

# NEWSCLIPS

URBAN SYSTEMS CORPORATION PTY LTD

City of Sydney  
NEWSCLIPS  
VOLUME 3

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July - Oct '74

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re the 1974-77  
Strategic Plan  
published July 74

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# A city plan to please

## Houses are for living in not pulling down

By Our Civic  
Reporter

NEARLY EVERY suburb bordering the City's commercial centre will be improved under schemes to raise living standards.

The schemes will ensure that the character of many of Sydney's oldest residential areas will be kept. Work now being started will restore houses rather than rebuild them.

This approach shows that civic and government authorities have sharply revised their thinking on the renewal of housing areas in the City.

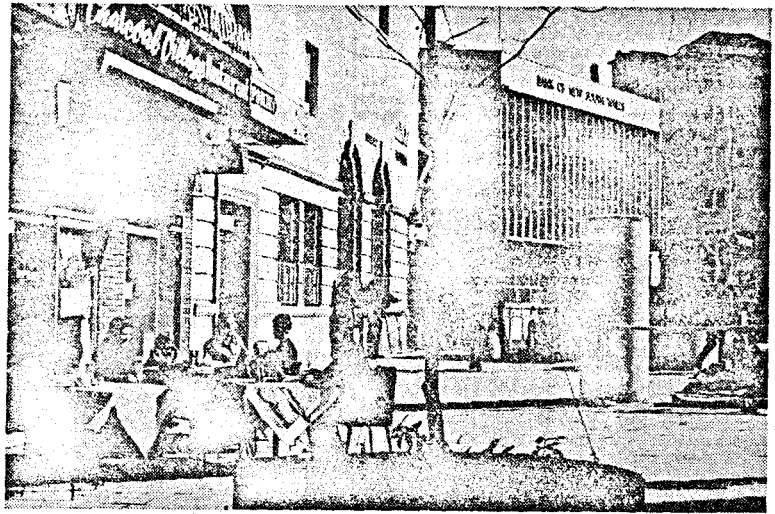
Residents are being asked to help in the planning, ending the old attitude of "we know what is best for you."

More than 4,000 houses, many built last century, will be restored or renovated. Most of the work will be done in the next 10 years.

The Australian Government will give the lead by spending \$8 million by 1979 on 710 houses and flats it owns in Glebe.

The Government also has pledged itself, working in conjunction with the City Council and the Housing Commission, to restore houses in Woolloomooloo and stop the encroachment of commercial activities.

The City Council is preparing plans, with the help of residents, for Surry Hills, the



A mini-plaza created at Darlinghurst Road and Roslyn Street, Kings Cross. Other areas are to be treated in the same way.

western half of The Rocks, Kings Cross, Darlinghurst, south Paddington and north Newtown.

The Sydney Cove Redevelopment Authority is revising its plans for the commercial development in the eastern half of The Rocks, where Sydney's first settlers lived.

Residents are being asked to help to draw up plans which will ensure that many blue-collar workers can stay in the area.

The authority will now retain many existing houses which, although of no historic importance, the local residents did not want demolished.

The Federal Government paid \$17.5 million to the Glebe Administration Board, an arm of the Anglican Church, in May so that it could set the lead with its Glebe program.

Fewer than 12 of the houses on the 18.1 hectare property (47 acres) will have to be demolished. The rest will

be restored, renovated or simply repainted — depending on their condition.

Some will be given bathrooms and laundries — amenities which their builders 100 years ago did not consider necessary.

No existing tenants are likely to be rehoused during the program. They will continue to pay economical rents to their new landlord, the Government.

But when vacancies do occur, the Government hopes to encourage people on higher incomes to move in and rent a house and have the advantage of living within walking distance of the inner City.

The Government will also build new parks, close many of the weed-and-vermin infested lanes, and put more functional courtyards behind terrace buildings.

The final plans for Woolloomooloo, an area of 36 hectares (90 acres), are being prepared by the City Council, which with the State and

Federal Government owns much of the property in the suburb.

During the preparation of the plans to restore the existing terrace houses and rent them to people on low incomes, the 1,500 residents in the suburb were asked for their views.

Woolloomooloo contains more than 1,000 terrace houses, but many are now derelict or are used as workshops and offices.

Some authorities believe that about 6,000 people will be able to live in Woolloomooloo when it is restored.

The first release of Federal money for the scheme is expected before next year's Budget.

The Sydney City Council schemes, prepared largely at the direction of Alderman A. Briger, will rely on private enterprise to pay for the work.

People will be encouraged to restore existing houses in Surry Hills, north Newtown, south Paddington, Ultimo, Chippendale and the western half of The Rocks under new zonings the council has recommended.

The plans were adopted by the council only after first getting approval from a majority of residents. In all cases, stringent limits were placed on the height and design of new buildings.

Alderman Briger says he would not like the inner suburbs to become the home of "trendies."

He believes that some people with "fat bankrolls" are necessary to any suburb, but says it is vital that workers continue to be a big proportion of inner City residents. These people were needed in public transport, shops and offices and to maintain public facilities.

Alderman Briger says that authorities such as the Housing Commission should direct some of their activities to buying existing houses and re-letting them to people on lower incomes.



Cottages in Mt Vernon Street, Glebe, part of the 18.1 hectares bought by the Federal Government from the Church of England.

# The Sydney Morning Herald

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WEDNESDAY, OCTOBER 23, 1974

## Centennial Park

SYDNEY CITY COUNCIL's decision to request a moratorium on development at Centennial Park is an important, interim step towards the preservation and improvement of one of the City's outstanding assets. It is obvious that the green acres of Centennial and Moore Parks, with the nearby sporting and showgrounds areas, form a major playground and leisure facility for all Sydneysiders, not only those who live nearby, in the inner-City or in the general Eastern Suburbs region. The existence of such large areas of open space so close to the heart of Sydney makes their protection a matter of importance to all residents who value green oases amid the bustle of commerce. Yet the area has a wider value because of the buildings which front Centennial Park.

They are, quite literally, part of Sydney's history, a record of a most extraordinary era in the City's development. It is possible to quarrel over their architectural excellence but as evidence of Edwardian opulence, even ostentation, the houses around the park are quite without peer. This is why they form part of the only area zoned "residential A" in the whole of the City of Sydney. It is also why their occupants,

many of whom see themselves more as trustees than as owners, protested so vigorously when an Olympic sports complex was suggested for the area. Finally, it is one of the reasons behind Sydney City Council's decision to seek a guarantee that its long-term plans for the area are not thwarted by ill-considered, ad hoc development approvals.

Next month, the council's development committee will receive a plan to preserve the character of the Centennial and Moore Park precincts. It will be adopted and made public by the council and discussed at public meetings. It will also be submitted to the State Government as a variation of the City of Sydney Statutory Planning Scheme. There is no reason to doubt that Sir John Fuller will endorse the plan enthusiastically but the process will take time. Without a temporary ban on development, new project approvals, particularly for more high-rise buildings in Cook Road, could threaten the area's amenity. A moratorium on development does not, of course, mean no development ever; as is usual in such cases, a balance must be sought. It will most likely be found in the council's plan which should not be jeopardised by precipitate decisions which could undermine its central themes.

PROPERTY

# Drastic pruning for Sydney office space developments

By CHRISTOPHER JAY

AGAINST a background of waning developer interest in new office building in the middle of Sydney, the planners for the Sydney City Council are lining up a drastic pruning of the area spotlighted for high-rise office development.

This realistic appraisal by the planners comes with several years of dreamtime visions by developers and Governments of a central City workforce for Sydney as high as 600,000 people, housed in an expanding agglomeration of skyscrapers spilling around the surrounding areas and densely packed in the central core.

With developers and institutions landed with a surplus of office space which will last until 1985, the atmosphere is now more receptive for plans aimed at scaling down development and switching emphasis to making the centre of Sydney a more pleasant place for the people in it.

Taking advantage of this more realistic mood, the Sydney City Council's planning consultants, Urban Systems Corporation, is proposing that high-density development in the area controlled by the council should be trimmed down to a slim central spine with even less area than the proposals put forward in an earlier version of strategic planning in 1971.

The new boundaries of the central spine are the Cahill Expressway on the north, Eddy Avenue in the south (that is, effectively the northern edge of Central Railway Station), Kent and George Streets on the west, and Macquarie and Elizabeth Streets on the east.

Studies of alternative futures for the business district of Sydney indicate that most of the previous estimates of CBD office workforce over the next 30 years by various authorities assumed growth rates well in excess of what is actually likely.

The planners also make quite clear their opinion that the NSW State Government should drastically overhaul the present system of statutory planning, which at present severely circumscribes the City Council's freedom of manoeuvre, as well as causing substantial delays.

Detailed action plans indicate that work to convert various areas, including some minor road space, to plazas and public open areas is proceeding. Plans for a comprehensive pedestrian network are being implemented.

Floor space ratios — a standard planning tool for controlling the amount of development on any one site — are likely to come down further, although the consultants are still engaged on fine tuning and economic analysis of the actual proposals.

Under the 1971 Strategic Plan, the basic floor space ratio was set at 6:1 in some areas, and 13:1 in the vicinity of the Tank Stream (which supplied water to the first settlement in 1788, but now runs underground).

What this meant was that a developer meeting various requirements of council, to earn the bonuses, could put up 14 times as much floor area as the area of the site.

Although the new floor space ratios are not yet finalised, it seems likely the maximum with bonuses will be 10:1 with the basic ratio at 4:1 or 3:1. In the midtown hub, a retail area which the planners want to protect from the inroads of office

development, the maximum could be only 6:1.

Bonuses will probably be basically the same as in the 1971 plan, with increased bonuses for residential and hotel construction.

Other bonuses will be for shops and restaurants on ground floors, preservation of historic buildings, pedestrian improvements such as overpasses and underpasses, escalators, set-backs and approved plazas, and public amenities.

Under the present planning arrangement, the development of Sydney is affected by the decisions of a considerable number of bodies and by several plans.

The City of Sydney Strategic Plan drawn up for the Sydney City Council sets out the council's objectives and policies, but is subject to statutory planning by other bodies.

In a section on city structure, in the 1974 to 1977 proposals, the planning consultants say that implementation of action priorities set out in the 1971 plan means that the council has started developing workable planning for the Sydney City area.

"It has thus begun the herculean task of imposing order on the decades of chaos of previous City development," the report says.

"It is now both necessary and possible to go much further, to refine and tighten the rather loose initial City structure sketched in 1971.

"In 1947, the then Sydney City Council first began to prepare a Statutory Planning Scheme for the City of Sydney. Unfortunately, there followed two decades of virtually complete failure to plan positively or effectively for the city.

"The Cumberland County Planning Scheme, gazetted in 1951, zoned as County Centre not only the core and frame of the central business district, but also the whole of East Sydney, most of Surry Hills, and all of Pyrmont, Ultimo and Chippendale, giving the County Centre zone an area of well in excess of 1,000 acres, or almost two square miles.

"In 1964, the Minister for Local Government requested the State Planning Authority to finalise the City Statutory Scheme for gazettal. This work occupied the SPA, the DMR, and advisers to subsequent ministers, including the parliamentary counsel, for seven years.

"The Scheme Map and Ordinance were not finally gazetted until July 16, 1971. This was 24 years after they were begun.

"The 1971 gazetted City Statutory Scheme confirmed the zoning of an over-large area of 540 acres as County Centre, within which virtually any use was, and remains, legally permissible.

"Indeed it should be noted that the City Council in office in the early 1960s did in fact refuse a number of such consents in the then County Centre Zone on the fringe of the central business district, but council decisions were almost universally reversed on appeal.

"This was the disastrous situation inherited by the new, reconstituted City Council when it was first elected in late 1969. It had to contend with the biggest office building boom in Australia's history, which only began to alter mid-1972.

"In practical legal terms, the 1971 City Statutory Scheme gave council little power. The procedures for varying the scheme were byzantine in their complexity and slowness. This basic legal situation remains unchanged to this day."

Against this legal background, studies of the likely future office workforce show that there is more than enough office space vacant or firmly committed to construction within the City of Sydney to accommodate all likely additional office workers throughout the City up to 1985.

By 1985 the development of sub-regional suburban office centres should be absorbing the growth in tertiary employment (Parliament in particular) and the total City of Sydney workforce could stabilise at around 340,000 people.

This figure, a net increase of 27,000 over the 1971 workforce, is a far cry from the optimistic projections of a few years back, when developers were urging planning for a future central City workforce of 600,000.

In the circumstances, there is

little point in envisaging large-scale office development outside the present north-south central city area served by the underground railway system.

It also casts strong doubts on the prospects for the inner-city freeways.

In defining principles for management of the central spine, the planners state that the overwhelming majority of workers, visitors and shoppers should arrive and leave by public transport, particularly by underground rail.

Priority should be increasingly given to the movement of people on foot, and vehicular movement increasingly restricted to the use of delivery, service and emergency vehicles, taxis and surface intra-city public transport such as electric trams.

## Wentworth Courier

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Vol. 28, No. 31. Wednesday, July 31, 1974

WENTWORTH COURIER

## A "PEOPLE" PLAN TO RESHAPE CITY

"Put the people first". This is the clear message in Sydney City Council's 1974-1977 Strategic Plan, released this week.

The plan, co-ordinated by Ald. Andrew Briger, chairman of the city development committee, has four main objectives.

The first, management, will reduce and simplify the city's management. It includes strengthening the Town Hall role as the venue for citizen's advisory and co-ordinating committee and Government representative working in local government.

Efforts will be made to increase public awareness of, and response to, council's work by promoting public and group meetings, discussions, surveys, exhibitions. Regular news and technical publications will be distributed.

Sydney will seek a greater share of direct taxation to local government by increasing the present rating system and will try to persuade governments to pay council rates on their properties in the city and in municipalities.

It is hoped to get major Government financial support for social and environmental projects, and achieve local government representation on the Loan Council.

The second objective, accessibility, will create a balanced movement system called the Central Spine. It will be served by public transport and walkways and fringed by parking stations and main roads.

The N.S.W. Public Transport Commission will be urged to modernise all city railway stations and create new ferry services and terminals in Darling Harbour.

After the opening of the Eastern Suburbs Railway and stage one of the North West Freeway, the number of buses on city streets will be reduced. There will be bus-only lanes in Pylinders and Oxford Streets, Darlinghurst, and a shuttle service between Pyrmont and Kings Cross.

More bus-stops will be placed mid-block, the number of passenger shuttles will be increased and there will be fewer, but larger, taxi ranks.

The plan calls for a reduction in daytime on-street parking in commercial streets, and an increase in legal kerbside parking for shoppers and theatregoers

after 6.30 p.m. Residents are to receive priority parking in their areas.

The three Martin Place plazas between George and Elizabeth Streets will be completed, and will include a pavilion restaurant, waterfall, a public theatre and open-air market, with access to the new railway station.

The N.S.W. Government will be asked to approve plans for the final transformation of Martin Place between Elizabeth and Macquarie Streets.

Work will begin on converting Darlinghurst Road between Baywater Road and Fitzroy Gardens at Kings Cross into a pedestrian mall.

Pedestrian and street-space improvements will be done at Richard Johnson Square, Wynyard and Kings Street, Macquarie and Parker Places, Railway Square, the new Town Hall Square, City, Roslyn Street, Kings Cross, Greenknowe and Onslow Avenues, Jubaca Road, Beare Park and Macleay Reserve, Elizabeth Bay, Hardie Street, Darlinghurst, Gipps Street, Pyrmont, Parkham and Riley Streets and Edle Ward Park, Surry Hills; Victoria and Stephen Streets, Newtown; and Newcomen, Elizabeth, Ulster, Regent and Stewart Streets, Paddington.

Under the third objective, diversity, the city's community activities and services will be conserved and increased by enlarging floor space ratios for private residential building, particularly within and adjacent to the Central Spine.

Government housing authorities will be asked to allocate funds to buy existing housing and residential accommodation, and to subsidise rents for less fortunate groups within the city.

The council will work with Government authorities to finance and develop low-rent housing and hostels for low-income, aged and other needy groups, and will seek priority for such projects in Woolloomooloo, Surry Hills and Pyrmont.

Lower-rent spaces such as Paddy's Market, which

provide facilities for selling low-price goods and services to city workers, residents, and visitors, should be discouraged from moving out of the city.

Vital community services will be concentrated in the most lively city areas: Darlinghurst, Surry Hills, Chippendale and Camperdown-Newtown.

Action to redevelop the Sydney Showground, Army Engineers Department, and the cricket and sports grounds should be supported, with particular emphasis on car-parking inside the grounds instead of Moore Park.

Environment, the fourth objective, is defined as conserving, enhancing and improving the city's physical environment.

The Plan says a great deal of thought has been given to preservation, urban design, the need to emphasise Sydney's topography and character, preservation and enhancement of harbour views, more open spaces for the public and stricter control of noise and other kinds of pollution.

The council is to ask the State Government for legislation giving it control of building demolition.

The Preservation Advisory Council will help council complete a Register of Places of Environmental Significance.

The Australian Navy is to be asked to return Garden Island to the city so it can be converted to a public recreation area.

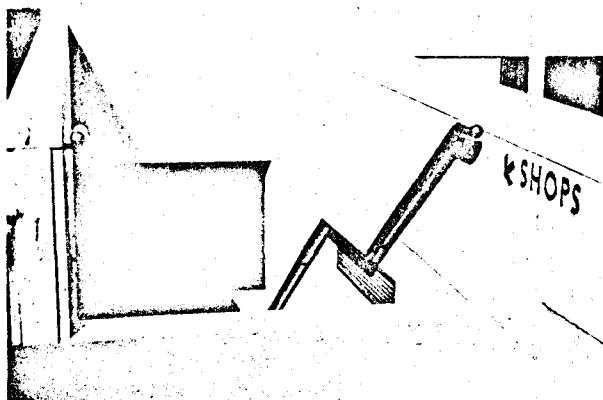
Council will adopt a Noise Control Code, and ask the State Government to pass the necessary legislation.

The State Pollution Control Commission, the Public Transport Committee and Department of Motor Transport will be urged to enforce noise and pollution reductions from all motor vehicles.

As well as trying to enforce on-the-spot fines for people littering in public streets, council intends to improve the city's garbage collection and get rid of messy street-parking areas by installing only approved garbage containers are used.

# A FEW SUGGESTIONS...

Offered humbly, helpfully from a voter, on the assumption that the Civic Reform Party, and the Labor Party, their friends, advisers and P.R. personnel are huddled together in back rooms racking their poor brains to discover some facet of City life that could use a little improvement.

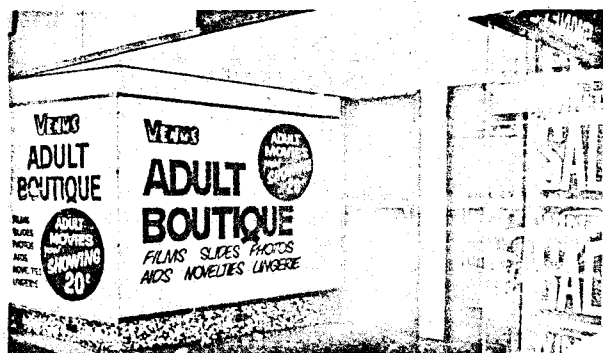


This is not the entrance to a Public Lavatory. It is the once fashionable corner of Elizabeth Street and Martin Place (pardon, Martin Plaza). We understand The Plaza is destined to become a monument to forward-looking Civic planning, a World Showplace. But will all its intersections look like this?

Or, if it's not too late, could we please have our City streetscape back the way it WAS, in future "developments" — you know, nice STREET LEVEL windows you can window-shop in, walk-in coffee shops where you can get off your feet occasionally.

Most voters feel that Offices should be like your broom cupboard, garbage can and 'loo — there when you need them — but out of sight.

Could we please have back a City you can shop in, meet in and ENJOY?



This is a Sex Shop.

Now don't all rush in, pushing and shoving, crowding the aisles, and fingering the merchandise. There are plenty more — about every few yards along Darlinghurst Road, Kings Cross, to be exact.

In fact if your Unliberated Aunt Martha doesn't like coming face to face with one every few steps, chances are she, too, shops elsewhere, nowadays.

Presumably, nobody seriously objects to Sex Shops as such. They must serve some sort of a purpose, or there wouldn't be so many of them.

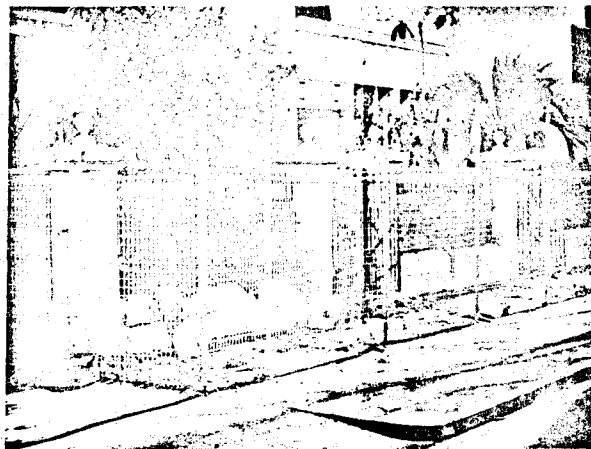
But WHY ON THE GROUND LEVEL of what was once one of the principal Tourist thoroughfares in Australia, and STILL has the rent and rate bills to prove it?

Shopkeepers who have high-rental premises on long leases in Darlinghurst Road and its fringes can hardly be hanging out bunting and singing Hallelujahs when another one opens next door.

What would be wrong with having Sex Shops upstairs or downstairs, with minimal advertising? Their customers would still be able to find them — probably get an added kick out of it.

Who is responsible for approving Sex Shops at ground level, in what has always been a mixed interesting Cosmopolitan shopping street? Do they seriously believe they are doing a favour for either Kings Cross or its long-suffering Merchants?

And will they GO ON approving them?



Not the entrance to a Concentration Camp, but the public footpath of Victoria Street, Kings Cross, one of the oldest, levellest and most historic streets in Sydney.

This fence astonishes tourists, inhibits pedestrians, and would, in the event of fire, completely block access for the fire brigade to some of the city's most architecturally and historically valuable buildings, recommended for preservation by the National Trust. The rapidly deteriorating buildings are suspected by local residents to be the breeding ground for rats and other dangerous vermin.

How do Council Health Inspectors get in. Or do they?

What ACTUAL PURPOSE does this private fence on a public right-of-way serve — and WHEN IS IT COMING DOWN?

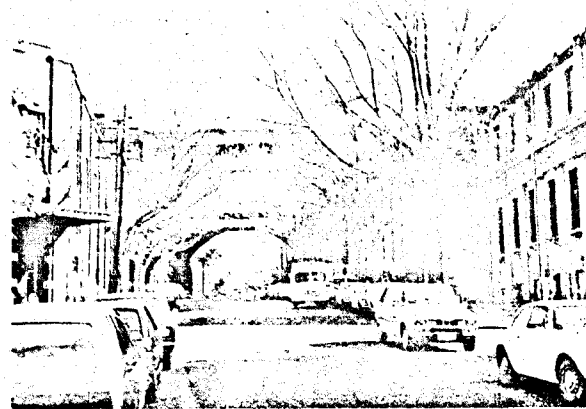
## STREET VIOLENCE...

is an ever present fact of life in the inner city by day, but especially by night.

And especially in Kings Cross where the abnormal stresses of an entertainment area are multiplied by the periodic influx of teenage gangs, visiting seamen, assorted motley groups looking for trouble, and suburban adolescents on their Manhood Trials.

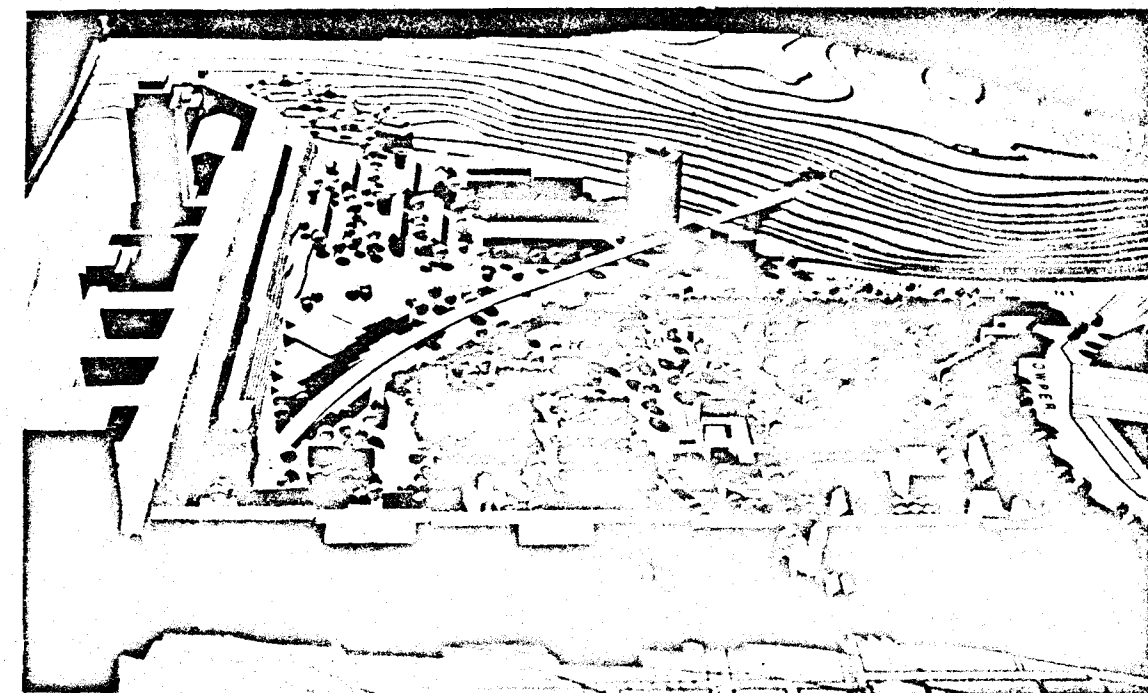
In an area where violence is predictable, even inevitable, police supervision is woefully inadequate. Fear of mugging is keeping tourists and locals alike off the streets of the Cross. There are simply not enough police to be seen on the Streets of Kings Cross.

Mind you, once upon a time, in Victoria Street...



THE ROCKS...

The cradle of Sydney, and Australia, and still a miraculously surviving Community with as many as 6 generations of one family still living in the area.



This is an Action Plan Proposal — not for a Penitentiary, silly, or a Prison Farm — it's for Woolloomooloo!

This is an apparently serious proposition from qualified Architects, Town Planners and Sociologists, working out of the Sydney Town Hall for the Council, for a largely residential development in Woolloomooloo.

Does something strike even your or my untrained eye as being a bit unbalanced (not to say Lunatic) about this Proposal?

Could it be the massive "WALL" of high rise development entirely surrounding the low-rise in the basin, effectively cutting off sun, prevailing winds, AIR even?

I'm sure the little houses down there would be very picturesque, but what of the inhabitants? Maybe, in time, they could adapt to doing without privacy, sunshine, fresh breezes — but then again, why should they?

We all appreciate that the turnover in top planning personnel has been stunning in the short time this Action Plan has been in the works, but somebody, somewhere must have been finally responsible for offering it to the people of Woolloomooloo and Sydney as a serious essay in City Planning?

WHO?

And if he's still associated with it WHY is he still associated with it?

Does the Civic Reform Association, and its Candidates think that this little gem of Town Planning is A Good Thing? If re-elected, would they seriously propose implementing it?

Does the Labor Party, and its Candidates go for it, in a big way? Would they like to see it a reality? Would they, if elected, approve it?

There are several in the main good, Action Plans for the Inner City currently on exhibition in the Lower Town Hall. They have been formulated under the rule of the Civic Reform Party, and in general they've done a good job.

But — Woolloomooloo?

Maybe they meant it as a joke? After all it wasn't their money.

Now, The Rocks is being planned by (get this) TWO teams of Planners, working side by side (or alternatively back to back).

U.D.P.A. the Consultants who have done such a brilliant job of the Darlinghurst Action Plan are currently doing a Review of the Sydney Cove Redevelopment Authorities' Scheme for the East Rocks, while City Council planners are now into the Public Participation stage of an Action Plan for the West Rocks.

Haven't we all learned SOMETHING from the consequences of drawing an arbitrary planners' line down the middle of Victoria Street, and putting one side in Kings Cross and the other side in Woolloomooloo? THAT didn't turn out so well, did it?

Why Apartheid in The Rocks?

They're not at war with each other. In fact you probably wouldn't find a more close-knit Community anywhere in the country.

What will these two separate Surveys cost the Sydney taxpayer?

As a point of actual historic interest, The Rocks is not the commercial and Restoration section of Dawes Point popularly referred to by the name, but the section between Argyle Street and the Cahill Expressway.

But whatever you call it The Rocks, Dawes Point, Millers Point, — the whole peninsula is serviced by the same schools, parks, nurseries, Churches, is historically, socially and by actual blood ties the one Community.

The area is, by ordinary Municipal standards, small, so why isn't it, in the interests of intelligent Planning, and plain Economy, placed under one Authority?

WHY waste the taxpayers' money on TWO concurrent Surveys?

And the Labor Party?

It seems to me they would surely be moving heaven and earth this close to an election to bring to light the injustice of old and sick people, low income earners, pensioners, small shopkeepers, and the Underprivileged being callously bullied, harassed and evicted by greedy developers.

You'd think they'd WANT working class people in their electorates, if only for sheer self-interest.

Are they happy with whole areas of this city and its working class suburbs being demolished for more offices and high cost housing?

Would they try to stop it, if elected?

The silence of the Labor Party at City Council level on low-cost Inner City Housing, unrestricted "Development", and the rights of the ordinary citizen has been THUNDEROUS.

Yet they seemed pretty vocal a year or so ago.

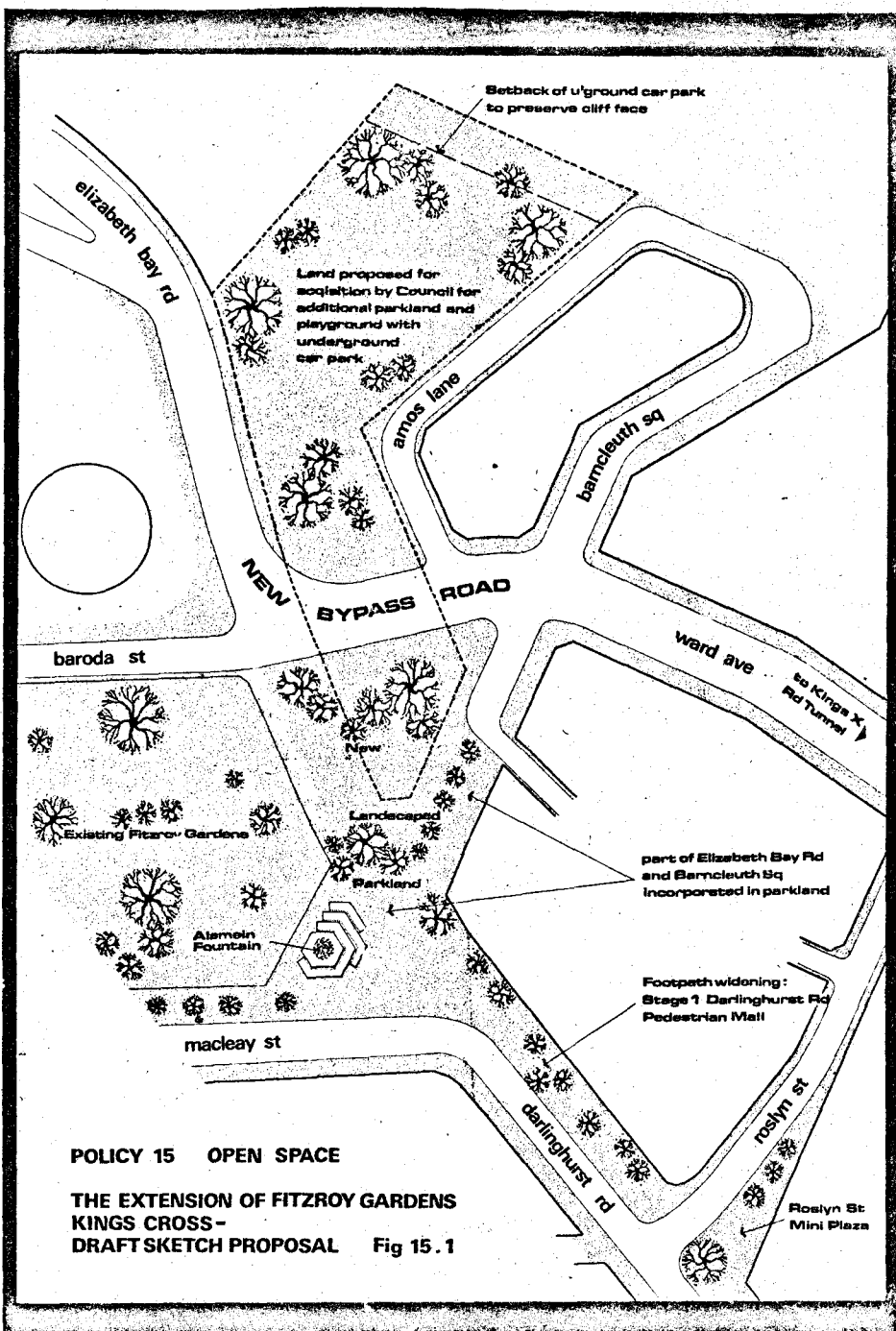
Maybe they haven't looked lately.

Oh, and will whichever Team wins consider scrapping the unusual and unfair practice of beginning Council Meetings at 3 p.m., when ordinary citizens cannot possibly attend without loss of wages and inconvenience to employers?

The voters have the right to SEE their elected representatives do the job they were elected to do! (A word of advice to socially ambitious spinsters: Forget The Bistro on Friday and the trendy pubs. Concentrate on the Public Gallery at the Town Hall every other Monday at 3 p.m. You'll meet a good class of lobbyist — P.R. guys, architects, planners and developers — without ever having to mingle with the working class herd).

*Joanita*

== NOW == July 30, 1974 ==



# POLICY 15 OPEN SPACE

THE EXTENSION OF FITZROY GARDENS  
KINGS CROSS -  
DRAFT SKETCH PROPOSAL Fig 15.1

SO near you can almost touch it—well almost!

## PARKING IN OUR TIME IN KINGS CROSS!

The above is a plan for the proposed extension of Fitzroy Gardens, with underground parking for residents and visitors to Kings Cross.

This is one of the 1974-77 Action Plan priorities of the City of Sydney Strategic Plan.

The Council will, in the meantime, continue to press for the provision of a parking station in the air space over the Kings Cross Road Tunnel.

A variety of current Action Plan proposals are on show, including Stage A plan in the course of preparation—Ultima, Pyrmont, Preservation, Oxford St., and Centennial Park.

Stage B plans, received by Council, on exhibition are Kings Cross, West Rocks and Pedestrians.

Action Plans adopted by Council are West Surry Hills, Surry Hills Residential Village, Darlinghurst and Newtown.

Action Plans actually being implemented are South Paddington, Martin Place, Wynyard and Low-cost Streetscapes.

The Exhibition also has the Review & Revision of the 1971 Plan.

The Exhibition will be on display from 11 a.m. to 7 p.m. daily (except Sunday, Aug. 4) until Saturday, August 10.

This Exhibition is a MUST for anyone who owns property, lives or works in the City of Sydney, so

GO!

Criticisms and suggestions are welcomed, and planners are on hand to answer any questions.

The election of Aldermen to the Sydney City Council is almost upon

I wonder who the Candidates are ?

And what are their platforms ?

It seems strange that with the elections only a short 7 weeks off nobody seems to be promising sweeping reforms, Civic betterment and "an improvement in the Quality of Life".

I seem to remember that about a year ago everybody was demanding or promising a better deal for the Man in the Street.

Now, 7 weeks before the election they are all strangely quiet.

Maybe both major parties, and any aspiring Independents think that Life in Sydney is pretty good as it is, that there's no actual room for improvement.

In which case —

## MAY I MAKE A FEW

## SUGGESTIONS...

(Pages 6 and 7)

NOW is a publication of Sydney Now Pty. Ltd.,

202 Victoria Street, Potts Point.

Phone 357-1437.

Typesetting and make-up by Press Set Pty. Ltd.,

67 Bondi Road, Bondi, Phone 387-1489.

Printed by Rotor Publications Pty. Ltd.,

261 Broadway.

Editor/Publisher

JANITA NIELSEN.

No. 17. JULY 30, 1974.

We guarantee to print and circulate 20,000

copies door to door in Paddington,

Kings Cross, Potts Point, Elizabeth Bay,

Darlinghurst, Woollahra, Edgecliff,

Double Bay and Rushcutters Bay.



## KELLY'S CORNER

Isn't it great these days to be able to say something good about a Local Government Body.

A large bunch of flowers to Sydney City Council for their latest ruling on Darlinghurst.

That is that NO, repeat NO development except in the triangle bounded by Victoria Street, Darlinghurst Road and Burton Street.

This section, the Apex of the triangle, is the Fire Station, which is to be preserved, has practically no existing residential area. It also contains St. John's Church which, of course, is also to be preserved.

I'd hope I was wrong, but I think this is the first time this body had made such a ruling to stop ripping the city apart. Again, may it be stated that one personally can't castigate developers for developing, that's their business, but thankfully and hopefully for the future, the City Council is beginning to show what we've been longing for, but not seeing from Local Government. The next word I'll leave to your imagination but you know what I mean!

On a slightly less complimentary note, but again thankfully, at LAST, we have a further council ruling about NOISE. You know, that little extra to life that we could once complain about and stop, but now we forcibly live with but not necessarily learn to exist with.

Now the characters who literally don't care for our punctured ear drums, lack of sleep, nervous upsets, palpitations, etc. I kid you not. These are things I've personally noticed in a professional capacity and also experienced myself.

City Council has drafted strict standards and heavy penalties but wait for it, by July '75.

If the people around the city of Sydney haven't gone ga ga or left by then, great! Surely we don't have to wait another year, please...

### SYDNEY CITY COUNCIL

### 'PLANNING WITH PEOPLE'

INVITATION TO . . .

### An Exhibition of Council's Action Plans

Lower Town Hall

(DURITT STREET ENTRANCE)

OPEN TO SATURDAY, AUG. 10, 1974

11.00 a.m. to 7.00 p.m. daily except Sun., Aug. 4.

L. P. CARTER, Town Clerk.



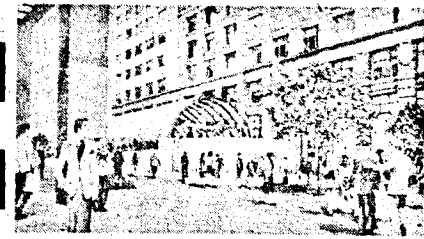
# City has enough offices

## Sydney plan for more inner area residents

SYDNEY City Council is planning tough restrictions on office developers and an intense campaign to encourage people back to living in inner city areas.

A policy planning report prepared for the council says the city now has more than enough office space vacant or firmly committed for construction to accommodate all likely additions to the workforce at least until 1985.

The council wants the area zoned for offices virtually halved and Sydney's two districts ripe for office development — Woolloomooloo and Oxford Street — excluded from high-density development.



AN artist's impression of the glass-roofed restaurant proposed for Martin Plaza near Pitt St.

The restrictions, and the planned boost to inner-city homes, are among the main proposals the report puts forward as policy objectives for the next three years. The report, Sydney City '77, is an extension of the 1971 Sydney strategic plan.

If all its recommendations are backed by the State's various administrative authorities, it will see the council given many new powers and a much larger budget. Other key proposals would see:

**PEDESTRIANS** given a better deal with an integrated city-wide walkway system linking transport interchanges with each city precinct.

**THROUGH** traffic banned and diverted to bypasses built, in some cases, above railway lines.

**PARKING** areas boosted and public transport improved, including the addition of a new ferry terminal at Darling Harbor.

**ALL** forms of pollution, including noise, coming under strict controls.

**GREATER** council involvement in community services such as child care, and stronger measures to conserve, enhance and improve the physical environment of the city.

In its study of the working life of Sydney, the report looks at what it calls three "alternative futures" and comes up with a city of a total workforce of 340,000 by 1985. That is 27,000 more than in 1971, and the type of figure planners had been predicting would be reached in the year 2000.

In 1985 the number of city workers is likely to stabilise, the study says.

"It is believed that by 1985, sub-regional suburban office centres and the proposed new decentralised cities should be absorbing the growth in tertiary employment," it says.

The council wants the Department of Main Roads to rethink its city road-building program.

It wants an investigation into the costs and benefits of extending the Western Distributor along the Darling Harbor Goods Railway route, over Railway Square and the Central Railway Yards to Redfern Station and on to the Southern Freeway.

### SERVICE

Throughout the report the council is markedly specific in its proposals and most of the generalisations of the original 1971 strategic plan are missing.

The plans for office-building development suggest strict boundaries for keeping future development to within a central spine between Circular Quay and Central Railway and bounded by Macquarie, Elizabeth, and Chalmers Sts on the east, and the Western Distributor, Kent and George Sts on the west.

Maximum use would be made of public transport and walkways within the spine, and surrounding precincts would be essentially residential and service areas including fringe parking stations.

To control office building and boost residential development there would be major changes in the floor-space ratio code.

Increased floor-space ratios and other unspecified incentives would be given for residential development and residential components in mixed developments in and around the central spine.

The council hopes one of the first major, mixed residential areas will come at Circular Quay.

It has rejected a plan submit-

By PETER TERRY

ted by the Hooker Corporation for an office-block development in the centre of the Quay, and asked instead that it submit a plan for a mixed arrangement.

"We are not expecting families to live there, but some of the young people who actually work in the city," the chairman of the city development committee, Alderman A. Briger, said.

"They would be small units for, say, two people sharing," he said. "They could then be within walking distance of work, and would not have to rely on the city transport."

An exhibition of the plans, and the council's progress to date, will go on display at the Lower Town Hall today.

### CONTROL

The council is seeking complete management control of inner-Sydney, and regards the exhibition as a demonstration of its capabilities and proof that it deserves a much larger budget and greater authority.

It wants the police and State and Federal government departments to refer to it before going ahead with any scheme which would change the city.

Two key sections of the report recommend that the council press for legislation to take control of the city, and action to substantially increase its income.

The report says when the council took power in late 1969 it inherited decades of chaos, and its legal powers today to exert controls are "byzantine in their complexity and slowness."

"We must at least have every-one paying rates," Ald Briger said.

The report recommends governments augment the rating system by a formula calculated to give local government a fair share of total direct taxation.

It wants governments to pay council rates on the increasing amounts of their properties. It also wants direct grants from the Federal Government for social and environmental projects, and State premiers' support for local government representation on the Loan Council.

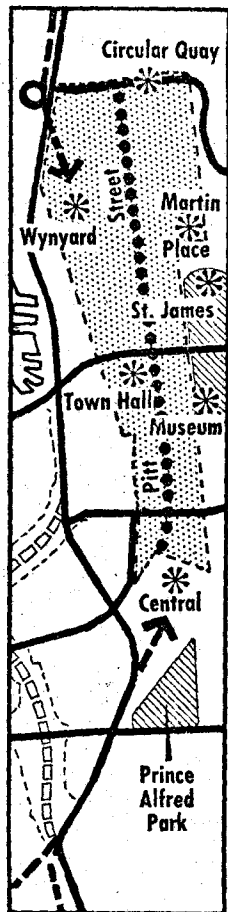
As it bears the cost of setting up, maintaining and policing parking meters, the council also wants the revenue from parking fines.

THE AUSTRALIAN  
Monday July 29 1974-3



## BLUEPRINT FOR AUSTRALIA'S FRONT DOOR

# A new look at Sydney's master plan



By IAN HICKS

THREE YEARS ago, Sydney City Council unveiled a strategic plan, a \$100,000 blueprint for Australia's front door to the year 2000 and beyond.

It was not intended to be — and certainly has not been — a magic wand to change the face of Sydney overnight.

The City is still over-run with cars, pedestrians still jostle one another along crowded footpaths, the number of people living in the City continues to decline.

However, it wasn't all a waste of time.

Today the council will publish "Sydney City '77," a \$90,000 review and revision of the 1971 plan. The new document is a co-operative effort of the council, its consultants, Urban Systems Corporation, and senior State Government officials.

It shows what has been achieved in the past three

years and what the council will seek to achieve by the end of 1977.

At first glance, the record of achievement looks slim. There have been some visible improvements — Martin Place is the best example — but generally the dream of Sydney renewed remains just that.

Beneath the surface, however, there are signs of progress. The administrative debris of years of council neglect has been cleared away, managerial and planning structures have been streamlined and the first steps taken towards setting up a computerised data bank, vital for future planning.

Thirty-one specific action plans are being implemented, have been adopted by the council or are being drawn up.

The proposed rape of Woolloomooloo has been thwarted, with plans for yet another office-block jungle replaced by restricted commercial development and low-cost housing.

All of these are positive

steps. But the most important change has been an intangible development — the growth of confidence within the council as it emerges as the planner for Sydney.

In the next three years, the council wants this change confirmed, although rights of public challenge and State Government review will still exist.

The revised plan commits the council to the preparation — and submission to the State Government — of a bill to give legislative backing to its strategic planning.

The council will also prepare a new statutory planning scheme, to replace that drawn up by the State Planning Authority, and put it on display by early 1976.

In the interim, it will restrict high-density development in Sydney to the City's central spine — the area bounded by Circular Quay and Central and Macquarie-Elizabeth and George-Kent Streets.

In 1971, it was thought the workforce of the central spine could reach 400,000 by 2000.

Now, it seems it will reach only about 250,000 by 1985 and then grow much more slowly as decentralisation policies begin to take effect.

Because office blocks already built, under construction or approved for construction will house most of that increased workforce, the pace of development in downtown Sydney should, at long last, begin to tail off.

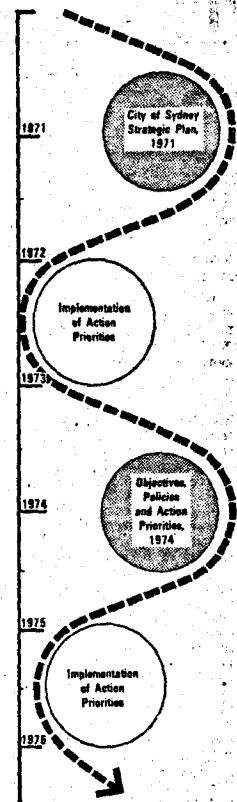
These estimates have an important by-product. They allow the revised plan to suggest the scrapping of proposed freeways in the Ultimo area.

In their place would be a four-lane road, a direct north-south link, shown at left in the accompanying diagram. It would extend the Western Distributor to the Southern Freeway, either through Ultimo and Chippendale (the broken line in the diagram) or along the Darling Harbour Goods Railway route, over Central Station and on to Redfern Station (the continuous line).

On the other side of the City, not shown in the diagram, another four-lane road would be built extending the Cahill Expressway through East Sydney to South Dowling Street.

Large areas of land, at present reserved for freeway development, would be left untouched.

East-West traffic would



use William-Park-Druitt Streets, Cleveland Street and Hay-Campbell Streets.

During 1974-77, the council will seek to give people a better deal in the central spine of Sydney. Broadly, the plan is for George Street to be given over to cars, Pitt Street to people and trams and Castlereagh Street to buses and delivery vehicles.

The Pitt Street plan is of great significance because it requires — and is already getting — the co-operation of Federal and State Governments.

The State Minister for Transport, Mr Morris, has asked the Melbourne and Metropolitan Tramways Board and the Federal Bureau of Transport Economics to report on the mechanics and economic feasibility of a two-way tram service along Pitt Street from the Quay to Central.

And he has asked the Federal Minister for Transport, Mr Jones, to provide Commonwealth cash to build the tramway and operate it free of charge to the public.

The reasoning behind the latter request is simple. It may be that the tram service doesn't stand up under the pressure of a cost-benefit analysis.

But it would contribute to the attractiveness of Sydney, to the amenity of residents, workers and tourists.

You can't measure that in dollars but, when all the jargon is stripped away, the rebirth of Sydney as a place where people want to live, work and play is what the strategic plan, 1971 and 1974, is all about.

## The Sydney Morning Herald

MONDAY, JULY 29, 1974

### The dream reviewed

IT IS IRONIC that the Minister for Planning and the Environment, Sir John Fuller, should have criticised local government last week. He claimed that too many councils had shunted their problems to the State Planning Authority, which had drowned in a sea of local trivia. As a general statement, his claim undoubtedly has validity, but it does not hold good for every NSW council. Sutherland Shire has long made plain its eagerness to relieve the SPA of the burden of planning for the Kurnell Peninsula. Similarly, the Minister's comments sit oddly beside the attitude of Sydney City Council which, in the strategic plan to be published today, seeks formal confirmation of its dominant role in planning the shape of Sydney.

The new City plan, a review and revision of the 1971 strategic plan, marks an important stage in the council's assumption of that role. The document will become the focus for debate on the rebirth of Sydney, if for no other reason than its bold proposal that planned expressways should be replaced by two

north-south roads, each of four lanes, to move through traffic past the crowded heart of Sydney. The recommendation for reduced floor space ratios in the City, and the workforce estimates on which that reduction is based, will likewise cause considerable discussion. But it is the plan's reference to legislative action which is its heart.

The council's first step will be to assist the State Government's new Planning and Environment Commission in its review of land use laws, practices and procedures. It will also report on problems it has encountered in implementing its action plans and will recommend measures to co-ordinate City management. Stage two will be the preparation of a draft bill to give solid backing to council policies. Finally, a new statutory scheme will be drawn up and offered for public comment by early 1976. The proposals are seen as being "in accord with the NSW Government's stated policy of conferring on local authorities greater powers and discretions for planning decisions." Sir John Fuller should be delighted.

# Sydney's growth plan reversed

By Our Civic Reporter

The trend to the City becoming a sprawling mass of skyscraper office blocks is about to be reversed by the Sydney City Council.

A bold new plan to be implemented by the council is intended to reshape the City's environment.

It involves restricting the areas available for new office buildings, improving pedestrian facilities, encouraging more people to live in the City, and updating public transport.

Also, pressure will be placed on the State Government to give the council greater powers to control the growth of the City.

## Fewer offices, more homes near City

The Minister for Planning and the Environment, Sir John Fuller, will be asked to consider draft legislation which will overcome technical problems the council has in enforcing important features of its strategic and action plans.

Details are contained in a \$90,000 review of the 1971 Sydney Strategic Plan which will go before the council's City Development Committee today.

The review, which occupied two years, spells out the council's objectives, policies and action priorities for the next three years.

## A place of 'beauty' wanted

The Lord Mayor, Alderman Shehadie, in a foreword to the review—Sydney City 77—said the council wanted the City to become a place of "beauty, for leisure and living, for creative and commercial life."

When the review is adopted, high-rise commercial development will be restricted to an area bounded by Circular Quay, Central Railway, Macquarie, Elizabeth, Kent and George Streets.

This nearly halves the amount of space in the City zoned "County Centre" for this form of development.

It will mean Sussex Street becoming primarily a residential area, and College Street and Wentworth Avenue not allowed to have any further tall office buildings.

The other surrounding inner areas will be preserved for residential developments, essential services and parking stations.

Even in the commercial core, residential buildings—of a type similar to the Park Regis building in Park Street—will be allowed to rise higher than those containing solely office space.

The State Government will be asked to reduce City land tax, which economically inhibits this type of development, to pay the council revenue from City parking fines, and to pass on to local government a share of the \$1,000 million debt relief granted by the Federal Government at the 1970 Premiers' Conference.

The Federal and State Governments will also be asked to augment the local government rating system's by preparing a formula which will give local councils a share of direct taxation.

A reappraisal by the Department of Main Roads of its planned City expressways is urged in the review, prepared for the council by Urban Systems Corporation.

This includes reducing the scale of the expressways to four-lane highways and diverting them in some sections so they follow the route of existing roads.

One proposal is to divert the Western Dis-

Square and over the Central Railway yards to Redfern where it could link up with the Southern Freeway route.

The council will restrict the number of private cars entering the City by building new parking stations around its fringe, doubling the capacity of the Kent Street parking station, and limiting basement parking space in new buildings. Daytime kerb parking in commercial areas will come under stricter controls.

Pedestrians will have greater freedom in the City by the construction of new parks, plazas, malls and above and below-ground walkways.

Central Railway, modernise Central Station, and go ahead with the 1972 proposal for an Olympic Games sporting complex at Homebush Bay.

The council will broaden and accelerate its program to beautify the streets by planting tall trees along Park and William Streets, Darlinghurst Road, Liverpool and Oxford Streets, Wentworth Avenue, Elizabeth and Chalmers Streets, Broadway and Harris Street.

The chairman of the council's City Development Committee, Alderman Andrew Briger, said yesterday the review of the Strategic Plan would have far-reaching effects.

"We (the council) are about to put the ship into reverse," he said.

"For many years, the development of the City has been heading in one direction—and this has not been the right direction."

"We have tried to alter course, and with this review will take a new direction for the benefit of all who live or work in the City, or just visit it."

Alderman Leo Port, who with Alderman Briger was deeply involved in planning the review, said the scheme showed that the 1971 Strategic Plan was not a political stunt.

The council had found planning was a rolling process, and it had taken action to meet changing needs and objectives, he said.

Redrawing the blueprint for Australia's Gateway, Page 6.

## New life for city's centre

People will be encouraged to live in the heart of Sydney under a bold new plan to be implemented by the Sydney City Council.

The plan, which took two years to complete, would halve the area of the City zoned for high-rise office blocks, and would try to attract more residential development in the inner-city area.

Details, Page 3; Redrawing the blueprint, Editorial, Page 6.



Alderman Shehadie

tributor from its planned route through Ultimo and Chippendale.

Instead, according to the review, fewer houses would be affected if the distributor was built above railway property.

The alternative route proposed was above the Darling Harbour goods yard, across Railway

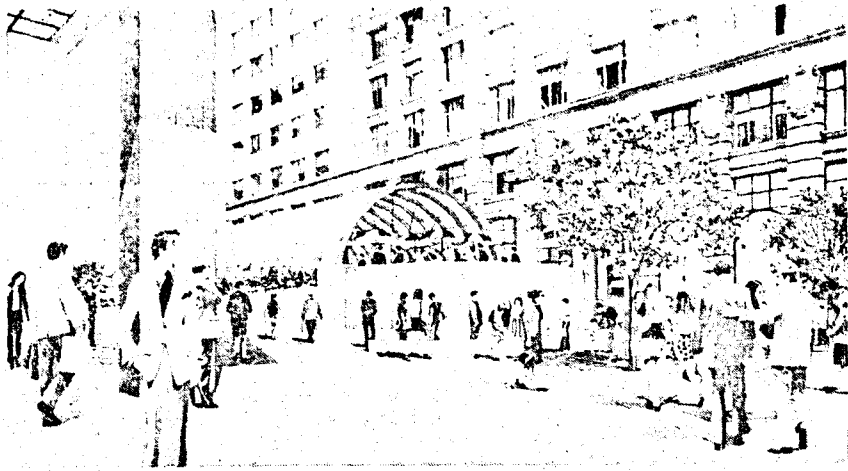


Alderman Briger

At Kings Cross, Darlinghurst Road will be narrowed to allow only one lane for northbound traffic, and Fitzroy Gardens will be doubled in size by blocking off the entrance to Elizabeth Bay Road.

State authorities will be urged to build a multi-purpose indoor stadium—previously supported by the council—above

## COUNCIL PUTS ITS STRATEGIC PLAN ON DISPLAY



This artist's impression shows the lower part of the second plaza of Sydney's five-plaza plan between Pitt Street and Castlereagh Street. This area, closer to Pitt Street, will have a glass-roofed restaurant standing on a podium (centre), a central kitchen which will serve both enclosed and open-air dining spaces on the terrace side and a take-away counter on the plaza side. The semi-circular wall of the podium will be a waterfall like a curved sheet of mirror glass, reflecting all movement around it. This second plaza is now being built.



People stroll through the first of the five plazas in Sydney's Martin Place. The second is being built and the remaining three are in the planning stage.

SYDNEY City Council's revised and updated strategic plan goes on public exhibition today in an attempt, through public participation, to circumvent lagging legislative planning provisions.

Opening the plan to the public before the council formally considers it is a genuine attempt at allowing members of the public to participate in the planning process, in deciding what sort of a city they will live in.

But it is necessary, also, to give the plan teeth, to give it psychological or moral power in place of the legislative or statutory power it does not have.

Sydney's statutory planning scheme, gazetted in 1971, 24 years after it was first begun, provides for massive road re-creation; at one interchange there were to be more than 20 lanes of road.

It provides also what is now considered to be an excessively large central business district which could accommodate a far larger workforce than it is now predicted will exist in the inner city area of Sydney.

The statutory plan has been criticised as being completely unsupported by any published report giving data or analysis of Sydney's problems, and for not outlining the objectives, policies, concepts and reasoning on which it was based and by which it might have been justified or criticised.

## Sydney public gets a say in city planning

By BRUCE WRIGHT, City Reporter

In the same year as the statutory plan was finalised, Sydney City Council adopted a strategic plan, a statement of objectives, policies and priorities of action for the three years to 1974.

Many of the recommendations of that plan have been carried through to action, but the statutory plan remains the only one with statutory power or authority.

The 1971 strategic plan provided for a much smaller central business district than the statutory plan provided.

Between the two boundaries is a large area in which major office development is legally permissible under the statutory plan, but in which the strategic plan adopted by the council envisages no such development.

The 1974 strategic plan, intended to update and extend the first strategic plan, attempts to tighten the belt around the central business district even further into a high-density central spine between the Circular Quay

and Central Railway transport interchanges.

The new strategic plan can be adopted by the council, as its predecessor was, but this leaves the council with the problem of having adopted as policy a plan which contradicts, in many major respects, the statutory plan for the city.

The only standing, the only authority, the strategic plan can be given without depending on State Government support and action is the moral authority which could be considered to exist with public support.

But the strategic plan itself seeks the means to avoid this problem recurring in the future. It seeks the power, and the finance, to give the council the ability to manage the city with comparatively little interference by State Government authorities.

The plan, in the form of four main statements of objectives, 16 policy recommendations under

the headings of "the objectives" and 87 "action priorities", recommends new legislation to enable the council "to manage the city's environment subject to rights of public challenge and State Government review".

It recommends that the council assist the NSW Minister for Planning and Environment and the proposed Planning and Environment Commission to review NSW laws, practices and procedures relating to environmental management, and to prepare a report emphasising the existing legal impediments and administrative frustrations to the implementation of the council's plans.

It proposes that the council be given the power to require the preservation of certain groups of terrace houses and to control demolition generally.

It recommends that the council prepare and submit draft legislation "in accord with the NSW Government's stated policy of conferring on local authorities greater powers and discretions for planning decisions and in the light of the city's unique role and problems as the central place of the State".

Hand in hand with the attempts to gain more power, it recommends action to try to obtain for the council a "larger, fairer and assured share of public revenues".

It recommends that the council work with the Australian Capital Cities Secretariat of Lord Mayors to persuade governments to pay council rates on the increasing amounts of their property in capital city municipalities.

The plan, in the form of four main statements of objectives, 16 policy recommendations under

port of State Premiers for local government representation on the Loan Council.

Without a degree of success both in the area of public support to give authority to the strategic plan, and in the proposed attempts to gain more power and finance, many of the other recommendations included in the plan seem doomed not to be translated into action within the three-year period the plan is intended to cover.

The strategic plan proposes a system of by-passes and distributor roads, similar in many respects to the system envisaged in the statutory plan, but at much-reduced scales.

It proposes that traffic be discouraged from the central business district of the city by construction of car parks on the perimeter of the area, and a shift in emphasis on many roads in favour of pedestrians and public transport.

The new plan abandons as impractical in the short term a recommendation in the 1971 strategic plan that the decline in the residential population of the inner city (the area covered by the Sydney City Council) be reversed.

The 1974 plan proposes preservation of existing residential areas, floor-space ratio bonuses to developers who include a large residential component in city developments, and that

government both control a proportion of units in large-scale residential developments and allocate money for the purchase of housing to be let, with rental subsidies where necessary, to the disadvantaged.

But because of a continuing decline in occupancy rates of existing housing, the planners, Urban Systems Corporation, consider that even with renewed emphasis on housing the decline in the residential population will not be reversed in the short term.

The plan proposes that government assistance be sought to finance, build and operate multi-purpose community centres which would provide for all age groups, and for two child-care centres.

Other recommendations for community services include opening a creative arts and leisure centre, new playgrounds, and providing a bus service to take recipients of "meals on wheels" to council "activity centres" for companionship.

It urges also construction of a multi-purpose indoor stadium, with convention and other facilities, over the Central railway yards, and modernisation of Central Station as a major transport interchange.

With sufficient assured finance and a streamlining of administrative requirements with maximum State Government co-operation, most of the recommendations could be translated into action quickly.

Plan for Sydney goes on display

A new strategic plan for the area under the control of Sydney City Council is to be put on public display today.

The plan, prepared by Urban Systems Corporation, updates and builds considerably on a 1971 strategic plan.

The new plan, which covers objectives, policies and priorities of action, development of the inner city through the period 1974-1977, seeks legislation to give the council greater powers, and a greater injection of Federal and State finance.

It proposes severe restriction of the "central spine" area to which high density development is to be confined, and places increased emphasis on residential development in an attempt to slow the decline of residential population of the inner city.

It recommends construction of by-passes and distributor roads, but at much smaller scales than are provided for in city's statutory planning scheme.

It provides for a pedestrian system throughout the city, a system of parking structures on the perimeter of the central business district to discourage cars from inner city streets, and the conversion of sections of residential streets to small playgrounds, or malls.

Expanded report. — P. 2.

The Canberra Times

Monday, July 29, 1974

SMH 12.7.74

By GAVIN SOUTER

WITHIN the area administered by the Sydney City Council there are no fewer than 340 governmental and private welfare agencies.

It would be invidious to single out any of these by name, for one often hears the criticism that 340 is too many by far. "Nobody in their right mind could approve of 340 separate agencies in the one city," says Alderman Joan Pilone, chairman of the City Council's Community Services Committee. "It's a hideous situation in terms of management."

The City's 340 separate agencies have proliferated under the auspices of about 170 parent organisations. "There are some dedicated people running them," says Ald Pilone, "and many are doing good jobs. But most of them are geared to the Puritan ethic of doing good, without any adequate framework of research."

"There is no definition of needs, no resolution of problems, and no co-ordination. People move from one agency to another as soon as they've worn out their welcome. They are receiving placebo-type aid without coming to grips with their own problems. We believe that people should be helping themselves instead of being done good to by all these organisations."

If Ald Pilone's strictures seem unduly stern, she is perhaps exaggerating a little in order to emphasise a point. The point is that the City Council wants to bring much of this diverse welfare activity under one big roof — or rather under two, and ultimately four, big roofs.

The council recently made a submission to the Australian Government, through the National Hospitals and Health Services Commission and the Social Welfare Commission, for the development of a \$13-million community centre. If Canberra provides this finance, Sydney will acquire a community centre that is expected to be unique in the world for diversity.

As Ald Pilone announced yesterday, the first community centre could be substantially started within 12 months at either Surry Hills or Darlinghurst. These suburbs, each with a population of about 25,000, have been identified by the council's Community Services Action Study team as critical areas of need. Each has substantial pockets of poverty and sub-standard living conditions in terms of housing, community health,

## Welfare under one big roof



A model of the City Council's proposed community centre in Surry Hills or Darlinghurst.

lack of recreational space and number of latchkey children.

The study team — consisting of sociologists, geographers and town planners, under the direction of Mr K. R. Nash — has also identified Crippendale and Campervale-Newtown as crisis areas. According to an interim report on the Community Services Action Study, to be published on Monday, each of the four crisis areas should eventually have a community centre.

The multi-faceted tile roof of the first centre, a model of which was displayed at the Town Hall yesterday, would cover seven types of activity: community health, local social welfare, child care, children's creative learning, a library, an activities centre, and convenience shopping.

Shops would not only be a source of revenue, but would also help the centre to avoid institutional stigma. Going to the community centre would not necessarily be interpreted by one's neighbours as being in need.

The centre would strive to achieve a strong neighbourhood identity, similar to that possessed by the Family Centre Project of the Brotherhood of St Laurence in Melbourne. Its services would be outgoing and preventive, and

would be integrated with existing resources.

"Our philosophy would be prevention, rather than cure," says Ald Pilone, "because cure never works. Community nurses would visit local schools, educate children in health and hygiene, and when necessary follow cases into the family situation. Our centre would be a very happy way of reducing the number of welfare agencies. All the people who are trying to do good at the moment would eventually run out of clients."

The Community Health Centre, modelled to some extent on health centres being developed in the Australian Capital Territory, would have six general medical practitioners, two dentists, a full-time resident psychiatrist and psychologist, four to six community nurses, a mothercraft nurse, a full-time physiotherapist and a radiology section. Whether or not patients would pay — and if so, how much — are questions yet to be answered.

Local social welfare activity would be the responsibility of social workers from all three levels of government agencies — Federal, State and city. A 24-hour information centre would cover all aspects of community services and be capable of dealing with sudden personal crises.

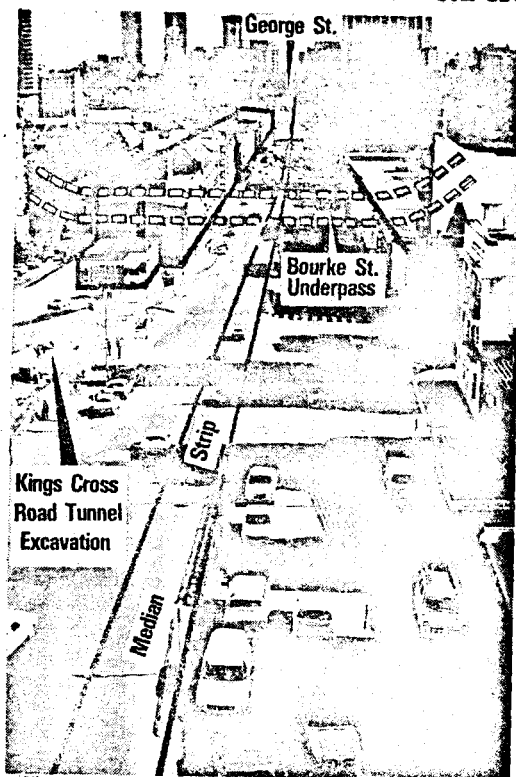
In addition to its basic activities, the Community Centre would provide practical training for medical and other tertiary students. This is an essential part of the council's submission, for in its pursuit of Commonwealth finance the council might have to compete with some of Sydney's teaching hospitals which have their own plans for community centres.

It is not unreasonable to ask whether local government should in fact embark upon a project which will provide social service as well as community service. Ald Pilone herself considers local government's proper sphere to be community service ("endeavouring to assist people to function more adequately in the community, and to enjoy a fuller life"), not social service (that is, to such disadvantaged people as the chronically sick, the unemployed and the deserted).

How then does she justify the council's present submission to the Commonwealth? "The centre would be built with Commonwealth funds," said Ald Pilone this week, "and running costs would be shared. The council's role will still be a community one. In this project we are an initiating catalyst, and will bear some of the supportive cost."

SMH 23.7.74

## City Council to build William St boulevard



View of William Street from the Kingsgate Hotel looking towards the City.

### By Our Civic Reporter

The Sydney City Council adopted yesterday plans to transform William Street into a wide, tree-lined boulevard.

The street will become twice its present width, lined with trees, kerbside cafe tables and kiosks, and have a six-metre wide median strip down the centre.

Old motor showrooms, shops and office buildings will gradually be replaced

by stylish new buildings containing plazas and colonnades.

The council believes the scheme to create a kilometre-long avenue between the City and Kings Cross could be completed in 10 years.

In adopting the plans yesterday, the council has set a policy for all new buildings in William Street and committed itself to an expensive street beautification program.

The chairman of the council's city development committee, Alderman A. Briger, first suggested the boulevard scheme.

New developments on the Darlinghurst side to the south, of which at least three are expected to be started soon, will have to move their alignments back 30 metres.

They will then have frontages to the northern kerbs of Premier, St Peters, Barnett and Yarrong Streets, which run parallel to William Street.

The space they have vacated will be used for widening William Street.

Similarly, new buildings on the Woollahroo side to the north will move their street alignments back slightly.

The footpaths will be paved with dark brown manganese brick tiles and have benches, drinking fountains and boxes containing tall trees.

In addition to the boulevard the council decided to preserve Darlinghurst as a residential suburb.

The scheme involves the retention of many old buildings, including rows of terrace houses.



A MODEL of the three-bedroom town houses and community facilities to be built in Surry Hills, Sydney.

## Radical centre to house poor

AUST 12.7.74

A radical new community centre, the forerunner of the biggest attack ever made on poverty in Sydney's inner suburbs, will open in 18 months.

The \$1.5 million centre, combining housing, welfare and recreational services and child care, is the idea of Sydney City Council.

It is the most comprehensive community scheme undertaken by a local government group in Australia.

The Federal Department of Health has given an informal approval for grants to build the first centre at Surry Hills.

The council's scheme is for a multi-level complex incorporating a library, a recreation

centre, child care centre, creative leisure area, health care and social welfare centres, meeting rooms, shops and housing.

It was designed by the council's community services committee.

The plan follows an 18-month study of the social needs and habits of people living in Sydney's inner suburbs.

### FOCUS

"The most revolutionary thing about the centres is that they will be truly community-oriented. Residents will be asked what sort of facilities they want installed and we won't impose a thing," the

committee's chairman, Alderman J. Pilone, said yesterday.

"When the building is completed a public meeting should be called to elect representatives for the running of the centre. The final details won't be worked out until then.

"We see it as the focal point of neighborhood activity, with coffee shops and small grocery stores combined with important social and educational facilities."

Alderman Pilone said land was available for the construction of the first site in Belvoir St, Surry Hills.

The council had

applied for grants to the Federal Hospitals and Health Services Committee, the Social Welfare Commission and the Health Commission of NSW.

Alderman Pilone was uncertain which body would administer the centre but said it would

be in co-operation with residents' representatives.

The Surry Hills centre would service 25,000 people within a 3km radius (1.8 miles). Other centres are being planned for Darlinghurst, Chippendale and Newtown.

SMH 12.7.74

## PLANS FOR \$1.5m SUPER CENTRES

Surry Hills and Darlinghurst residents may soon have two \$1.5 million community centres providing medical treatment, child care, recreational facilities, and low-cost housing all in the one area.

Under a scheme proposed by the City Council and submitted to the Federal and NSW Government for financial help, the centres would cover one hectare and include low-cost housing for either aged pensioners or low-income earners.

As well as receiving medical treatment, residents could buy goods in a small shopping centre and use day-time care facilities for about 60 children.

Leisure facilities, including a multi-purpose hall, a library and audio-visual equipment, will also be available for both teenagers and aged pensioners.

The Deputy Lord Mayor, Alderman Barry Lewis said yesterday that a centre

could be operating in 12 to 18 months on a proposed site in Lansdowne Street, Surry Hills.

It would be the first fully integrated community centre to be established in Australia.

The council had not decided on a particular site in Darlinghurst, but had several locations in mind.

The scheme originated from a study by the Council's Community Services Committee, to try to meet the needs of four "crisis areas" — Darlinghurst, Surry Hills, Chippendale and Camperdown/Newtown — where there was sub-standard housing, and a lack of suitable recreation space.

Similar community centres for Chippendale and Camperdown / Newtown were also planned.

The Federal Minister for Health, Dr. Everingham said in Canberra last night he applauded the proposal.

The Australian Government would examine it sympathetically, he said.

## CARE 'NEEDED ON CITY CHANGES'

State ministers and business leaders today expressed caution about the new City of Sydney pedestrian plan.

They said they would have to study the plan more carefully before giving a firm opinion.

The plan will enable people to walk almost from Central Railway to Circular Quay without coming into contact with cars.

The plan calls for the closing of more than 10 city streets, pedestrian underpasses and overpasses, promenades, parks and plazas.

Mr J. B. Griffin, executive director of the Retail Traders Association, said: "It takes a lot of study before you can assess a plan that makes such drastic changes."

### Closing of 10 streets

Mr Griffin said he could not reconcile the closing of Pitt St and Castlereagh St and the relocation of motor transport.

"Until we get the plan and its background and study the effect on service deliveries to retail stores and building developments we cannot evaluate the plan," he said.

Mr S. F. N. Hickson, the president of the Chamber of Commerce, said he



MR GRIFFIN

would like to see fringe parking stations and alternative public transport systems set up before certain aspects of the plan were put into operation.

The Deputy Lord Mayor, Alderman Barry Lewis, said he was certain the plan would make Sydney a better city.

"It will certainly reduce pollution from cars and trucks," he said.

The Minister for Lands, Mr Lewis, said: "Great care will have to be taken to ensure that the city is not stifled by the closing of streets."

Mirror 3.7.74.

# A tale of two cities . . .

ADELAIDE lies on a plain between the sea and the hills. Parklands surround it. The grid of streets contains city squares. There is a feeling of space.

The city has old buildings of brick and bluestone. It is "a living museum of architectural styles of the past century," but it is changing.

Cars have invaded the city squares and are choking the narrower streets. The parklands laid out by Colonel William Light, who planned the city in 1836, have been dissected by roads. Factories and warehouses have violated Light's plan.

Now Adelaide has a new plan—one that sets out to "re-define in contemporary terms the urban design of Light's original plan" and to "conserve the best of the historic physical environment and to enhance and further develop the physical city for new as well as old uses."

This is the City of Adelaide Plan, drawn up at the request of the Adelaide City Council.

Mr George Clarke, of Sydney, who is a city planner and founder of Urban Systems—which did the job—worked with a team of 10, seven of whom were from Adelaide.

Mr Clarke headed the team which drew up the City of Sydney Strategic Plan in July, 1971, at the request of the Sydney City Council. It was the first time, he says, that anyone had tried to look at the central city, to set policies and apply

action priorities to problem areas.

The aim in Sydney was great, but legal measures to enforce it fully were lacking—and still are. Obviously Mr Clarke realises this, for a Bill provided with the Adelaide plan "reflects and incorporates lessons learnt from experience . . . in other Australian States and a number of countries overseas."

The team began its City of Adelaide Planning Study in February, 1973. After 16 months, the three-volume draft plan is finished, and will be displayed for two months—the time allowed for objection and comment. Only after this will it be considered formally by the City Council.

Again, comments, objections and amendment proposals must be examined before the plan goes to the South Australian Government.

The ideas in the plan are not only those of the planners. Opinion came in from Government authorities, community groups and individuals. In seven months, more than 20,000 people visited the planners' "shop-front" centre in Pirie Street and, sustained by free coffee, wrote more than 1,000 comments.

Adelaide's residents have been drifting away. In 1920, more than 40,000 lived in the city. By 1971, the number had dropped to 16,313.

The planners want to stop too much commercial encroachment on residential areas. They want 30,000 people to live in the city again, but say: "It

Do other Australian capitals have lessons for Perth when it comes to town planning?

HELEN FRIZELL, in Sydney, looks at what may happen to the centre of Adelaide, with some pertinent comments on her own city.



Adelaide shows a new awareness of city problems—part of one of the Adelaide Planning Centre's street posters.

is imperative . . . that such a resurgence does not disrupt the existing residential community."

They want the city to be a living place—for residents, tourists, workers and visitors. They want a mall 1.07km (about two-thirds of a mile) long, down Rundle and Hindley Streets, from which cars would be banished.

"If the plan goes through, this will be the biggest and longest mall in Australia," Mr Clarke says. "We'd like to get out of store some of Adelaide's 50-year-old, even 100-year-old trams. When painted and decorated, they'd run down the mall."

If the plan is adopted, six city squares will be reshaped, by closing or narrowing roadways, and traffic will run beneath handsome Victoria Square.

Eventually, kerbside parking will be eliminated. Cars will use parking stations round the "pedestrian core."

Adelaide will have a city-wide, traffic-separated walkway network, with arcades, overstreet bridges and underpasses. Tall trees will be planted in side streets, wide-spreading trees in areas of little traffic.

Many roads through the parklands will be closed and no more alienation of parklands will be allowed.

Parklands will have forest-enclosed open spaces, leisure trails for walking, cycling and horse-riding, and "horse-drawn, electric or other fun vehicles" for sightseers.

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Building heights in the city will be controlled.

The Central Market

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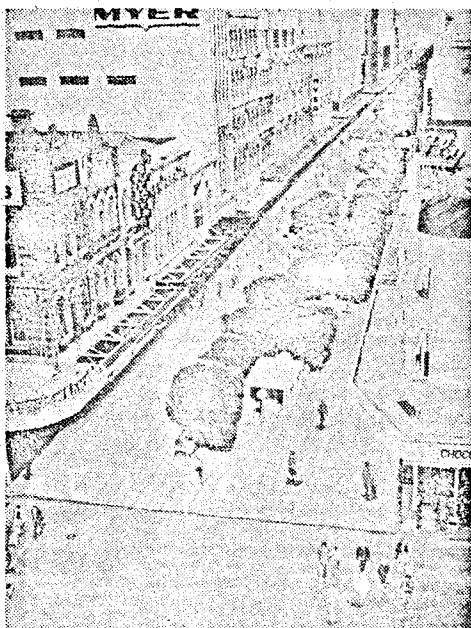
But, he adds: "Huge cities like Tokyo, London and New York are practically ungovernable. Sydney—in the middle range—also has enormous difficulties of government. A city like Adelaide is smaller. Communication is easier between people, authorities and interest groups."

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Adelaide already has control over demolition through the City of Adelaide Development Committee.

The NSW Local Government Act has not been amended to give authorities this power, and many buildings, recommended for preservation in the 1971 plan have been demolished.

Sydney's plan is still, after three years, mostly a dream. The Adelaide scheme, if accepted and backed by law, has much more chance of succeeding.



No, it's not Hay Street in Perth with new mall paving. This is how Adelaide's Rundle Street may well look next year.

Send to  
George  
Clarke



Wednesday, August 28, 1974

## HOW CITY IS BEING RESHAPED

Picture at left shows how Bligh Street, in the centre of Sydney, was before the Sydney City Council implemented the action priorities of its city strategic plan.

The memorial marks the spot where the first religious service in Australia was held. It was a neglected traffic island.

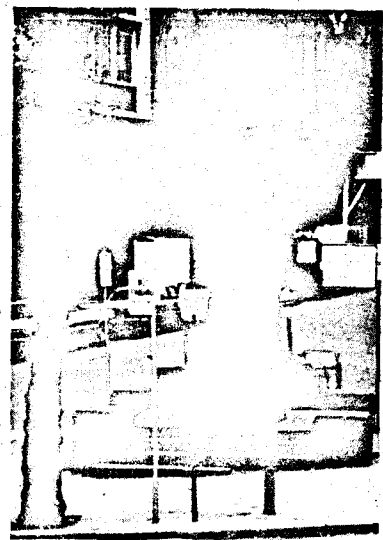
The City Council has just turned this area into a "mini plaza" by closing a street on the left (picture below).

While council is working on the more ambitious, long-term objectives of its overall strategic plan, it is getting on with the job of creating low-cost "mini-plazas" throughout the city.

The area pictured is known as Richard Johnson Square.

Its new look is designed to provide more pedestrian space for casual use at a busy intersection where footpaths are crowded. This has been achieved by eliminating the road that turned from Hunter into Bligh Street.

The memorial and the tree have been preserved.



## MIRRORVIEW

3/7/74

### Great scheme, but there's a major flaw

It carries the awesome title Central Spine Pedestrian Network Action Plan No 6. It is a challenging blueprint for Sydney in the '80s.

At first glance, the plan to close 10 downtown Sydney streets and convert them to pedestrian plazas, connected by an imaginative system of tunnels and overpasses, has much to commend it.

There is no doubt in the minds of the thousands of people who daily buffet their way through that the core area of Sydney is clogged almost to the point of extinction. It is a place to avoid.

The plan, soon to be adopted by the Sydney City Council, takes a commonsense look at the city. There is much merit in the suggestions that Elizabeth and George Streets should become rapid uptown-

downtown routes, while Castlereagh Street becomes the bus spine and Pitt Street becomes a tree-lined pedestrian plaza.

And none of the 10 streets recommended for closing are considered vital elements of the traffic jigsaw which makes up the lower city area today.

But town planning and traffic authorities will be quick to point to one major flaw in the plan. There is simply not enough parking space on the fringe areas of the city to cope with today's need, let alone the future.

If you are going to make people walk through the core area, you must give

them facilities to park their cars on the fringe, and ferry them into the centre on fast, frequent, and, preferably free, public transport.

Retailers, traditionally opposed to closing the streets around their stores, should learn the lessons of overseas plaza experiments.

In today's circumstances, shoppers going to city stores are hindered, rather than helped, by cars and the lack of parking.

Obviously, changes may be necessary to the plan after hearing submissions from those affected. But it is an imaginative concept which deserves study and refinement.

## The Sydney Morning Herald

TUESDAY, JUNE 25, 1974

### Renewing a dream

ADELAIDE people might be forgiven a wry smile as they study a three-volume plan for the improvement of their city prepared by Sydney-based consultants. Indeed, they might join Sydneysiders in asking whatever happened to the 1971 plan prepared for Sydney by the same consultants. Appearances to the contrary, the Sydney Strategic Plan is not dead, merely dormant. It has been kept alive by the valiant efforts of the Sydney City Council. In the past three years, the council has had to contend, far too frequently, with a sluggish State Government and an array of statutory authorities pursuing their own narrow interests. Then there have been those developers who have been more concerned with their pockets than with the need to save Sydney from the dominance of motor cars and sterile office blocks.

In such circumstances, the miracle is that the council has been able to achieve anything. Of course, it has been aided by an increasing public concern with the state of the City. So far the council has adopted 12 of the action plans set out in the 1971 study and the first, slow signs of change are appearing in Martin Place, Paddington and Kings Cross.

Next month will see the publication of a revised plan designed to bring people back to the City by providing high-rise residential developments. Who would quarrel with that objective? Yet the plain fact is that it and similar plans are worth little unless supported by a solid framework of legislation and co-operation between private and public organisations.

A possible legislative structure is suggested in the draft bill included in Adelaide's master plan. If adopted, the legislation would be a powerful weapon with which to ensure the scheme's success. It is in this area that the Sydney plan has encountered considerable difficulty. There has been no lack of the vision necessary for the rebirth of a beautiful City but there has been a distinct absence of the legal clout necessary to prevent civic abortion. As a result, buildings listed for preservation have been demolished. Because new planning laws will probably not be available before 1976, there is a danger that this gloomy process may continue. It will not continue if State and local government and private enterprise recognise the benefits to be derived from co-operation rather than confrontation.



# Master plan for the city of Light

## Urban Adelaide blazes a trail

by HELEN FRIZELL

ADELAIDE lies on a plain between the sea and the hills. Parklands surround it. The grid of streets contains city squares. There is a feeling of space.

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Cars have invaded the city squares and are choking the narrower streets. The parklands laid out by Colonel William Light, who planned the city in 1836, have been dissected by roads. Factories and warehouses have violated Light's plan.

Today Adelaide gets a new plan—one that sets out to "redefine in contemporary terms the urban design of Light's 'original plan'" and to "conserve the best of the historic physical environment and to enhance and further develop the physical city for new as well as old uses."

This is the "City of Adelaide Plan," drawn up at the request of the Adelaide City Council. George Clarke, of Sydney, is a city planner and founder of Urban Systems—which did the job—worked with a team of 10, seven of whom were from Adelaide.

Mr Clarke headed the team which drew up the City of Adelaide Strategic Plan in July, 1971, at the request of the Sydney City Council. It was the first time, he says, that anyone had tried to look at the whole city, to set policies and to set action priorities to problems.

The aim in Sydney was great, but legal measures to enforce it fully were lacking—there still are. Obviously Mr Clarke realised this, for a bill drafted with the Adelaide plan "reflects and incorporates lessons learnt from experience... in other Australian States and a number of countries overseas."

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The ideas in the plan are not only those of the planners. Suggestions came in from Government authorities, community groups and individuals. In seven months, more than 100 people visited the plan's "shopfront" centre in Rundle Street and, sustained by

free coffee, wrote more than 1,000 comments.

Adelaide's residents have been drifting away. In 1920, more than 40,000 lived in the city. By 1971, the number had dropped to 16,313.

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They want the city to be a living place—for residents, tourists, workers and visitors. They want a small two-thirds of a mile long, down Rundle and Hindley Streets, from which cars would be banished.

"If the plan goes through, this will be the biggest and longest mall in Australia," Mr Clarke says. "We'd like to get out of store some of Adelaide's 50-year-old, even 100-year-old, trams. When painted and decorated, they'd run down the mall."

If the plan is adopted, six city squares will be reshaped by closing or narrowing roadways, and traffic will run beneath handsome Victoria Square.

Eventually, kerbside parking will be eliminated. Cars will use parking stations around the "pedestrian core." Adelaide will have a city-wide, traffic-separated walkway network, with arcades, overstreet bridges and underpasses. Tall trees will be planted in wide streets, wide-spreading trees in areas of little traffic.

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Mini-buses and multiple-hire taxis may carry people within the city.

The Adelaide Jail, the Adelaide Regimental Barracks and the railway yards will be restored for new uses.

Building heights in the city will be controlled. The tallest buildings will be confined to the Core Exchange, close to Victoria Square, and the

square's precincts. Building heights will taper down, pyramidally, so that views over parklands and suburbs are preserved.

The Central Market precinct will become a secondary entertainment centre, with cafes, taverns and theatres.

Historic buildings will be preserved. Noise and pollution will be controlled.

"We were pioneering when we drew up the plan for Sydney," Mr Clarke says. "The policies and action priorities we listed have been strictly adhered to by the Sydney City Council, which has used the plan as its Bible and has already adopted about 12 of the action plans."

But, he adds, "Huge cities like Tokyo, London and New York are practically ungovernable. Sydney—in the middle range—also has enormous difficulties of government. A city like Adelaide is smaller. Communication is easier between people, authorities and interest groups."

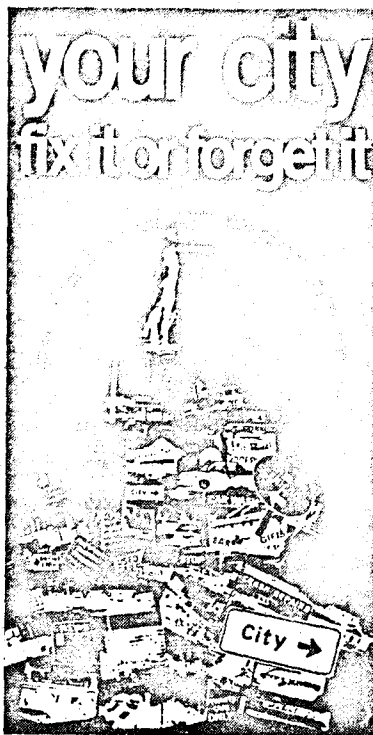
"Adelaide is less subject to economic pressures for development. Also, the political climate in Adelaide is happier. There is more co-operation between the State Government, the City Council and the public."

The Bill for the City of Adelaide Environment Act is a trail-blazer, Mr Clarke says. It sets definitions, defines bonus systems for recipient sites, and allows the City Council to require that historic places be vested in public ownership.

Adelaide already has control over demolition through the City of Adelaide Development Committee. The NSW Local Government Act has not been amended to give authorities this power, and many buildings, recommended for preservation in the 1971 plan, have been demolished.

The NSW planning legislation, introduced in 1945, is based on English legislation of 1932. Critics claim that it is outdated and that NSW should get new laws quickly so that the Sydney City Council can implement its action plans.

Although the NSW Parliament adopted the Planning and Environment Commission Act early this year, the commis-



sion to replace the State Planning Authority has not yet been set up. The chairman and five members are yet to be named.

When the commission is formed it must investigate the questions of law and land use under section 20 of the Act. Its report must then go to the Minister for Planning and Environment, Sir John Fuller.

The Act provides that this should be done within 12 months from the date of the commission's establishment. This could take us to the end of 1975. If so, no new legislation will be possible before 1976.

Mr Clarke says that the Sydney plan has succeeded beyond his wildest dreams, and that an astonishing amount of practical progress has been made, but some of Sydney's three million people might differ.

The plan was vast and imaginative, and called for great changes. We see small changes—the replanning of Martin Place, the closure of roads in South Paddington, the streetscaping of Roslyn Street at Kings Cross.

Mr Clarke says that the Sydney plan introduced for the

first time the concept of transferring development rights from historic buildings to other sites. There was "some success" with preservation of the NSW Club and of the Terry Clune galleries in Macquarie Street. There could have been more if Sydney had had the right legislation.

"The greatest single achievement—and the one I'm proudest of—is Woolloomooloo," he says. "In 1971, the plan was the only document that dared to question the economic or social sense of attempting to develop Woolloomooloo with enormous amounts of office building."

"We were attacked from all sides when we suggested that the SPA scheme for office development there should be abandoned."

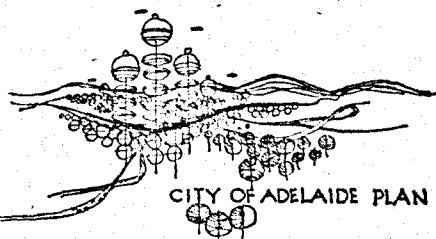
"Now the Sydney City Council, the SPA and the State Government have accepted what we said." So Woolloomooloo stays low-rise, not high-rise.

However, Sydney's great plan is still, after three years, an unfulfilled dream. The Adelaide plan, if accepted and backed by law, has more chance of succeeding.



The Sydney Morning Herald

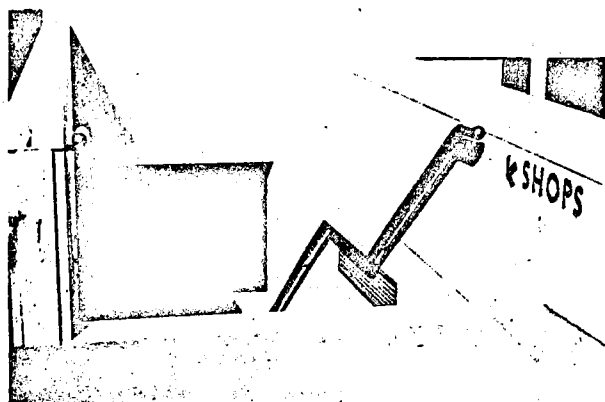
MONDAY, JUNE 24, 1974



WHAT HAPPENED TO OUR PLAN?

# A FEW SUGGESTIONS...

Offered humbly, helpfully from a voter, on the assumption that the Civic Reform Party, and the Labor Party, their friends, advisers and P.R. personnel are huddled together in back rooms racking their poor brains to discover some facet of City life that could use a little improvement.

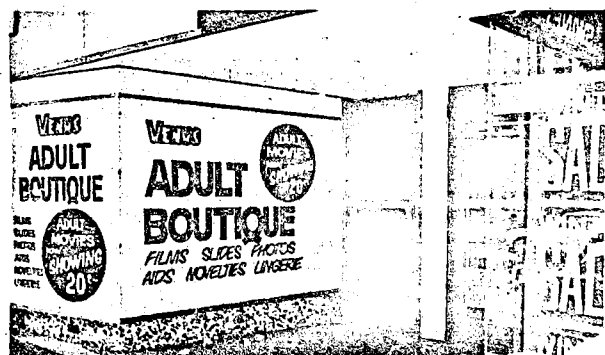


This is not the entrance to a Public Lavatory. It is the once fashionable corner of Elizabeth Street and Martin Place (pardon, Martin Plaza). We understand The Plaza is destined to become a monument to forward-looking Civic planning, a World Showplace. But will all its intersections look like this?

Or, if it's not too late, could we please have our City streetscape back the way it WAS, in future "developments" — you know, nice STREET LEVEL windows you can window-shop in, walk-in coffee shops where you can get off your feet occasionally.

Most voters feel that Offices should be like your broom cupboard, garbage can and 'loo — there when you need them — but out of sight.

Could we please have back a City you can shop in, meet in and ENJOY?



This is a Sex Shop.

Now don't all rush in, pushing and shoving, crowding the aisles, and fingering the merchandise. There are plenty more — about every few yards along Darlinghurst Road, Kings Cross, to be exact.

In fact if your Unliberated Aunt Martha doesn't like coming face to face with one every few steps, chances are she, too, shops elsewhere, nowadays.

Presumably, nobody seriously objects to Sex Shops as such. They must serve some sort of a purpose, or there wouldn't be so many of them.

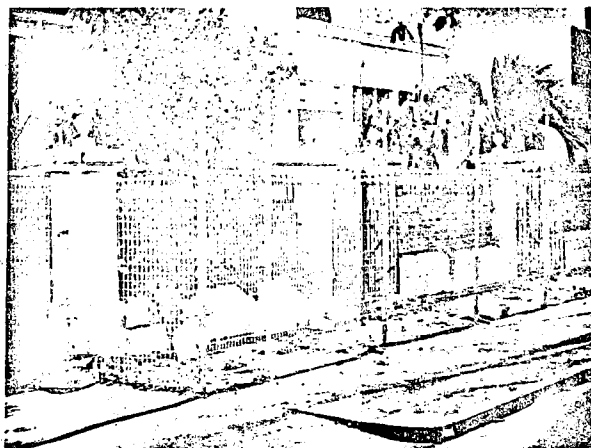
But WHY ON THE GROUND LEVEL of what was once one of the principal Tourist thoroughfares in Australia, and STILL has the rent and rate bills to prove it?

Shopkeepers who have high-rental premises on long leases in Darlinghurst Road and its fringes can hardly be hanging out bunting and singing Hallelujahs when another one opens next door.

What would be wrong with having Sex Shops upstairs or downstairs, with minimal advertising? Their customers would still be able to find them — probably get an added kick out of it.

Who is responsible for approving Sex Shops at ground level, in what has always been a mixed interesting Cosmopolitan shopping street? Do they seriously believe they are doing a favour for either Kings Cross or its long-suffering Merchants?

And will they GO ON approving them?



Not the entrance to a Concentration Camp, but the public footpath of Victoria Street, Kings Cross, one of the oldest, loveliest and most historic streets in Sydney.

This fence astonishes tourists, inhibits pedestrians, and would, in the event of fire, completely block access for the fire brigade to some of the city's most architecturally and historically valuable buildings, recommended for preservation by the National Trust. The rapidly deteriorating buildings are suspected by local residents to be the breeding ground for rats and other dangerous vermin.

How do Council Health Inspectors get in. Or do they?

What ACTUAL PURPOSE does this private fence on a public right-of-way serve — and WHEN IS IT COMING DOWN?

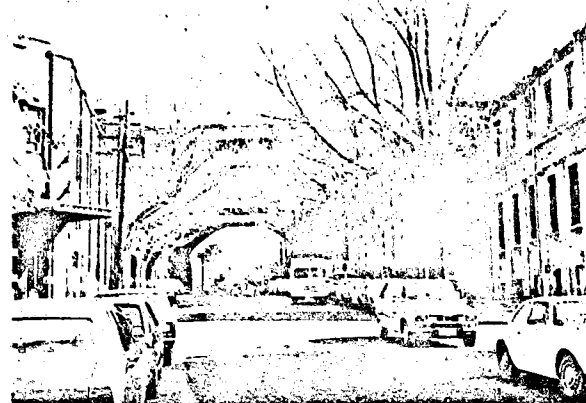
## STREET VIOLENCE...

is an ever present fact of life in the inner city by day, but especially by night.

And especially in Kings Cross where the abnormal stresses of an entertainment area are multiplied by the periodic influx of teenage gangs, visiting seamen, assorted motley groups looking for trouble, and suburban adolescents on their Manhood Trials.

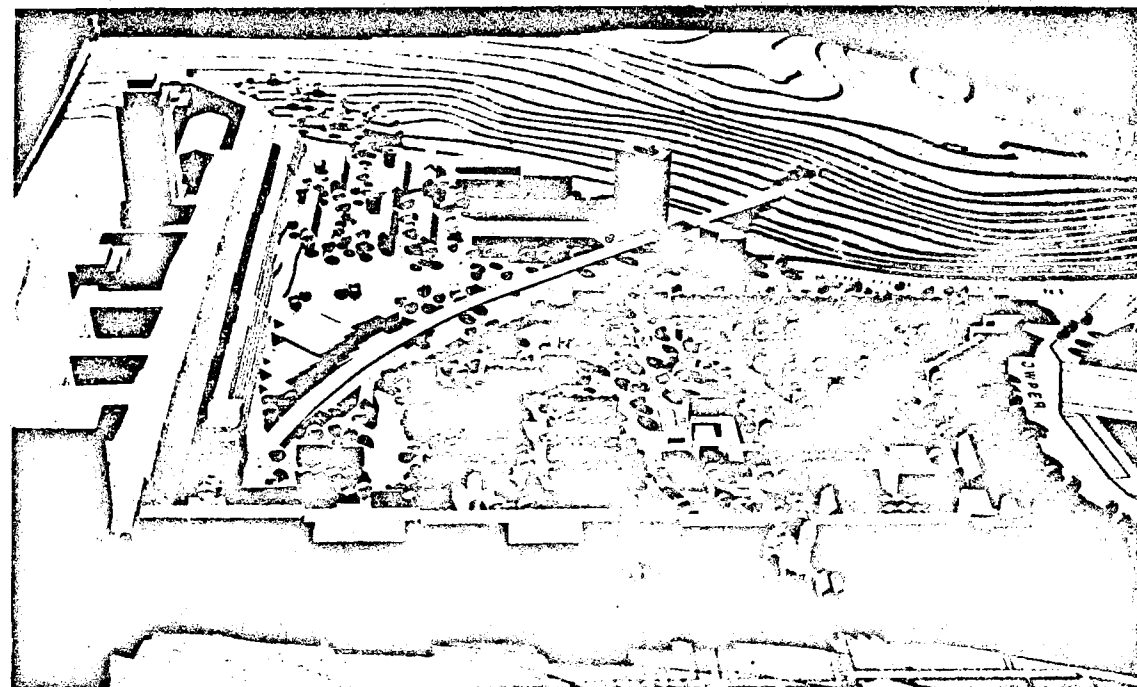
In an area where violence is predictable, even inevitable, police supervision is woefully inadequate. Fear of mugging is keeping tourists and locals alike off the streets of the Cross. There are simply not enough police to be seen on the Streets of Kings Cross.

Mind you, once upon a time, in Victoria Street...



THE ROCKS...

The cradle of Sydney, and Australia, and still a miraculously surviving Community with as many as 6 generations of one family still living in the area.



This is an Action Plan Proposal — not for a Penitentiary, silly, or a Prison Farm — it's for Woolloomooloo!

This is an apparently serious proposition from qualified Architects, Town Planners and Sociologists, working out of the Sydney Town Hall for the Council, for a largely residential development in Woolloomooloo.

Does something strike even your or my untrained eye as being a bit unbalanced (not to say Lunatic) about this Proposal?

Could it be the massive "WALL" of high rise development entirely surrounding the low-rise in the basin, effectively cutting off sun, prevailing winds, AIR even?

I'm sure the little houses down there would be very picturesque, but what of the inhabitants? Maybe, in time, they could adapt to doing without privacy, sunshine, fresh breezes — but then again, why should they?

We all appreciate that the turnover in top planning personnel has been stunning in the short time this Action Plan has been in the works, but somebody, somewhere must have been finally responsible for offering it to the people of Woolloomooloo and Sydney as a serious essay in City Planning?

WHO?

And if he's still associated with it WHY is he still associated with it?

Does the Civic Reform Association, and its Candidates think that this little gem of Town Planning is A Good Thing? If re-elected, would they seriously propose implementing it?

Does the Labor Party, and its Candidates go for it, in a big way? Would they like to see it a reality? Would they, if elected, approve it?

There are several in the main good, Action Plans for the Inner City currently on exhibition in the Lower Town Hall. They have been formulated under the rule of the Civic Reform Party, and in general they've done a good job.

But — Woolloomooloo?

Maybe they meant it as a joke? After all it wasn't their money.

Now, The Rocks is being planned by (get this) TWO teams of Planners, working side by side (or alternatively back to back).

U.D.P.A. the Consultants who have done such a brilliant job of the Darlinghurst Action Plan are currently doing a Review of the Sydney Cove Redevelopment Authorities' Scheme for the East Rocks, while City Council planners are now into the Public Participation stage of an Action Plan for the West Rocks.

Haven't we all learned SOMETHING from the consequences of drawing an arbitrary planners' line down the middle of Victoria Street, and putting one side in Kings Cross and the other side in Woolloomooloo? THAT didn't turn out so well, did it?

Why Apartheid in The Rocks?

They're not at war with each other. In fact you probably wouldn't find a more close-knit Community anywhere in the country.

What will these two separate Surveys cost the Sydney taxpayer?

As a point of actual historic interest, The Rocks is not the commercial and Restoration section of Dawes Point popularly referred to by the name, but the section between Argyle Street and the Cahill Expressway.

But whatever you call it The Rocks, Dawes Point, Millers Point, — the whole peninsula is serviced by the same schools, parks, nurseries, Churches, is historically, socially and by actual blood ties the one Community.

The area is, by ordinary Municipal standards, small, so why isn't it, in the interests of intelligent Planning, and plain Economy, placed under one Authority?

WHY waste the taxpayers' money on TWO concurrent Surveys?

And the Labor Party?

It seems to me they would surely be moving heaven and earth this close to an election to bring to light the injustice of old and sick people, low income earners, pensioners, small shopkeepers, and the Underprivileged being callously bullied, harassed and evicted by greedy developers.

You'd think they'd WANT working class people in their electorates, if only for sheer self-interest.

Are they happy with whole areas of this city and its working class suburbs being demolished for more offices and high cost housing?

Would they try to stop it, if elected?

The silence of the Labor Party at City Council level on low-cost Inner City Housing, unrestricted "Development", and the rights of the ordinary citizen has been THUNDEROUS.

Yet they seemed pretty vocal a year or so ago.

Maybe they haven't looked lately.

Oh, and will whichever Team wins consider scrapping the unusual and unfair practice of beginning Council Meetings at 3 p.m., when ordinary citizens cannot possibly attend without loss of wages and inconvenience to employers?

The voters have the right to SEE their elected representatives do the job they were elected to do! (A word of advice to socially ambitious spinsters: Forget The Bistro on Friday and the trendy pubs. Concentrate on the Public Gallery at the Town Hall every other Monday at 3 p.m. You'll meet a good class of lobbyist — P.R. guys, architects, planners and developers — without ever having to mingle with the working class herd).

*Lucy*