vernon, Mitchell, Lodge and Forest Streets. (In the latter two streets, even if one-way, there is not enough space for angle parking, in any event.) Extra parking in these residential streets might assist the businesses of Glebe Point Road, but at what cost to residential amenity in these streets? Having thoroughly debated the issue of turning the parking meters off at 6pm, I thought there could have been more debate on these parking issues before they were presented to the Council as the considered views of the Society



Chris Hallam

and CoGG. There is also the general philosophy of Council to consider, that parking in new developments, including residential developments, should be restricted to discourage private transport use.

Moving onto other issues, we had been concerned about the traffic diversion effects of the Cross City Tunnel. We had undertaken traffic counts, so that we could monitor the "Before" case. With the failure of the Cross City Tunnel to get close to its predicted flow levels, earlier concerns about extra traffic in Glebe do not appear to have been realised. We note that Council is monitoring traffic patterns.

There have been several developments proposed in the last 12 months that have caused some traffic concerns. The White Bay Cement Terminal is one. However while at first glance, the additional 45 vehicles per hour in the peak hour, and up to 11 trucks an hour each way in the peak hour using James Craig Drive might be of concern, these flows represent increases through the intersection with The Crescent of 1.0-1.5%, and when technically analysed, will not result in significant additional traffic congestion. The key issue with Port and industrial development in White Bay is to keep an eye on the total picture, with the dry stack boat storage, the slipway and other proposals for White Bay. If heavy traffic stays on The Crescent, City West Link and Victoria Road, its impact on Glebe will be minimal, unless 24/7 operations are proposed, when the night time noise of trucks using James Craig Drive can affect residents of Glebe Point. We need to argue that a strategic plan for the Bays should restrict larger heavy vehicles from using The Crescent south of the City West Link.

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The extension of hours and facilities at local hotels remains a continuing interest and concern. If hotels primarily cater for locals, extra traffic and parking are not an issue. However with examples such as the Toxteth Hotel proposing a Place of Public Entertainment Licence, there is an expectation that the purpose is to attract new patrons from further afield, who will drive and seek parking in local residential streets. With the Toxteth, the recent limited consent will need to be monitored, and residents need to make submissions to Council if adverse effects are noticed.

Chris Hallam

Convenor, Transport and Transport Sub-Committee

Glebe against Global Warming



Bill McCarthy

The Glebe Society has launched a campaign to fight global warming. The aims of the campaign are to:

1. increase awareness in the local community of global warming and its consequences,
2. promote local action to reduce greenhouse gas emissions,
3. campaign for government, at all levels, to take urgent action to promote alternative energy and to reduce greenhouse gas emissions,
4. work with other community groups in the inner-city to promote awareness of global warming and lobby full urgent

action by the community and government.

Our sub-committee "Glebe Against Global Warming" (GAGW) is pleased to invite membership by any interested people in our community. To join the sub-committee, please email billmcca@bigpond.net.au.

GAGW will meet regularly to develop a series of specific activities to promote its two objectives, community awareness and lobbying of politicians, to take immediate and decisive steps to control CO₂ emissions and develop alternative energy programs. The first activity of GAGW is the pre-release screening of the Al Gore documentary *An Inconvenient Truth* at the Palace cinema, Leichhardt, on Tuesday 5 September. This screening will be the public launch of GAGW and will be used to outline activities which can be undertaken by individuals and community groups.

Some of the activities we can all undertake are:

1. walk rather than drive for local activities,
2. use public transport when possible,
3. switch to "Green Power",
4. lower the thermostat setting of your hot water system,
5. don't overheat or overcool your home. Set the temperature at 22°C when air conditioning is truly necessary.
6. use solar hot water heating if possible,
7. provide your own electricity with photovoltaic cells if possible,
8. make your next car a smaller car or, better still, a hybrid car,
9. turn off all unnecessary lighting and heating, and standby settings on TVs, videos and DVDs,
10. lobby politicians to become involved in this issue, and vote for those who do.

- Bill McCarthy, Convenor, Glebe Against Global Warming Sub-committee

The President's Report and any other sub-committee reports will be published with the next *Bulletin*.

The Blackwattle Bay Master Plan



Anne Fraser

You are travelling home, south across the bridge, exit for Glebe and turn left into Pyrmont Bridge Road. And this is your re-entry into the lovely, historic, village world of inner west Glebe: to your left Wentworth Park, tired, neglected, insensitively built upon; to your right, the old falling down timbers of the coal bunker, tired, ugly industrial buildings that form a barrier between you, the park and the working harbour. Hardly indicative of the historic, interesting, idiosyncratic beauty for which this area forms a gateway.

The NSW Maritime Authority started upon a Master Plan for the Rozelle and Blackwattle Bays Maritime Precinct back in the late 90s, completing it in 2002 as required by the City West Regional Environmental Planning. You can find the whole document at the Maritime Authority website, www.maritime.nsw.gov.au

It relates to development of the foreshore area between Glebe High School, Pyrmont Bridge Road and the Fish Markets.

The Vision

1. Fundamental to the plan is the preservation of the foreshore area as part of a working harbour but inclusive of recreational water activities such as rowing, canoeing and kayaking.
2. In conjunction with this is an attempt to increase public access to the foreshore that will link into and continue the foreshore walk and cycleway. Briefly, the plan is a wide promenade that swings out along the foreshore, between the buildings associated with harbour industry aligned with Bridge Road and those along the wharves. It is well lit, landscaped and with seats every 10 metres.

3. The buildings are to be upgraded and redeveloped with detailed guidance as to building form, standards of design and detail, regard to maritime heritage, ecological considerations, and sensitivity to view corridors across from Wentworth Park.

There is an enormous amount of detail in this document and for those who are interested it is well worth a read.

The Issues

On studying it carefully there are four areas where future problems may well arise.

The first is a fundamental and unresolved conflict in the vision statement of this document: the desire to maintain a working harbour while increasing public access to the precincts of that working zone. It is an admirable and worthy aim but the problems associated with those two conflicting land uses are neither addressed, nor much less solved in the document. The public foreshore access is planned as a wonderfully wide promenade between the bay and the industrial buildings associated with the working harbour. The impracticalities and safety problems this creates are numerous. In addition, the areas are zoned "business" areas and thus can be closed to public access during business hours, and in this area, according to the and in this area, according to the document, 24 hour business is possible. This would mean that for much of the time, and in the worse case scenario, all of the time, the public would not have access to this lovely promenade but would be forced onto the alternative access route, a narrow one metre strip running alongside busy Pyrmont Bridge Road.

With some more thought and careful design surely the two land uses can coexist in a more satisfactory and practical manner but this would require further work followed by some revision of the document.

Secondly, the plan distinctly states that a "dead frontage" to Bridge Road is to be avoided but the plan allows for three buildings with spaces between, all running parallel rather than at right angles to the road. In effect this could create a wall, cutting off the sense of continuation from Wentworth Park to the harbour. A finger wharf concept with buildings at right angles to the road would be preferable. This would also require revision of the Master Plan.

Thirdly, the View Corridor. Only one is identified, running along Wattle Street. Later in the document others are mentioned from Wentworth Park to the harbour but they seem to come only as an afterthought. Keeping a sense of opening to the harbour from the Park is far preferable.

The Coal Bunker

B1, the Coal Bunker site, has a Development Application from SHFA (Sydney Harbour Foreshore Authority) awaiting approval. It highlights a fourth potential flaw in development guided by the Master Plan process. While the document states: "Building heights ... must not exceed the RL heights" (coal bunker 11.5m) and ditto the building envelope (50%) this current DA contravenes both these stipulations with a 52% coverage and a building height of 15.5m.

The document has this loophole in it: "Changes to building envelopes may be considered if it can be demonstrated that it is necessary to the operational requirements of the proposed use and meet the urban design principles that underpin the Master Plan." (p18)

It will be very interesting to see what eventuates.

The Blackwattle Cove Coalition (BCC)

This group formed in January and we have had three meetings so far. It is made up of about 15 representatives of the community groups in Ultimo, Pyrmont and Glebe. The Glebe Society is well represented.

The aim of the BCC is to take an active part in the planning and development of the Blackwattle Cove area centred on Wentworth Park and the surrounding areas it serves and the adjacent Blackwattle Bay foreshores.

Currently we are looking into:

- The Blackwattle Bay Masterplan and have had a representative from The NSW Maritime Authority to talk to us. We have come to terms with the above mentioned flaws in the Master Plan and are currently working on a way to influence changes in the Plan to avoid these future problems.
- The future of Wentworth Park – we are working on short term and long term needs and goals for the park. The improvement of this park and its accessibility is of paramount concern to the coalition. We have had Mark Driver, Parks

officer with City of Sydney Council, talking to us on what the council is planning to do there this year.

- The Bank Street development proposal
- The Fish Market development proposal

It is a large and complex area. The strength of this newly formed group is that its members come from the 3 suburbs that surround it, they are highly motivated in their concern for the ultimate good of the area and the people it serves, and between them they have a wealth of experience and knowledge of the whole Blackwattle Cove area. Hopefully, with this watchdog of dedicated people we will have some impact on the type and rate of development of this neglected and sad part of the inner west such that one day it might serve to enrich our working and living environment.

- Anne Fraser, Convenor, Blackwattle Bay Coalition

Infrastructure Defect Reporting

The major items in the past year related to the unsatisfactory condition of some footpaths both in relation to the surfaces, and lighting.

The City of Sydney Council does have a plan for upgrading the surfaces, and for the progressive introduction of better lighting to enable pedestrians to walk on adequately lit and properly surfaced footpaths. This would reduce the trip and slip factor inherent in dim and uneven paving, in addition to a greater feeling of safety. Attention can be given to rectify a particular infrastructure in the event of a sudden deterioration, when Council is so notified.

Proposals for the revitalisation of Glebe Point Road are exciting and looked forward to with enthusiasm. One challenge will be to ensure that the proposed pedestrian friendly Glebe Point Road also has pedestrian friendly access streets, so that residents can safely walk to and from the enhanced Glebe Point Road. It is to be hoped that when the City of Sydney Council improves the lighting in all the streets of Glebe, the overhead wires will be put underground, as will be the case in Glebe Point Road.

- Margaret Sheppard

Convenor, Infrastructure Defect Reporting Sub-committee

Membership

In line with the document *Partnerships to a Vibrant Community, a Strategic Plan for Glebe and Forest Lodge 2006 to 2011 and Action Plan for 2006*, the Glebe Society continues to attract new members.

A familiarisation program for introducing and contacting residents new to Glebe has been undertaken. Dozens of newcomers have been welcomed through letterbox drops and personal introduction.

The Glebe Society's social events give residents opportunities to meet other locals who also feel fortunate to reside in Glebe.

Glebe Society functions and activities have attracted interested local residents to the membership. The Society is a great way to get involved in the community, its issues and ideas.

Membership is seen as a substantial and tangible contribution to the preservation and improvement of Glebe's heritage, developmental, social and environmental concerns, and at a happy event on Friday 26 May 2006 new members were welcomed and their contribution celebrated.

Since that celebration ten new members have expressed an interest and willingness to support the Society.

The Society seeks to keep abreast of a large number of issues affecting local residents and to research, lobby and/or prepare submissions in a considered and appropriate way. A survey of members was recently conducted to ensure that the focus of energy is in line with membership interests and expectations. Input and feedback on local matters is always valued. By understanding and acting on what members want we can build a community by developing relationships with, and between, our members. This will improve retention of existing members and better position the Society to attract new members.

At present the membership continues to thrive. A stable and committed membership is the essential base from which we operate to achieve our objectives.

Cheryl Herden, Convenor, Membership Sub-committee

Arts, Culture and Media



Sue Ingram

The Glebe Society strategic plan outlines the following guidelines for *Arts, Culture and Media*:

"In association with CoGG, establish a working group to develop a strategy for the development and promotion of the 'cultural village' concept".

Responsibility: President, Management Committee, Arts, Culture and Media,

and "Develop, in collaboration with other organizations, an ongoing program of cultural activities in Glebe".

Responsibility: Arts, Culture and Media.

The Arts, Culture and Media Committee is producing *Art and About* in Glebe this year for the second time. This time the show will be mainly photographic and has been named *Facing Glebe*.

Discussions with the City of Sydney Project Officer, Glenn Wallace, has led to the development of a strategy of introducing works from *Facing Glebe* at the beginning of a public consultation program for public art in Glebe. This will lead to a far-reaching platform of public consultation for temporary and permanent public art works integral to the upgrade of Glebe Point Road.

We hope *Art and About* will become an annual event for Glebe, with a continuation of the strong Council support we have enjoyed in the form of funding and human resources.

In 2006 Arts, Culture and Media also established communication with the owners and developers of the *Valhalla*. A

site tour, designed to introduce the developers to some key members of the Glebe Society and to allow the opportunity for initial plans to be discussed, took place in early June.

An information evening, where all Glebe Society members will be welcome to see the plans and discuss them with the developers Prue and Mike Williams, is planned for October.

Art and About 2006, Facing Glebe

This event features art workshops at the Glebe Youth Service and the promotion of the work produced. While the end products of these workshops will be on show with all the attendant excitement, it is hoped the enjoyment of art making and satisfaction of positive creativity will be the essential value to the students. We see raising the profile of the Youth Service and promoting their need for ongoing funding, as part of our brief.

The works will be exhibited in the Youth Service Gallery, the Art Almanac window, the Glebe Library and some shop fronts. Large format photos will be fixed to wall areas along the Glebe Point Road strip featuring workshop photos taken by Glebe Youth Service workshop teachers Tamara Killick and Colin Stokes, and various students. There will also be photos taken by social documentary photographer Roz Sharp, who will be illustrating the people and the place of Glebe.

Three grant applications written by Neil Macindoe to the City of Sydney Council and strong Council support led to the burgeoning of *Facing Glebe*. A Quick Response Grant started the project, a regular cultural grant will follow in August to complete the project and a third grant will hopefully follow to finance the 2007 Art and About.

"The Drawing Room"

This term was coined by Neil Macindoe to describe the role of Glebe Point Road - as a place of street meetings and conversation. This concept was instrumental in the flow of ideas leading to the proposition of *Facing Glebe* workshops being considered as the first point in the public consultation process which would then lead to further input from local artists to enrich the pool of talent for the selection of public art, for both permanent and temporary exhibition.

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Invitation for Glebe artists to submit concepts for public art

Participating local artists will join nine other artists selected by Council's Public Art Consultant and Curator, who has been appointed to oversee the project.

The artists will work with the community to develop concept proposals that respond to the physical character and spirit of the street. The concept proposals will then be submitted to an expert panel and exhibited for community comment.

A catalyst for the development of the integrated approach was the community submitted proposal by GINGER (Glebe Inter Neighbourhood Group for Enterprise and Renewal) for a Photographic Event for Art and About. This has been developed by the community to include a series of workshops.

Community Consultation

Ensuring a focus on community consultation has been a strong feature of the work of the committee. As well as Council invitations to Glebe artists to submit public art concepts, Glebe photographers will be invited to contribute images for use on temporary hoardings along Glebe Point Road during the upgrade construction.

Public Art Consultants Michael Goldberg and Abigail Goldberg have also been employed by Council to develop and co-ordinate the various components.

In July representatives from the Chamber, CoGG and TGSI met with Abigail Goldberg to discuss sites for public art. Seven sites have been chosen for the artists to consider in their design proposals and about three art pieces (at this stage) will result. Two representatives from Glebe will join the Council selection committee.

Involving the whole of community

The Art and About committee 2006 includes:

- Neil Macindoe, Glebe Society
- Andrew Craig, Glebe Society
- Jan McCulloch, Art Almanac publisher, member and representative of the Glebe Chamber of Commerce
- Roelof Smilde, local activist and Glebe Youth Service board member

- Tamara Killick, workshop teacher at the Glebe Youth Service
- Colin Stokes, coordinator Glebe Youth Service
- Anne Fraser, Glebe Society
- Sue Ingram, Glebe Society, project coordinator.

Regular project updates are presented and discussed with CoGG.

Glebe is a very arts conscious community. It has been exciting to draw many of these individuals and groups together to work with Council on increasing the profile of our arts presence. We thank the committee members, the wider community, and Council for their strong support.

- Sue Ingram

Convenor, Arts Culture and Media Sub-committee

The President's Report and any other sub-committee reports will be published with the next *Bulletin*.

Disclaimer

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