

strategy

for a

SUSTAINABLE

City
of
South Sydney



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of South Sydney



FOREWORD BY THE MAYOR

When the present South Sydney City Council was formed in 1989 it inherited a planning situation which was fragmented, outdated and ill-equipped to cope with the major regional developments facing the Southern Sydney region. The expanding Central Business District, the City West Redevelopment Scheme at Eveleigh and Ultimo/Pymont and the expansion of Sydney Airport are prime examples of regional developments with far-reaching local consequences which faced the newly formed Council.

In 1990, Council embarked on the preparation of a new planning strategy for the City of South Sydney to address these problems and guide the future growth and development of the City over the next 5 to 10 years.

It was important to Council that the Strategy reflect and emphasise the local community's vision for South Sydney. It must also establish a framework for the integration of all Council's planning functions - the physical, social, environmental and corporate - to enable Council to anticipate change, set long term goals and identify strategies to achieve them.

Through consultation with community planning teams established by Council, it became apparent that the most important goal for the community was the development of an environmental vision for South Sydney. Consequently many of the ideas contained in the vision reflect a broad environmental consciousness.

Sustainable development is now widely acknowledged as one of the fundamental goals to protect the environment and ensure the quality of life all Australians strive for. All levels of government have now signed agreements on the environment to indicate their willingness to achieve the national objectives of microeconomic reform and social justice in the area of planning and the environment.

The Strategy and its adoption in principle by Council on 24 August 1994 represents a major achievement for Council and the South Sydney community. It heralds a new and integrated approach by Council to the planning of South Sydney and a clear mandate to implement the principles of sustainable development.

Achieving sustainability in an urban area such as South Sydney is a challenging goal but through the efforts of Council and the community, we now have a powerful blueprint to help us reach this destination.



Councillor Vic Smith
Mayor of South Sydney

South Sydney City Council
140 Joynton Avenue
Zetland NSW 2017

Written and published by South Sydney City Council,
June 1995.

With thanks to the members of the Peak and Local Areas
Planning Teams and the South Sydney community.

Editorial and production coordination by Tracey Young.
Design and layout by Hugonnet Bouda Graphic Design.
Photography by Geoff Ambler.
Additional photography by Graham Butler, Frances Mocnik,
John Paoloni and Maureen Short.
Printed by Websdale Printing Group.

For further information, contact Council on 313 0399.

ISBN 0 646 24299 7

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INTRODUCTION

In 1988 the State Government passed legislation to separate South Sydney from the City of Sydney to form a new local government area.

The new City of South Sydney encompasses an area of approximately 17 sq. km and a population of some 77,000 people, and brings together a community with a significant history and diversity in terms of both its social and physical environments.

The complex and diverse nature of the city, coupled with its strategic location between the CBD, Port Botany and Sydney Airport, demands effective planning for the City which, as well as addressing issues and concerns, also takes a regional perspective.

In particular, the external pressures generated by the growth of the CBD and land uses associated with surrounding areas have significant implications for South Sydney. They provide a critical backdrop for future planning for the area.

Currently, physical planning within South Sydney is guided by the Environmental Planning and Assessment Act, 1979. Specifically, the Act empowers Council to prepare Local Environment Plans (LEPs) and detailed Development Control Plans (DCPs) to regulate and control development within its local government area.

Prior to the introduction of the Environmental Planning and Assessment Act, planning in South Sydney was guided by:

- *The City of Sydney Planning Scheme Ordinance*

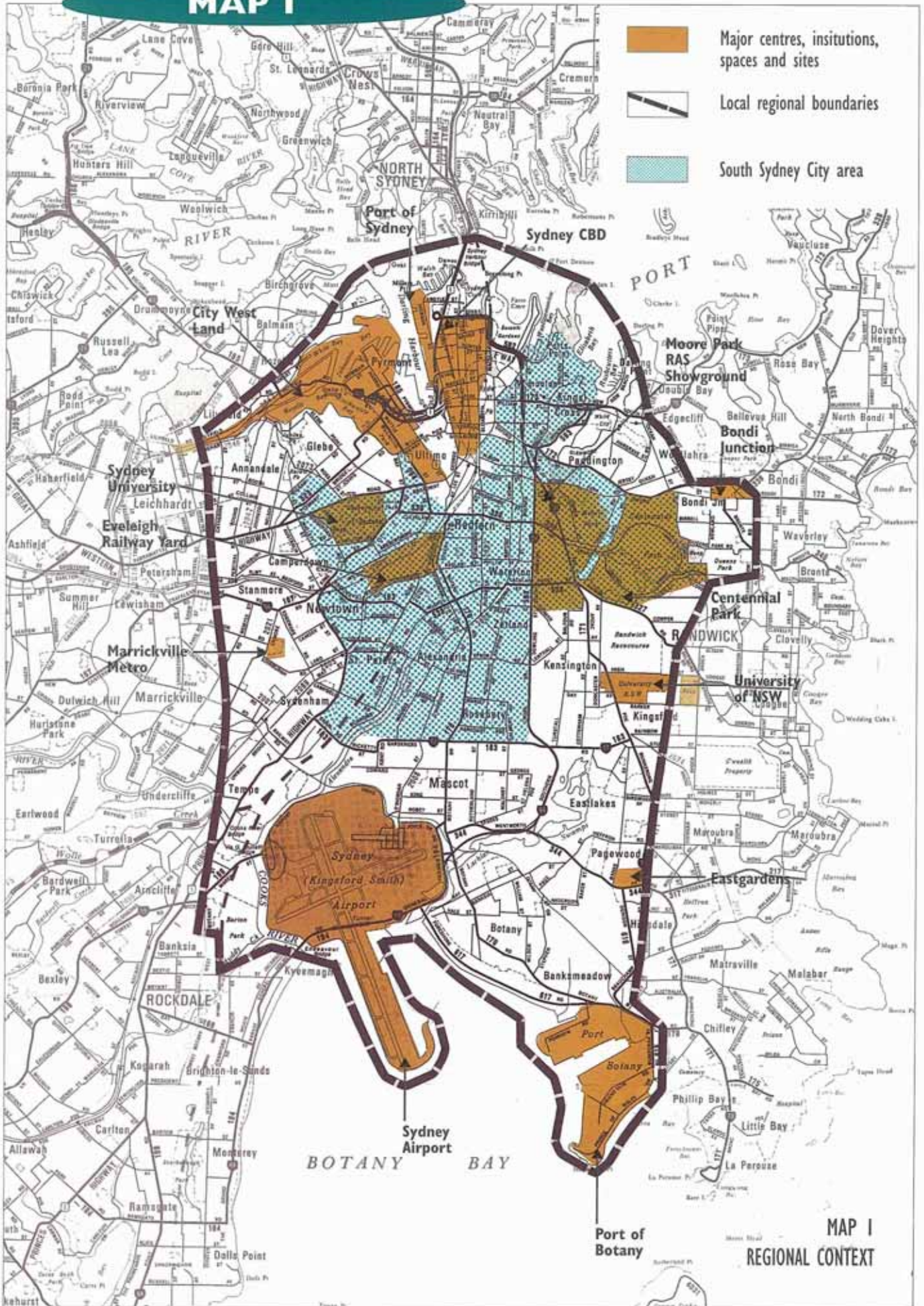
This scheme was prepared in the 1950's and still affects large areas of South Sydney today. The zonings of the scheme generally reflected the dominant land use patterns and permitted a wide range of potential uses. However, it was unable to accommodate emerging development trends and changes in land use patterns in the 1970's. It was subjected to a number of ad hoc amendments and has ceased to be useful as a comprehensive and current planning instrument.

- *The 1983 City of Sydney Strategic Plan*

Following the amalgamation of the original South Sydney Council with the Sydney City Council in 1982, the South Sydney area was incorporated into the district structure as adopted in the 1983 City of Sydney Strategic Plan. Under this plan planning studies and Local Environment Plans for the Eastern, Western and Ultimo/Pymont districts were developed. After the creation of the new South Sydney local government area in 1989, comprehensive plans were also prepared for the Eastern, Surry Hills, and Erskineville/Alexandria districts. More recently plans have also been completed for the Redfern/Waterloo and Southern districts and, if gazetted, will complete the original Planning District Program for the South Sydney Area (except for Moore Park).

Whilst these tools, and particularly the City of Sydney Strategic Plan, with its focus on individual planning districts, have been effective in guiding planning for the area and reviewing past planning controls, the issues facing South Sydney both now and in the future require a new approach to strategic planning. This approach must have a firm foundation in the issues and priorities that are perceived by the local community.

MAP I



MAP I
REGIONAL CONTEXT

It is within this context that South Sydney Council resolved to prepare a planning strategy for the City of South Sydney.

A planning strategy for the City of South Sydney will direct future development within South Sydney. The strategy aims to ensure that future development within the city is sensitive to the physical and social environment, as well as to local and regional issues and conditions, and specifically will:

- Reflect and emphasise the local community's vision for the area.
- Establish a framework for the integration of all planning functions (such as physical, social, environmental, and corporate) within Council which sets long term objectives and identifies strategies to achieve them.
- Provide a blueprint for the future management and allocation of resources within the area on the basis of pre-determined priorities.
- Ensure guidelines for Council to administer its functions and responsibilities in a more effective manner.

In this context the planning strategy will form an integral part of the ongoing process of strategic planning for the City of South Sydney. The Strategy is presented in the following sections:

Section 1

Provides a comprehensive profile of the City of South Sydney.

Section 2

Outlines the process for preparing the Strategic Plan to date.

Section 3

Presents the 'Vision for a Sustainable City of South Sydney', based on the local community's concerns and priorities for future planning activities.

Section 4

Discusses the wider framework from which the Strategy has evolved.

Section 5

Details the Strategy plan proper.

Section 6

Provides the mechanism for the implementation of the strategies included in the Plan.

Section 7

Provides a detailed list of the individual tasks, departmental responsibilities, current and proposed actions necessary to implement the recommendations of the Strategy.

BACKGROUND

SECTION I

CITY OF
SOUTH SYDNEY-
PROFILE AND
TRENDS

CITY OF SOUTH SYDNEY- PROFILE AND TRENDS

South Sydney today is a vibrant inner city community rich in diversity, character and people. Together the City's established physical patterns, its functional relationships and social networks give structure and memorable qualities to the urban environment. These form an overall image that collectively contributes to a unique identity of South Sydney.

But South Sydney is not perceived as an entity in its own right. In its current form the City has evolved from a series of distinct communities with markedly different social and economic activities and greatly varied interests. In earlier times the South Sydney area has been administered by no less than eight independent municipalities and more recently by the City of Sydney.



Regional Context

A similar identity problem exists with South Sydney's position within a regional context. South Sydney forms part of a long established inner urban area which at different times has officially been classified in three separate 'regions', these being Central Sydney, Southern Sydney and Botany Bay Regions.

For the purposes of this Strategy, the region which has most meaning for South Sydney can be defined as the area between the following major centres: the Central Business District of Sydney, the City West Redevelopment in Ultimo/Pyrmont, the Central Industrial Area, Sydney Airport, Port Botany, and Bondi Junction (Refer to Map 1).

The region comprises the political centre of New South Wales, the highest concentration of local government administrations, the largest corporate and financial establishments in Australia, many large institutions, major regional open space and recreation facilities, tourist centres, much of the State's early heritage, and a number of large surplus government sites.

The region also contains four of Sydney's major employment and traffic generating centres which together employ over 300,000 people and generate approximately 100,000 daily vehicle trips in the morning peak. (FAC, Sydney Airport Draft Strategy Plan).

The Central Business District, which is the major employment and traffic influence on the region, facilitates a total of 500,000 daily visitors (including workers, shoppers, tourists and students), and generates 45,000 (or 45%) of all morning peak vehicles trips. (FAC, Sydney Airport Draft Strategy Plan).

Sydney Airport, which is now Australia's foremost international airport currently employs 20,000 workers along with 30,000 daily passengers. These estimates mean that each day there are about 50,000 people located at the airport. This results in 10,000 vehicle trips in morning peak hours, or 10% of the regional travel. (FAC, Sydney Airport Draft Strategy Plan).

Port Botany, which has now been established as Sydney's major port, facilitates 19 million tonnes of cargo annually. The port employs 1800 workers and generates 17% of vehicle trips in the region. (FAC, Sydney Airport Draft Strategy Plan).

South Sydney lies at the very centre of this region and as such plays a major role in providing the linkages between the major centres. But it also contributes to the region in the following ways:

- by continuing to provide Sydney's most compact and consolidated housing
- by providing essential support functions for the operation of the CBD
- by providing large tracts of employment/ industrial land in close proximity to the CBD, Airport and Port Botany
- by accommodating a high proportion of the region's main roads and public transport facilities
- by accommodating large institutional land uses which provide services and facilities to the Sydney population
- by providing several regional open spaces
- by accommodating major tourist, entertainment and cultural facilities.

The strong regional presence in the city has given rise to often hostile relations between local and regional interests, chiefly between those of local residents and the State. And while regional interests have tended to take a priority over the years there have been notable exceptions to the rule, such as the green bans on the demolition of traditional terrace houses in Waterloo by the former Housing Commission in the 1970's and the recent decision by the State Government to redevelop the Showgrounds in Moore Park.

The same struggle has also been fought against various major private developments proposed in the South Sydney area. These conflicts are very much an integral part of living in a complex and diverse inner city area. Today this situation is exacerbated by a growing awareness amongst the community of environmental issues and a concern for their rich cultural heritage. Unless active steps are taken to involve the community in decisions which affect their quality of life and continuing well-being, these struggles will only continue.

Yet despite the conflict and the economic recession, South Sydney continues to grow and accommodate regional pressures while other areas of the Sydney metropolitan region have declined. The city is currently undergoing a small 'boom' in medium density residential redevelopment of surplus industrial land in addition to several major non-residential development proposals on surplus government sites such as the Australian Technology Park at Eveleigh and the Private Hospital at the Royal Prince Alfred Hospital campus at Camperdown or the possible expansion plans for Sydney University.

The major elements which make up South Sydney's profile are discussed in detail under the following headings:

- *Population*
- *Housing*
- *Labour*
- *Transport*
- *Environment*
- *Urban Form*



I.1 POPULATION

As at the 1991 census the City of South Sydney has a population of 77,264 people. This represents an increase of nearly 3,000 people since 1986 but overall a relatively stable population (in terms of total numbers and ratios of males to females) over the 15 year period 1976-1991, as indicated by Figure 1.

A comparison of the South Sydney and Sydney Metropolitan region populations, on the basis of age structure reveals:

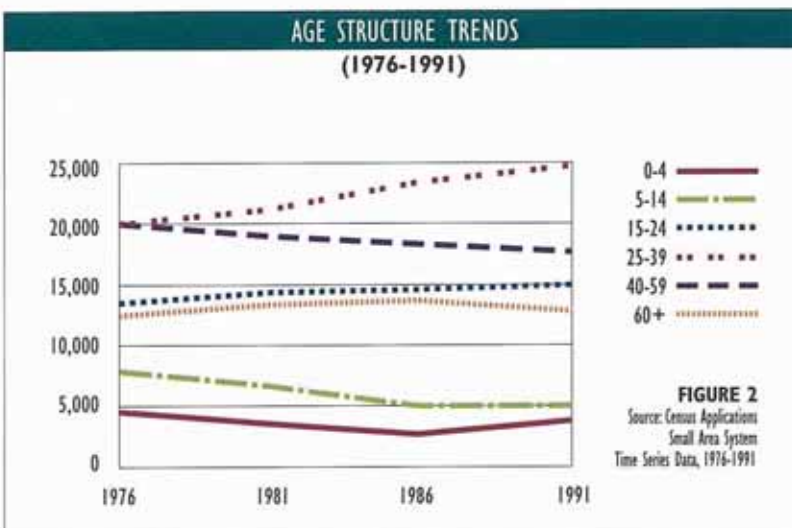
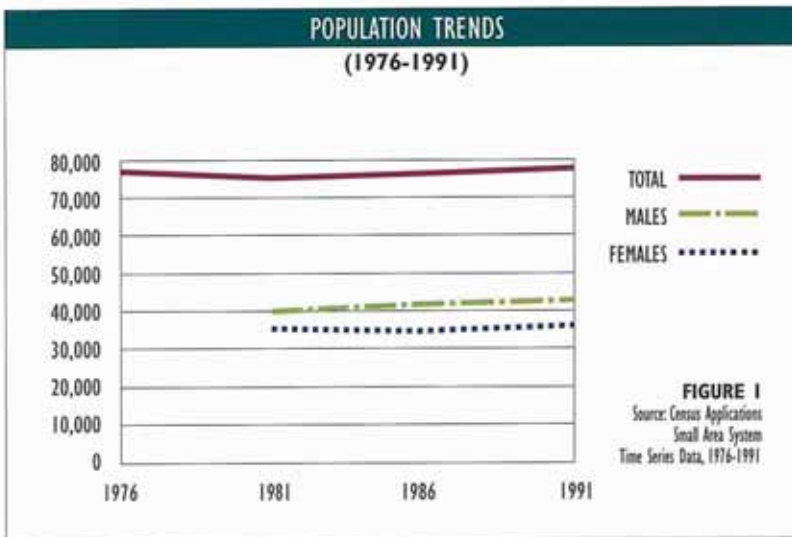
- a lower proportion of children and young people aged 0-4, 5-11 and 0-17 years olds within South Sydney (5%:7%, 4%:10% and 4%:9% respectively).
- a higher proportion of young adults aged 18-24 and 25-44 year olds (16%:12% and 40%:32% respectively).
- roughly similar proportions in the mature adults in the 45-64, 65-74 and 75 + age groupings.

Figure 2 shows the changes in the age structure of the South Sydney population over the 1976-1991 period.

Significantly it reveals:

- Children aged 0-4 years on the increase.
- A declining, but stabilising population (ie. 5-14 years)
- A relatively stable, young adult population (ie. 15-24 years)
- Young adults aged 25-39 years increasing at a significant rate.
- A decreasing 60 years plus population since 1986.

Overall these trends indicate a regeneration of the South Sydney population with a gradual shift away from an aged population towards a younger population, and a resurgence of young families. This change is largely attributed to the gentrification of some areas within the City and an increase in public housing stock accommodating families in other areas.



Other key characteristics of the population include:

Place of Birth/Language Spoken at Home

52% of people living in South Sydney are Australian born. Of those born outside Australia 30% were born in a predominantly English speaking country (ie. England, Scotland, Wales, Northern Ireland, Ireland, South Africa, Canada, USA and New Zealand) with the largest proportions from the UK (15%), New Zealand (10%) and the USA (2%).

Of those born in other (not predominantly English speaking) countries the highest proportions were born in China (5%), Greece (4%), Yugoslavia (2%), Vietnam (2%) and the ex Soviet States (2%).

Figure 3 indicates a gradual decline in the number of Australian born people living in South Sydney over the last 10 years, and a corresponding increase in people born overseas.

Aboriginality

Some 1112 persons living in South Sydney (around 1.5% of the total population) are Aboriginal or Torres Strait Islanders. Of these the majority (95%) are Aborigines. In relation to both cultural groups the number of females exceeds the number of males (54% and 65% respectively).

Religion

The largest proportion of the population are Catholic (25%) followed by Anglican (17%), Orthodox (5%) and Presbyterian (3%). Only 6% of the population are non Christian, the largest proportions of which are Buddhist (2%) and Islamic (1.5%).

Figure 4 shows the trend in major religious affiliations of the South Sydney community over the 1976 - 1991 period.

Households/Family Structure

38% of households in South Sydney are one person households, 15% are occupied by couples without offspring, 15% by group households, 11% by two parent families, 8% by one parent families, 2% by families of other related individuals and 1% by multiple families. (10% were occupied on some other basis).

Significantly 22% of total families are one parent families, 30% two parent families, 42% couples without offspring and 6% families of related

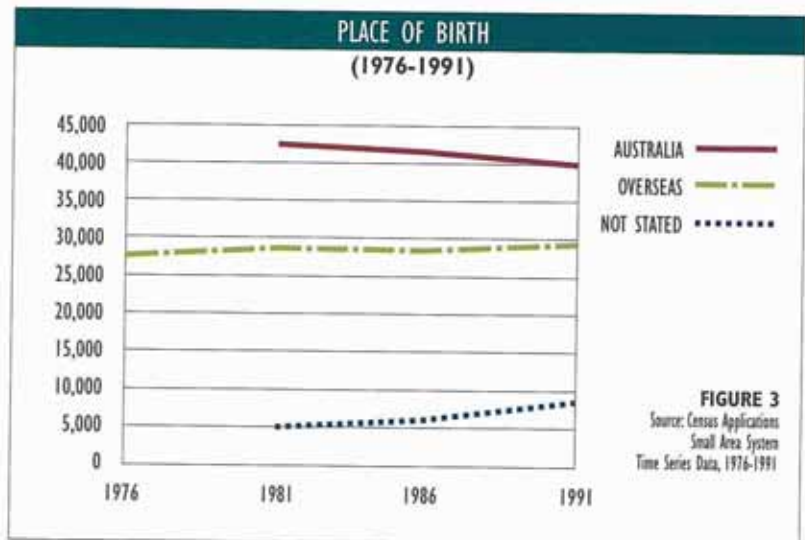


FIGURE 3
Source: Census Applications
Small Area System
Time Series Data, 1976-1991

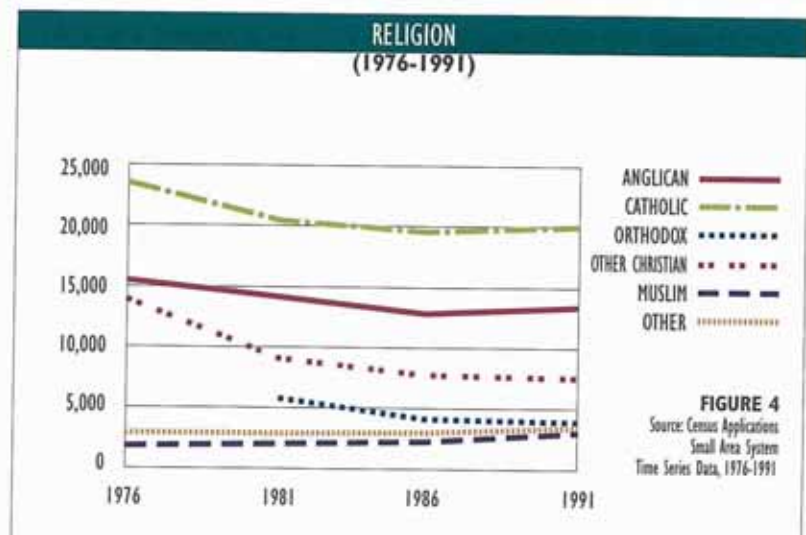


FIGURE 4
Source: Census Applications
Small Area System
Time Series Data, 1976-1991

individuals. When compared to the family data for the Sydney Metropolitan area, South Sydney has a much higher proportion of one parent families (22%:8%) a lower proportion of two parent families (30%:44%), and a slightly higher proportion of couples without offspring (42%:40%).

Marital Status

Of the population over 15 years of age 50% have never married, 31% are married, 4% are separated but not divorced, 9% are divorced and 6% widowed.

When compared to the Sydney region South Sydney has:

- A higher proportion of people who have never married (50%:31%).
- A lower proportion of married people (31%:54%), and
- A higher proportion of people who are separated/divorced (13%:8%).

These differences may be attributed to the significant gay and lesbian population living within the area and also the fact that a significant proportion of public housing tenants are single parents with (mostly) dependent children.

SUMMARY OF DEMOGRAPHIC CHANGE

- South Sydney's declining population has experienced a turn around with modest growth in the number of people living in the City since 1986.
- Changes in population structure indicate a shift towards a younger population with a decrease in mature adults (ie 45 years and upwards) accompanied by an increase in young adults (ie 18 to 44 years) youths (11 to 18 years) and children (0 to 10 years).
- Whilst the City experiences a continuing high level of 'never marrieds' and single person households this has been countered by an increase in nuclear families, ie couples with dependent children, signalling an inward migration of families.

- The cultural diversity of the City is maintained by a significant ethnic and Aboriginal population, and reflected in religious affiliations within the community and languages spoken at home.
- Population projections included in a number of studies undertaken by Council and the Department of Planning forecast a continuing increase in South Sydney's population. Projected increases range from a total population around 80,000 people by 1997 to a total population of some 82,000 people by the year 2006 (West Botany Study).

ISSUES ARISING

- *The need to maintain and support the diversity within the local community to ensure the cultural vibrancy of the area.*
- *The cohesiveness and stability of the local community in the context of such diversity.*
- *The need to support the cultural identity and expression of the various ethnic and Aboriginal communities living in South Sydney to ensure their sense of belonging.*
- *The implications of future population increases and the capacity of physical and social services to meet increasing demands.*
- *The need to provide community services which reflect and accommodate the changing population structure of the city and its cultural diversity.*

1.2 HOUSING

There are currently some 32,706 dwellings in South Sydney. (As at the 1991 census 89% of these were occupied). This translates to a steady increase of over 2,000 dwellings since 1981.

Figure 5 shows the breakdown of the type of occupied dwellings over the 10 year period 1981 - 1991.

Significantly the table indicates:

- The majority (56%) of dwellings in South Sydney are flats/apartments - of these the largest proportion (36%) occupy a dwelling in a building of 3 stories or more. This is followed by people residing in detached or terrace houses which comprise (41%) of total dwellings.
- A 4% increase in the number of detached, semi-detached and terrace houses over that period.
- A 12% increase in the number of medium density dwellings (up to 2 stories).
- A 19% increase in the number of medium density dwellings (3 stories and above), and
- A 29% decrease in shop housing.

Nature of Occupancy

Figure 6 shows an analysis of the data on the nature of occupancy of dwellings in South Sydney reveals:

- The majority (56%) of dwellings within South Sydney are being rented. (This compares with 35% for the Sydney Metropolitan area).
- A significant proportion (31%) of total rented dwellings are rented from the Department of Housing. (This compares with 21% for the Sydney Metropolitan area).

- Only 31% of dwellings within South Sydney are owned or are in the process of being purchased (this compares to 66% for the Sydney region).

These trends reinforce the relatively low socio-economic status and relatively high mobility of the South Sydney community. However, the trends in the nature of occupancy of dwellings over the 1976-1991 period show that this is changing.

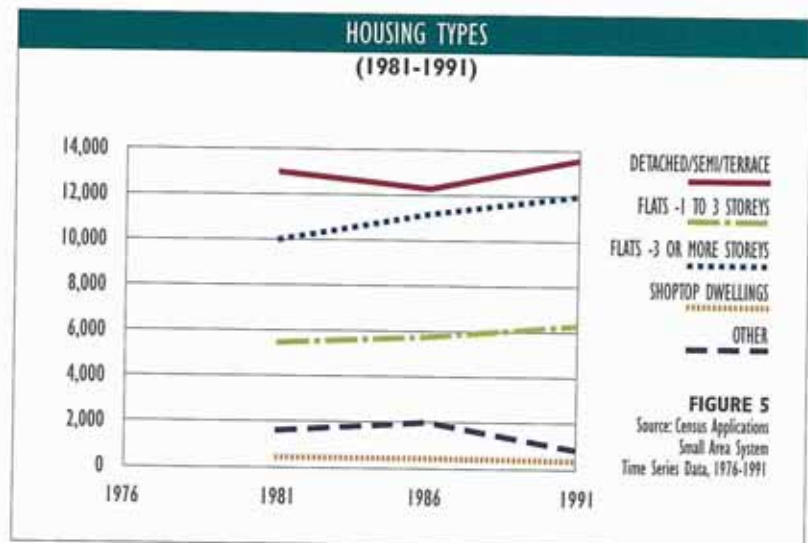


FIGURE 5
Source: Census Applications
Small Area System
Time Series Data, 1976-1991

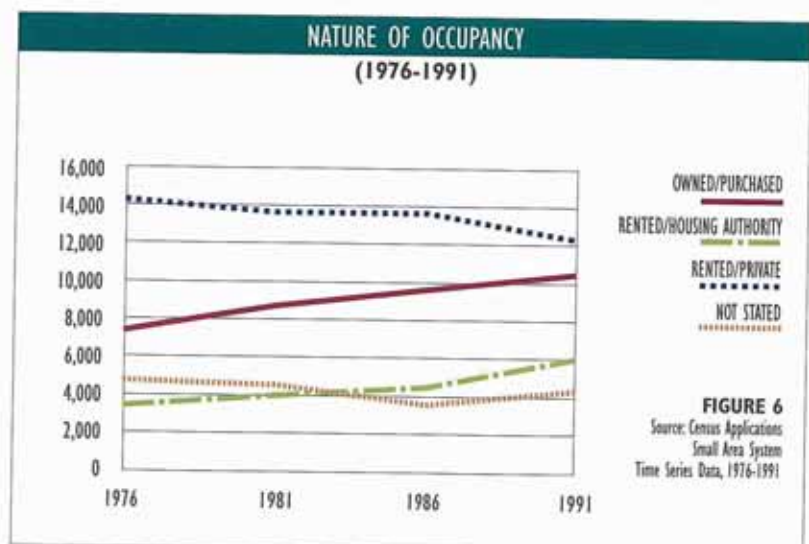


FIGURE 6
Source: Census Applications
Small Area System
Time Series Data, 1976-1991

Trends in the nature of occupancy show:

- A gradual increase in the number of dwellings owned/being purchased during that time, coupled with
- An increase in the amount of public housing stock being rented within the area, together resulting in a decrease in dwellings being rented from other sources, such as the private rental market.

SUMMARY OF HOUSING TRENDS

- There has been a return to higher occupancy ratios coupled with a continuing increase in housing stock, mostly in the form of two bedroom units.
- The number of dwellings owned or being purchased continues to increase at the same time as an increase in public housing rental stock, especially since 1986.
- The increase in the number of dwellings being owned/purchased is attributed to an increase in owner occupation, an increase in private renters buying in the area or moving out as properties are sold in the face of increasing prices.
- The increase in the local population and the change in the population structure seems to indicate that urban consolidation policies are beginning to have a positive effect in attracting a wider range of household types to the South Sydney area.



ISSUES

- *The need to maintain a balance in the mix, type and cost of housing stock within the city, so as to support and to accommodate a population mix.*
- *The affordability of private dwellings, both rented and being purchased, as the area becomes increasingly gentrified.*
- *The pressure that rising property prices within the area places on private rented stock and the demand for public housing.*
- *Depletion of traditional, affordable housing stock, particularly boarding houses, hostels etc., as such stock becomes strata titled or owner occupied.*
- *Whether existing public infrastructure and services are able to cope with the extra demand urban consolidation policies generate.*

1.3 LABOUR FORCE

In 1991, 86% of the labour force over 15 years of age in South Sydney were in employment.

Of those in employment, the majority (70%) were in full time employment and 26% in part time employment (4% did not state the basis upon which they were employed). Generally speaking this equated with employment trends across the Sydney region although South Sydney had a higher rate of unemployment (14%:10%).

Other labour force characteristics included:

- The majority of both males and females in employment were employed on a full time basis (74% and 63% respectively). However a higher proportion of those employed full time were males (62:38%) and a higher proportion of those employed part time were females (53:47%).
- 64% of unemployed people were male and 36% female. The majority of unemployed males (82%) were looking for full time work. This compares to 66% of unemployed females looking for full time work.
- Of those looking for full time work 69% were male and 31% female. Of those looking for part time work equal proportions were male and female.

- The largest proportion (20%) of total employed persons are employed in the Community Services industry, followed by the Finance, Property and Business services (16%), Recreational, Personal and other services (16%) and Wholesale and Retail trade (14%) industries, as shown by Figure 8.
- The largest occupation group are professionals (21%) followed by sales and personal services workers (15%), clerks (15%), managers and administrators (11%) and labourers/related workers (11%).

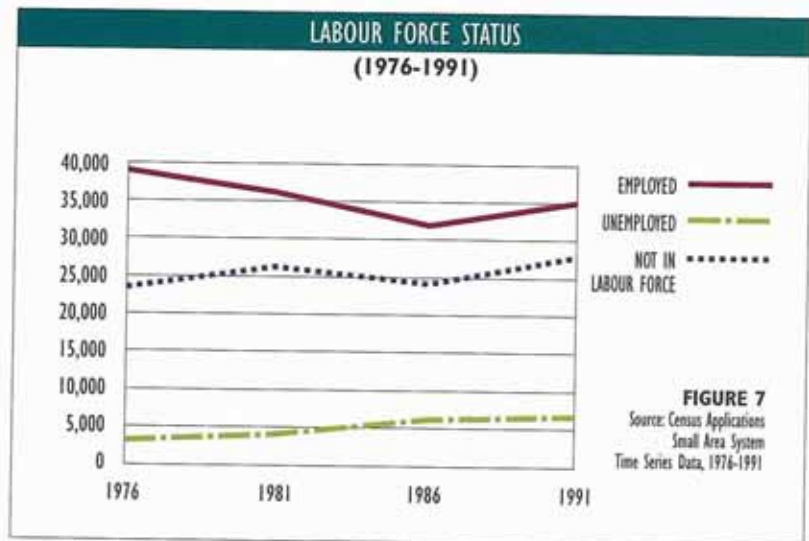
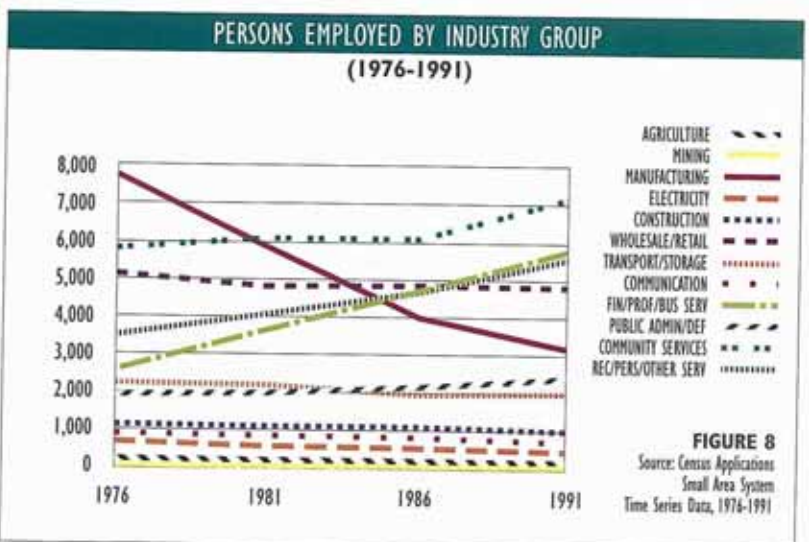


Figure 7 shows the change in labour force status (employment trends) over the 1976 - 1991 period.



More recent figures from the Department of Employment, Education and Training (DEET) indicate when considering the industries in which South Sydney residents are employed and their occupational groupings:

- 86% of workers are wage or salary earners (55% male, 45% female), 8% are self employed (69% male, 31% female), 5% are employers (72% male, 38% female) and 0.3% are unpaid helpers (66% female, 34% male).
- 70% of people are employed in the private sector followed by 13% in State/Territory Government, 8% in Commonwealth Government and 2% in the Local Government sectors.

Qualifications/Education

In terms of vocational qualifications over half (51%) the population aged 15 years or more are not qualified. Of those who are qualified, 15% have a bachelors degree or higher, 5% a diploma, 6% a vocational skill and 3% a basic vocational qualification.

Of those with a vocational qualification, slightly more are males (54% : 46%).

Figure 9 indicates the change in the qualifications/education of the South Sydney population (over 15 years of age) over the 1976-1991 period.

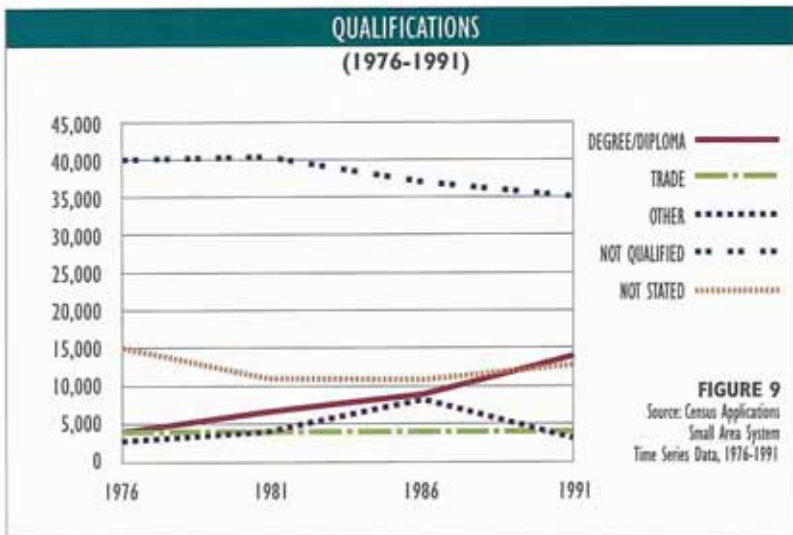
Significantly the graph shows:

- A marked increase in the proportion of the population with a tertiary qualification, particularly since 1986.
- A relatively stable proportion of people in a trade.
- A decrease in the number of people without a qualification, since 1981.

When compared to the data for the Sydney region South Sydney has:

- A higher proportion of people with tertiary qualifications (20%:15%).
- A lower proportion of people skilled in a vocation (6%:10%).
- A lower proportion of unqualified people (51%:57%).

This data indicates a significant trend towards a more highly qualified residential population, especially in the last 5-10 years and reflects the gentrification process taking place in South Sydney and a growing dichotomy within the local labour force.



Incomes

The data on income for people living within South Sydney indicates:

- 72% of people aged 15 years or more living in South Sydney earned less than \$35,000 per annum in 1991 and half of these earned less than \$12,000 per annum.
- Of those earning less than \$12,000 per annum in 1991 the highest proportions were in the 65 plus, 25-34 and 20-24 age groupings (24%, 17% and 15% respectively).
- When considering annual family incomes 40% of families earned less than \$35,000 per annum with 19% earning less than \$16,000 per year and 8% earning less than \$12,000 per year.
- When considering annual parental incomes (ie. families with offspring) 60% earned less than \$35,000 and 56% less than \$30,000.
- 25% of total families with children earned less than \$12,000 per annum.

Significantly these figures compare with:

- An average Australian individual income of \$13,960 and an average NSW individual income of \$14,418, and an average Australian family income of \$34,987 per annum and an average NSW family income of \$36,552.

and indicate the relatively low socio-economic status of the South Sydney community and the extent of poverty within the area.



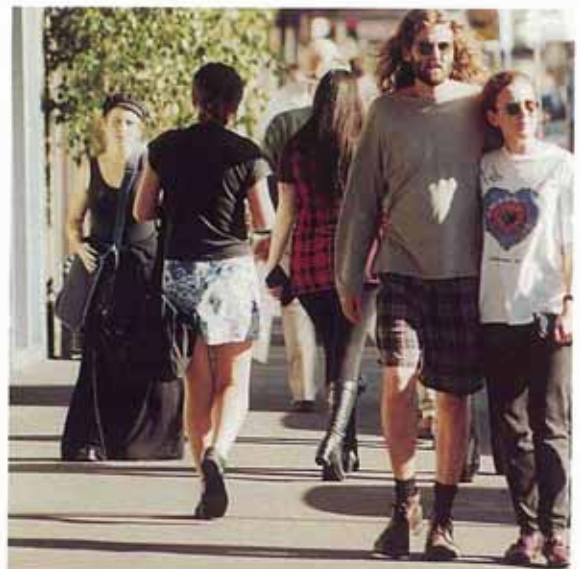
**SUMMARY OF LABOUR FORCE/
EMPLOYMENT TRENDS**

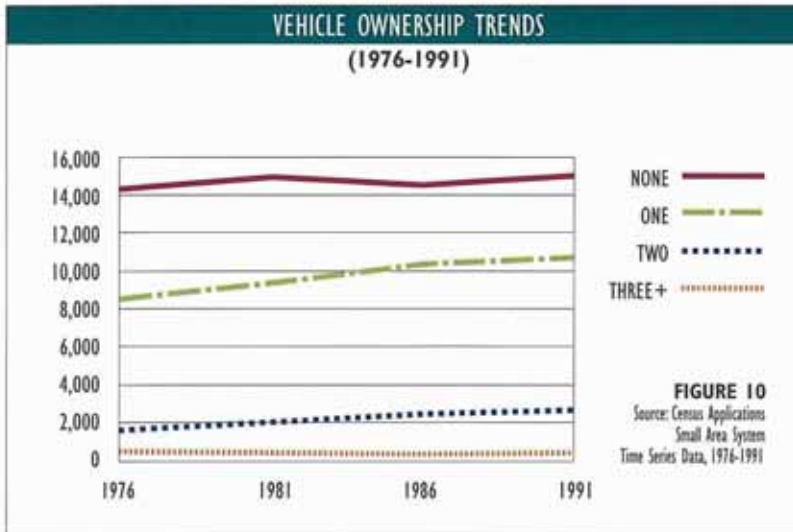
- Analysis of the changes in industry and employment opportunities within South Sydney between 1976 and 1991 indicates a growing dichotomy within the local labour force. At the same time as the number of unemployed persons rose so did the number of employers and self employed people living in the area.
- Changes in the structure of the South Sydney labour force are reflected in the substantial increase in persons living in the area who hold a degree or diploma qualification, rather than a trade qualification.
- The increase in qualified people has occurred at a higher rate than most other inner city local government areas and reflects the gentrification process taking place in the City.
- Industrial areas in South Sydney will remain in the short and long term of regional significance as major employment nodes.
- Resident employment is however forecast to increase by 7% from 35,500 in 1991 to 38,000 in 2006 (Botany West Transport Study) whilst total employment opportunities within the area are forecasted to increase by 36% from an estimated 95,600 in 1991 to 149,300 in 2006 as a result of major expansion proposals around the Airport and Port Botany.
- There is expected to be a redistribution of office development to areas of lower rent further from the CBD and a significant growth in offices servicing airlines and associated industries within this growth corridor.
- There are significant manufacturing and service industries remaining in the area which have a firm commitment not to relocate.
- The traditional role of South Sydney as the 'engine room' of the City between the CBD/ Port Jackson and the Airport/Port Botany is likely to be reinforced in the future.
- A future expansion, rather than contraction, of the area's economic role within the Sydney region.
- The City will remain an important centre for the receiving, storing and distribution of freighted goods received through the air and sea ports.
- The area will continue to develop as a service centre for the CBD and surrounding terminals.
- The continuing increase in industrial land values will see heavy industry leaving the region to decentralised locations, capitalising on their land holding.
- Facilities for office, warehouse, showroom and light manufacturing will be further developed in the area.
- Further potential for high technology centres in the South Sydney region appears very positive.

- The area has locational advantages compared with the established lower North Shore locations where land supply is becoming quite limited.
- The development of the wholesale/factory retail sector is increasing as the textile/footwear, garment and other commercial distributors relocate and develop in South Sydney particularly in the northern sector of the local government area.
- The growth of the tertiary employment sector has resulted in a higher component of office space being incorporated in quality warehouse and industrial developments.
- The trend to redevelop obsolete industrial complexes into modern office/warehouse strata title units is likely to continue. However there has been relatively little redevelopment of industrial land in South Sydney over the last few years. Recent surveys indicate that 4% of the net land in South Sydney is vacant.

ISSUES

- *The trend towards a declining resident workforce within the area has been reversed.*
- *There is a mismatch between employment opportunities within one area and the qualifications/education base of the traditional resident population.*
- *The changing structure of the resident labour force and increasing differences in employment status are heightening inequalities.*
- *Poverty is becoming more widespread and more severe as a result of increasing unemployment and dependency on a social wage.*
- *More employment opportunities need to be created for local residents across a range of industries and types of work.*





I.4 TRANSPORT

Transport and traffic are major issues within South Sydney. These impact on both the quality of the environment and the quality of life of the local population.

The key factors influencing transport in the City are:

- The population, workforce and employment patterns.
- South Sydney's location in relation to major traffic and transport flows and origin and destination patterns.

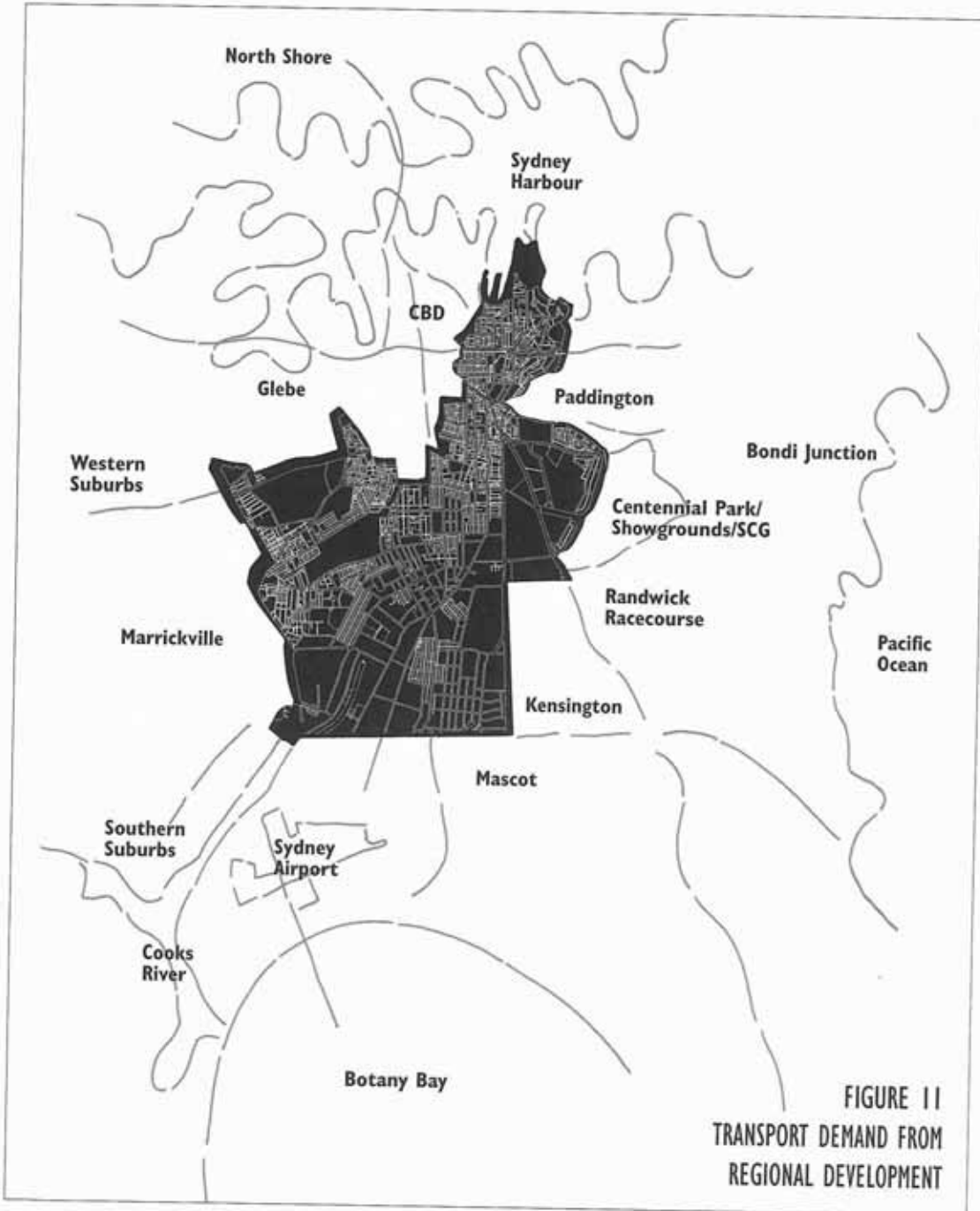
Population, Workforce and Employment

Trends such as an increasing number of residents, more jobs and more people working locally foreshadow an increase in the volume of traffic. This means that transportation will need to become more energy efficient, particularly since private ownership of vehicles continues to increase - although this trend is stabilising.

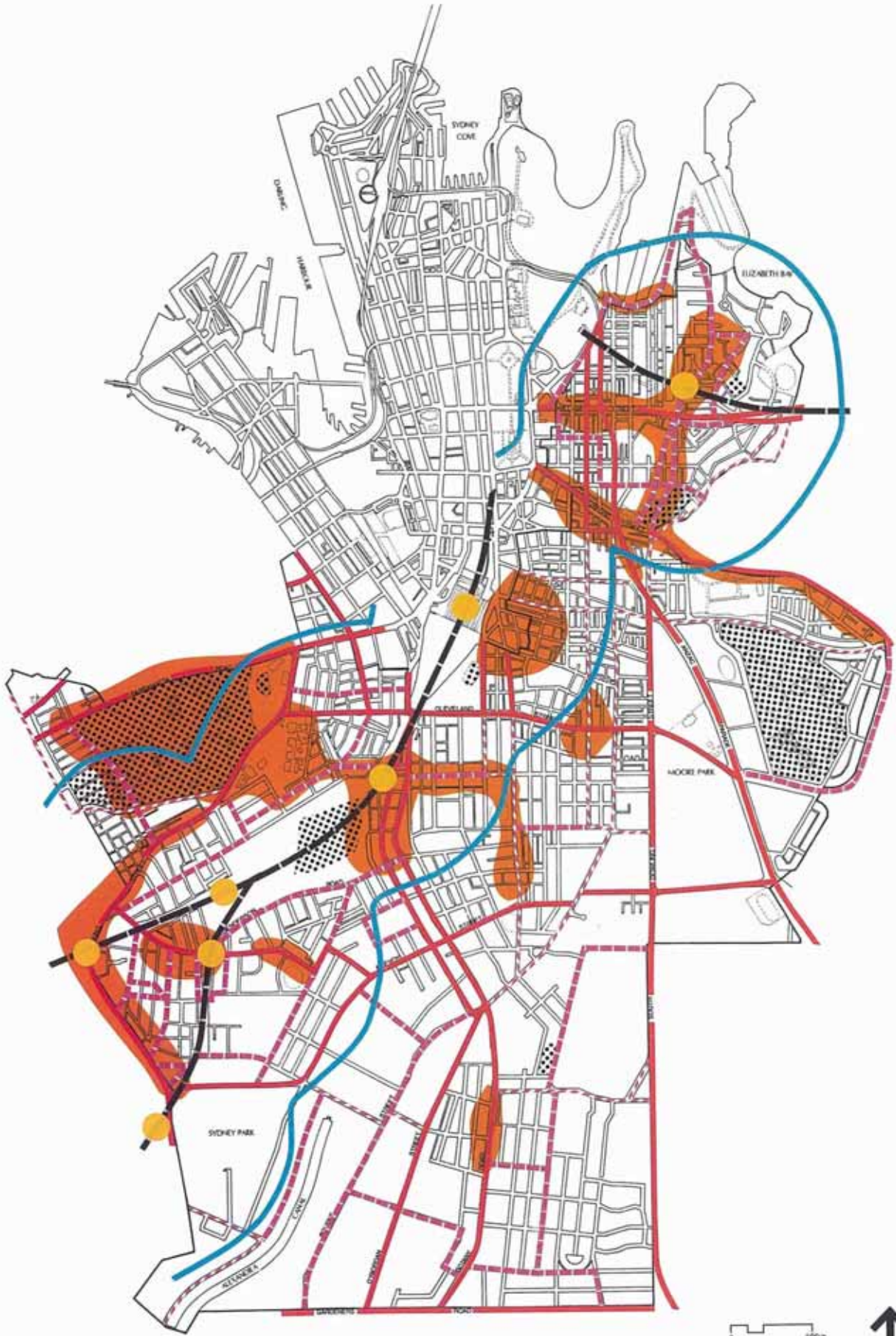
(As at 1991 there was a smaller increase in the proportion of households with one (37%) and two (8%) cars and a decrease in households without a car (45%). Refer to Figure 10.

Transport Flows and Patterns

Cross-regional traffic is a major issue in South Sydney as the City is located at the 'cross-roads' of inner Sydney, the CBD, Bondi Junction, Kingsford Smith Airport and Port Botany. Regional development of Port Botany, the Airport, Eveleigh Railway Yards and possibly the Showgrounds will also increase transport demand in the future. Refer to Figure 11.



MAP 2



KEY EXISTING TRANSPORT

MAP 2



Public transport high access zone



Railway station



Rail line



State road



Regional Road



Collector Road



Major pedestrian generator & attractor



Significant pedestrian precinct



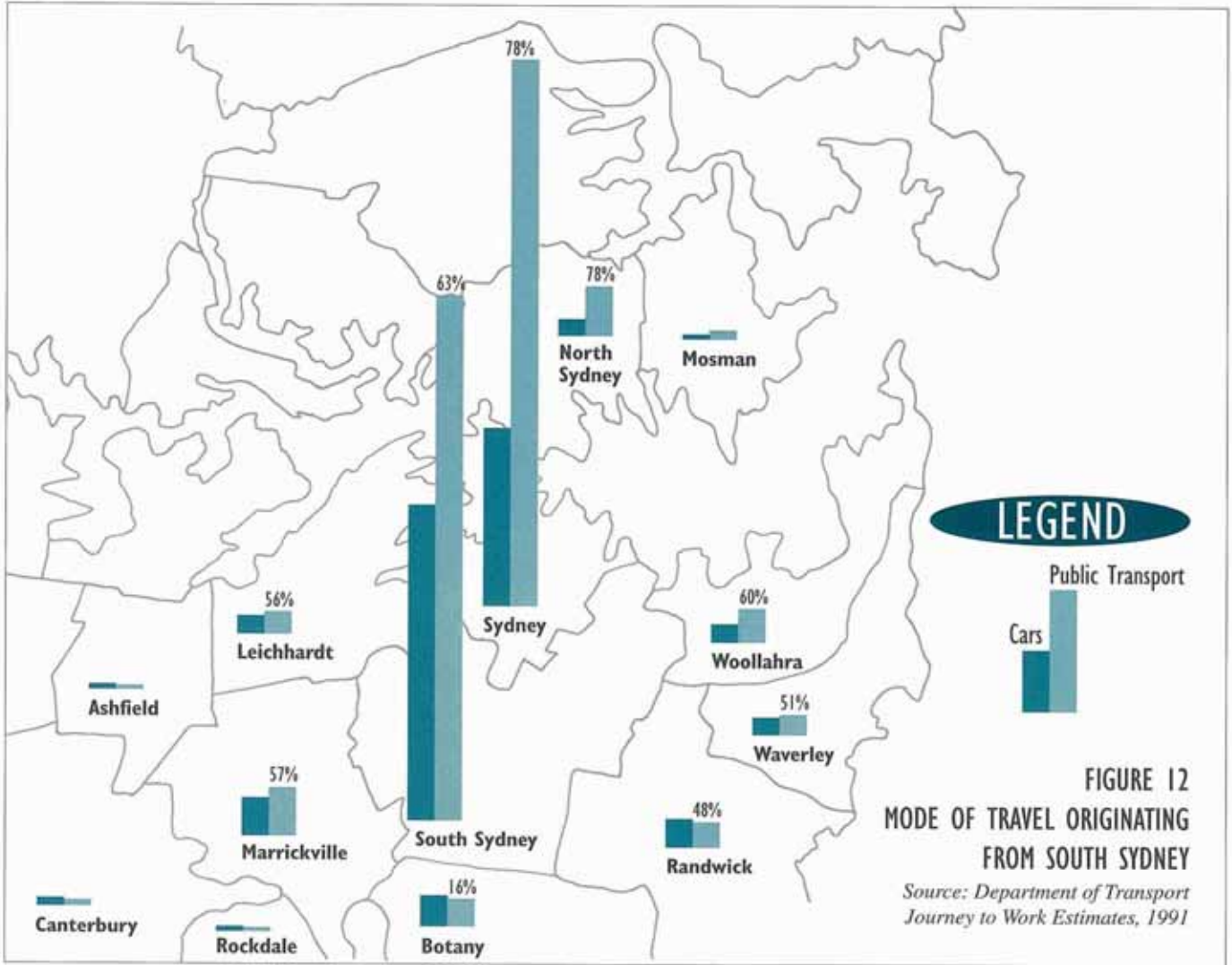
High level of access to public transport within 1 km of railway stations and 500m of a bus stop.

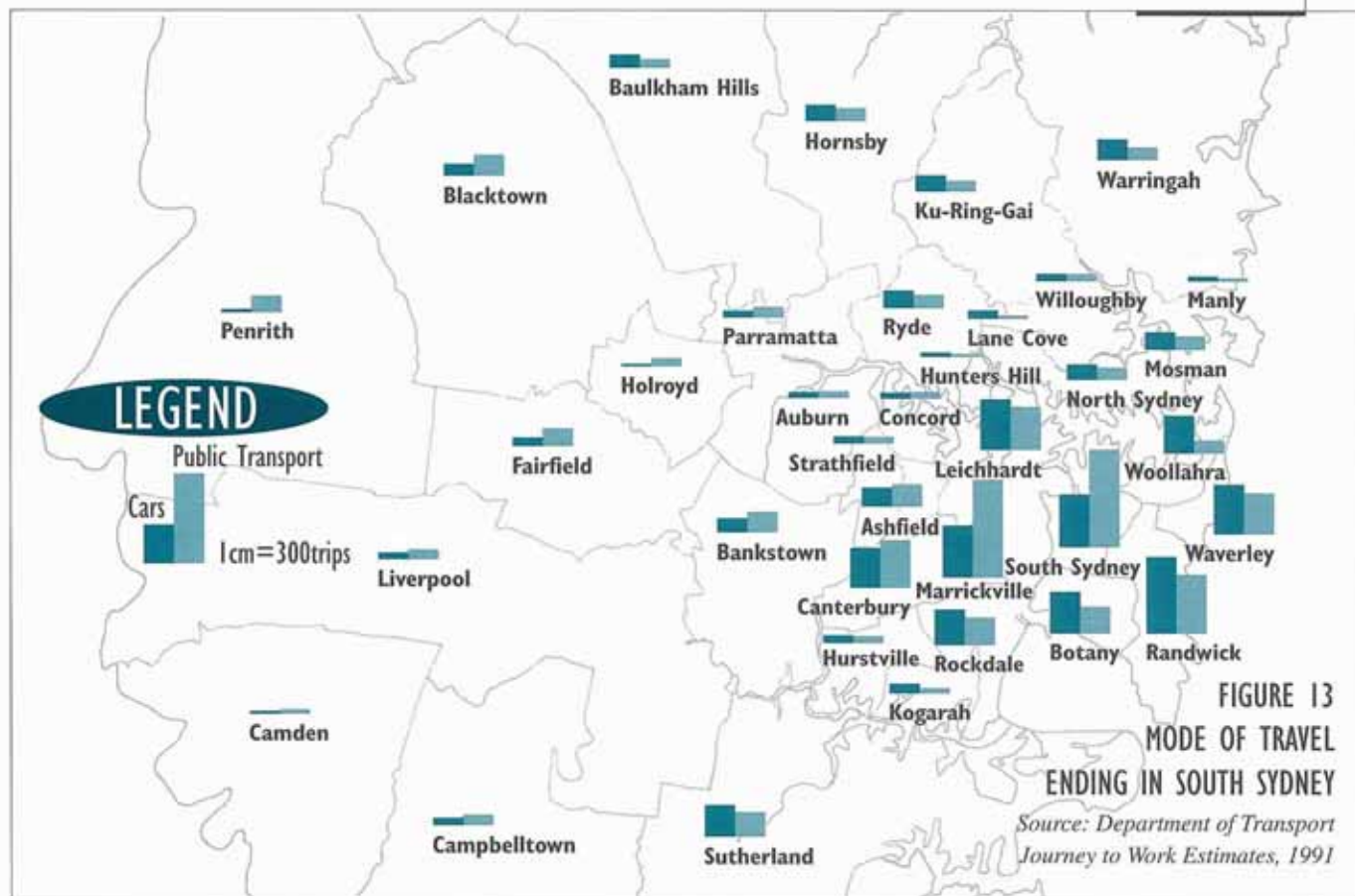
Existing designated road hierarchy channelling state and regional traffic on major roads.

Pedestrian generators and attractors are largely special events, institutions, stations, shopping and entertainment areas.

Areas of high pedestrian activity.







Trips Originating in South Sydney

Trips originating from South Sydney made by car and public transport are shown in Figure 12.

Significantly, the figure shows:

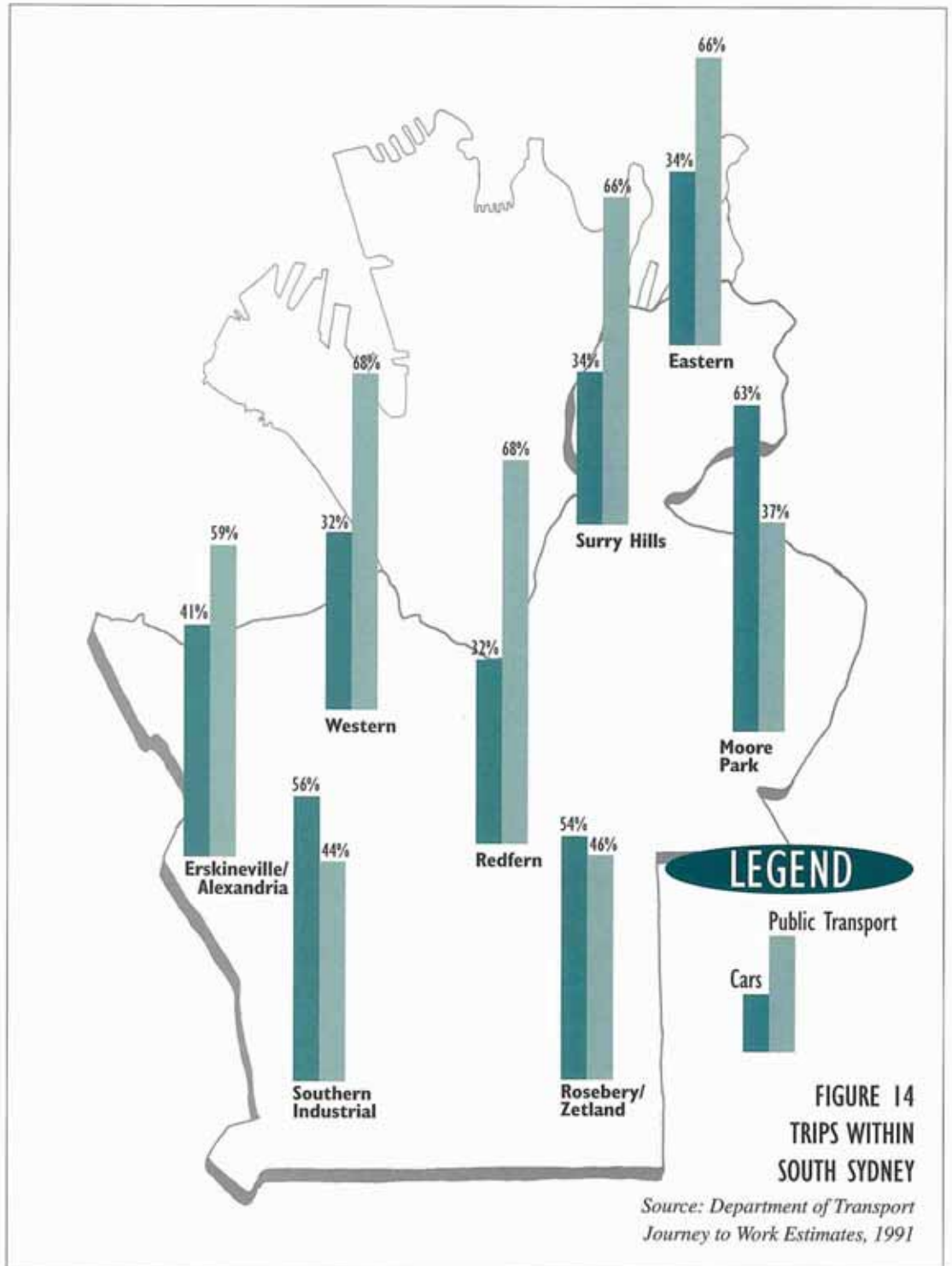
- From South Sydney, trips are predominantly made to Sydney (38%), South Sydney (35%) and Botany (10%) local government areas (LGAs).
- Public transport is used for 78% of these trips to Sydney where parking is restricted and public transport service levels are high. 63% of trips made within South Sydney are by public transport. Only 16% of trips to Botany are by public transport, the remainder being largely by car. These compare with the Sydney regional average of 34% by public transport and 65% by car.

Trips Ending in South Sydney

Figure 13, shows where trips to South Sydney have originated from.

Data available on trips ending in South Sydney indicates:

- 47% of trips ending in South Sydney originate from within the area and adjoining LGAs: South Sydney (12%), Randwick (11%), Marrickville (9%), Botany (6%), Leichhardt (5%), Woollahra (4%). In addition 5% originated from each of the following LGAs: Canterbury, Sutherland, Waverley and Rockdale.
- Private vehicles are used more from the northern and eastern suburbs (eg Mosman 71% by car, Woollahra 66% by car) where car ownership levels are high and direct public transport services are poor.



- Public transport is more common from the west and south west where there is good direct access to the railway line.
- More than half the trips to South Sydney are into the suburbs of Alexandria, Zetland, Beaconsfield and Rosebery, which make up part of the Central Industrial Area.

Trips Within South Sydney

Figure 14 indicates the trips and mode used for travel within South Sydney.

Key features include :

- Public transport is the most common mode of transport for workers living in the Western and Erskineville Districts and for those working in the Northern and Western parts of South Sydney.
- Cars are used more frequently than public transport to the destinations of Moore Park, Zetland and the Southern Districts.

Modal Split

Figure 15 shows the trends in modes used to get to work from South Sydney.

Significantly the graph shows:

- a major decline in the use of buses over the 1976-1991 period.
- an increase in the use of trains.
- an increase in walking to work.
- from South Sydney cars are used by 33% of people travelling to work, public transport by 38%, 23% walk to work and 1% cycle. The incidence of walking and public transport usage is comparatively high by metropolitan standards (1991 ABS).

Traffic

Traffic is one of the major concerns to the community and road users in South Sydney. Increasing volumes, particularly of through-

traffic are causing a deterioration in travelling conditions, air quality, amenity, safety and quality of life.

Figure 16 shows the trend in traffic on major roads in South Sydney:

- King Street and South Dowling Street carry the heaviest volumes of traffic north-south (41,000 VPD and 47,000 VPD respectively in 1991). (VPD = Vehicles Per Day).
- Parramatta Road and William Street carry the most traffic east-west, with 80,000 VPD and 87,000 respectively in 1991.
- Volumes have increased by 30-50% over the last ten years (1981-1991). Parramatta Road has experienced a 47% increase, King Street a 35% increase and South Dowling Street a 34% increase.
- Estimates from the Botany West Transport Study 1991, show that about 65% of traffic on South Sydney roads is through-traffic with neither origin nor destination within the LGA. Refer to Figure 17.
- The road hierarchy for South Sydney designates state, regional, collector and local roads with varying traffic capacity. Most roads are carrying more traffic than is desirable for the road classification.

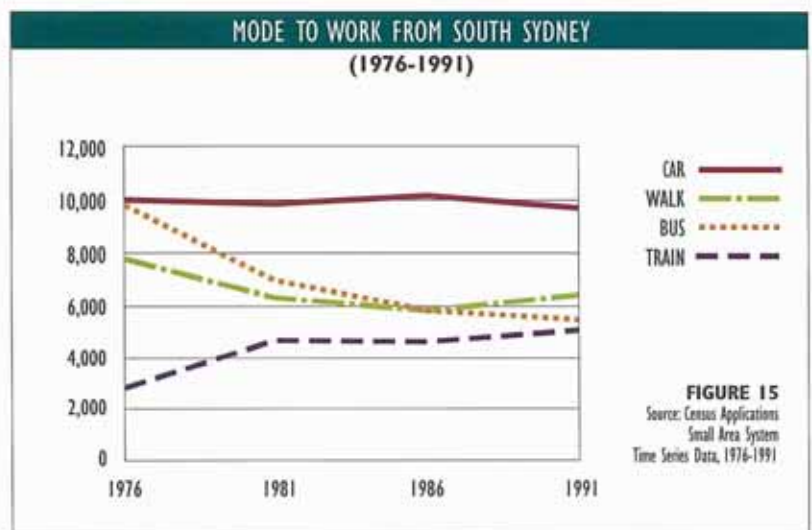
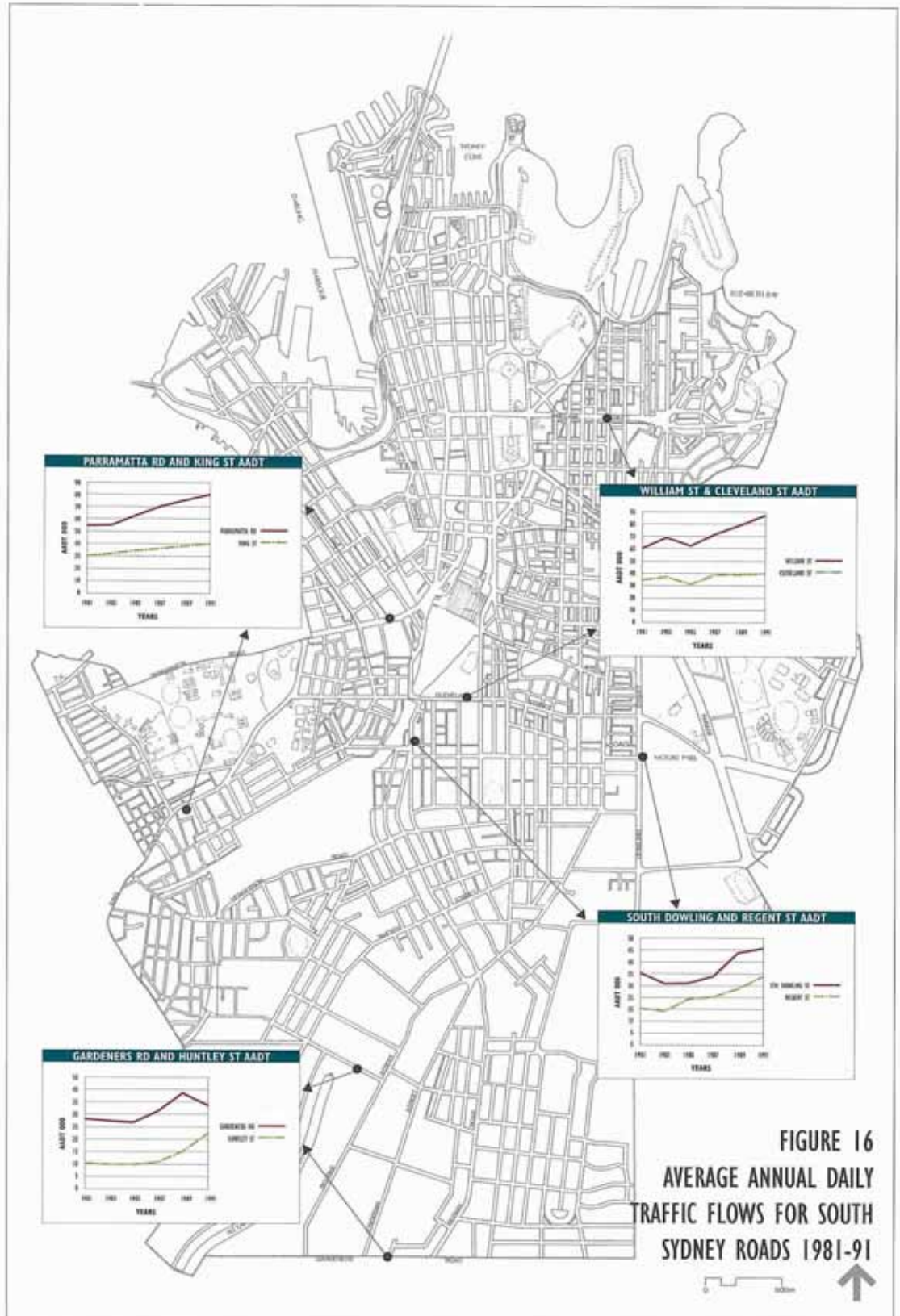


FIGURE 15
Source: Census Applications Small Area System Time Series Data, 1976-1991



Public Transport

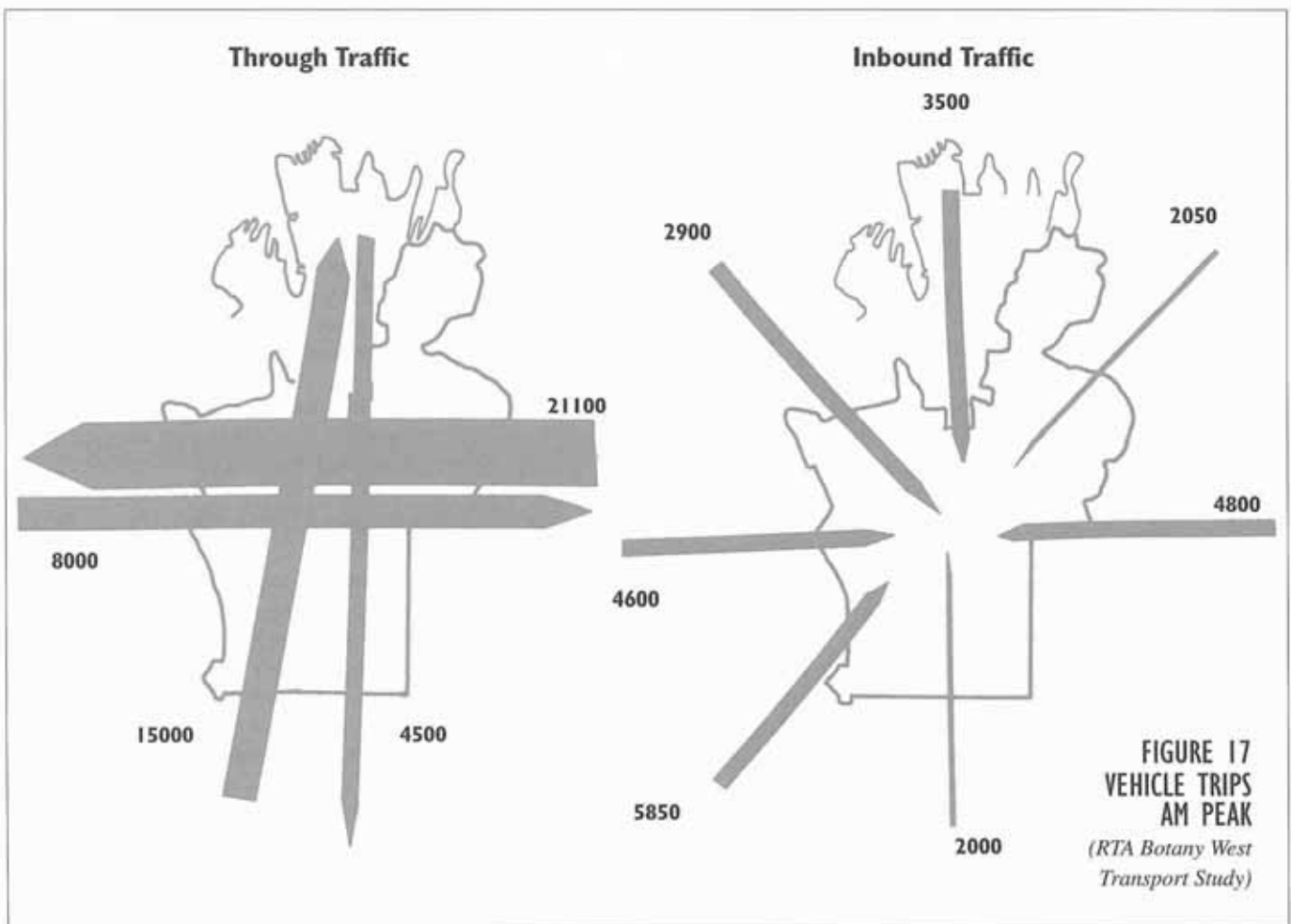
Compared with Sydney as a whole, public transport services in South Sydney are generally good.

There are 8 railway stations within or just outside the South Sydney area where trains connect to the rest of the region. The railway lines run from the Central Business District to the north through the western part of South Sydney and east to Kings Cross. High levels of bus and rail services during the peak cater well for city commuters. However, sometimes through services are often full and not available to local commuters. (Most of South Sydney lies within an acceptable distance of a bus or train service running every 1-15 minutes).

As already outlined, public transport usage into and out of South Sydney is high compared with the Sydney region and varies substantially according to the origin and destination and the level of accessibility by public transport.

• From South Sydney	64%
• Within South Sydney	63%
• Into South Sydney	56%
• Sydney region average	34%

However problems are experienced in relation to cross regional (east-west) travel. Off peak services are generally less frequent and reliable than peak services.



Bicycles

The use of bicycles as a common form of transport is deterred by poor safety and high levels of pollution as a result of sharing roads with motor vehicles.

The Inner City Bike Plan and City of Sydney Bike Plan prepared in 1983 identified opportunities for cycle routes. Some were constructed, but more facilities are needed to improve safety and enable greater use of bicycles. An updated plan is required.

Pedestrians

A number of institutions and major entertainment and recreation venues in the area attract pedestrians, including Sydney University, St. Vincent's and Royal Prince Alfred Hospitals, the RAS Showground, Sydney Football Stadium, the Sydney Cricket Ground and Kings Cross.

Many of the commercial centres in South Sydney stretch along main roads carrying high volumes of traffic. These roads act as barriers to pedestrians and create conflict between pedestrians and vehicles. eg King Street, Oxford Street and Botany Road/Redfern Street, where heavy volumes of pedestrians also access the railway station.

- South Sydney contains 9 of the 25 worst pedestrian accident locations in New South Wales, such as Taylor Square, Darlinghurst.

Parking

- In many parts of South Sydney off-street parking is not available on residential and commercial premises. Competition for kerbside parking spaces is high.
- Whilst a reduction in the parking requirement for new developments may be a way of deterring vehicle ownership, insufficient spaces could also compound the on-street parking situation.

- The majority of shopping centres in South Sydney suffer from a shortage of public parking, made worse by clearway and no standing restrictions on many of the roads through the centres.
- Many existing public parking areas are poorly signposted, poorly lit and not visible from the shopping centres or adjacent major roads.
- Most centres are close to residential areas and parking overflows into the residential streets.
- There is increasing demand for night-time entertainment on Oxford Street and King Street, putting considerable pressure on kerbside parking spaces at a time when resident parking is at a premium.
- Provision of parking can encourage people to travel by car, contributing to the environmental and congestion problems of the inner city area.

Freight

- Sydney's major industrial areas are located close to an industrial spine between Botany and Blacktown.
- Sydney's Central Industrial Area extending into South Sydney, Botany and Marrickville is a major focus of industrial activity and freight transfer terminals.
- Access to main trunk routes serving Sydney is of primary importance to interstate and intrastate road operators.
- Road Transport Future Directions - Report on Options (RTA) discusses a freight route concept linking industrial and commercial centres in Sydney. The features of this concept include the M5 as the main connector to Port Botany, CBD, Sydney Airport and the south-west. The M5 currently ends at Southern Cross Drive, Mascot. Distribution of traffic beyond this point northwards is not clearly defined. As a result, heavy vehicles continue to filter through local streets in South Sydney.

- The demand for modern warehousing, transport and interchange facilities, B-Double trucks and other efficient freight vehicles is likely to increase in the future.
- The impact of heavy vehicles and vehicles carrying hazardous goods through residential and commercial areas is of major concern throughout South Sydney.

SUMMARY OF TRANSPORT TRENDS

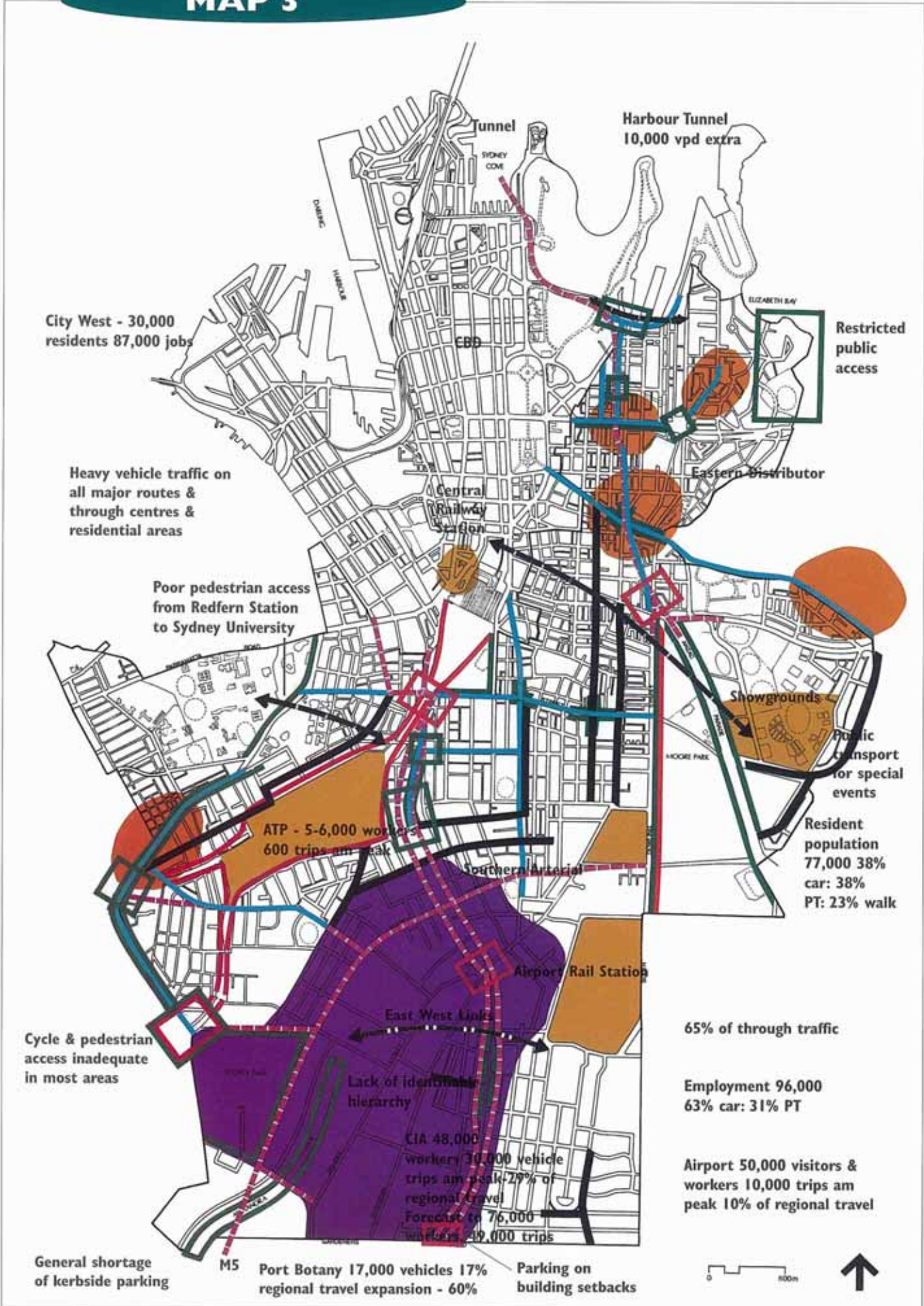
South Sydney's location between Sydney's Central Business District and the gateways to the Airport, Port Botany and the Central Industrial Area results in high volumes of traffic through the City.

- Various regional road improvements are proposed (some of which have been completed by the Roads and Traffic Authority, including the Harbour Tunnel, the Eastern Distributor, the M5 Motorway and the Southern Arterial). Whilst some will improve the road capacity, others will bring additional traffic into the area.
- Expansion of the Airport and Port Botany and other large development sites in the area will generate additional traffic and redevelopment. More employment opportunities will increase demand for work related travel while increasing volumes of road freight will also impact on the area. Increased use of rail freighting is needed.
- Residents and workers continue their high use of public transport, or walking.
- Regional traffic is increasing in volume, making a greater environmental impact on the City.

ISSUES

- *Major regional proposals which could increase the volume of vehicles travelling in, and through South Sydney.*
- *The environmental impact of vehicles.*
- *The intrusion of through traffic.*
- *The interrelationship between transport and urban planning.*
- *The need to increase the use of public transport - to reduce road congestion and pollution.*

MAP 3



KEY TRANSPORT ISSUES

MAP 3

-  Redevelopment
-  Future proposals
-  Major roads through retail centres
-  Poor pedestrian access
-  Special
-  East/west links
-  Pedestrian access restricted by traffic flows
-  Inadequate public transport
-  Through traffic in residential areas
-  Inadequate parking in centres
-  Landscape treatment of edges & junctions



Major regional development likely to generate significant transport demand.

Major future road proposals to improve capacity.

Conflict between through traffic and pedestrian activity results in loss of amenity in shopping precincts.

Pedestrian access to stations and other services should be safe.

Access to facilities is particularly difficult where they are split by busy roads such as Mitchell Road and South Dowling Street.



The South East of the City, including its industrial area suffer most from inadequate public transport. As a result many workers have to use private transport.

Safety and amenity are reduced by through traffic in residential precincts.

Parking in commercial centres is necessary to ensure viability, however this should be balanced with good public transport services.



Landscaping makes the streetscape more attractive and helps to buffer pedestrians from traffic.



1.5 ENVIRONMENT

The City of South Sydney experiences a number of urban environmental problems. The most critical of these include air pollution, water pollution, noise pollution, soil contamination, waste disposal, flooding, hazards associated with the storage and transport of dangerous goods and a loss of natural vegetation.

These problems arise, and are exacerbated, by a number of factors such as:

- The historical patterns of industrial development within South Sydney.
- The strategic location of the City.
- The concentration of different land uses in, and immediately surrounding, the South Sydney area.

They result in significant environmental degradation. Individually and collectively, they require clear and effective management strategies to minimise their impact on the environment - and specifically, environmental quality.

Air Pollution

The concentration of industrial and private vehicles in South Sydney results in a high level of air pollution. Emissions from these sources causes petrochemical smog, urban haze, ozone depletion and the greenhouse effect, all of which impact directly on both the quality of the physical environment and the health of the local and regional communities.

Greenhouse Effect

The emission of particular gases into the environment is causing the depletion of the ozone layer and the gradual warming of the planet, known as the 'greenhouse effect'. The climatic changes associated with the greenhouse effect include a rise in temperature, summer rainfall and sea levels, higher frequencies of drought, and an increase in the occurrence of extreme weather conditions (including heat waves and storms).

Within South Sydney these impacts are likely to be experienced through:

- An increase in flooding.
- An increase in river and soil salinity.
- An overload and overflow of sewerage systems.
- Rising temperatures, leading to more use of air conditioners.
- More mosquitoes and ticks.

In view of the potential severity of the situation, a greenhouse policy has been developed by Council, which aims to reduce the impact of 'greenhouse' on the community and environment.

Noise Pollution

The reduction of noise pollution and, in particular, background noise is a major concern in South Sydney. Background noise has many origins, including traffic, machinery and households.

Noise has been proved to have both psychological and physiological impacts and can result in physical damage, emotional stress and tension.

Water Pollution

Stormwater runoff is a major source of water pollution within South Sydney. Stormwater runoff contains numerous pollutants including litter, plastics, vegetation and organic matter, industrial by-products, oils and grease.

Approximately half of Council's stormwater runoff enters Alexandra Canal and ultimately discharges into Botany Bay.

The problem of stormwater runoff is exacerbated by the nature of industry within the area which sometimes results in chemicals and solvents entering the stormwater system via unauthorised discharges and spillage, either deliberate or unintentional.

Soil Contamination

A number of sites within South Sydney are contaminated with hazardous materials. Without proper management these sites present a hazard to the local community and in many cases are currently leaking pollutant substances into stormwater channels, thus polluting the water system.

Flooding

There are many areas within South Sydney which are prone to frequent flooding. The majority of flood damage is experienced in the commercial/industrial areas within the catchment of Shea's Creek.

A study conducted by the Sydney Water Board in 1991, found that flooding in the Shea's Creek catchment (the largest catchment within the South Sydney area) has the potential to cause extensive damage to residential and commercial/industrial properties in the flood plain.

These factors together with inadequate drainage systems mean that flooding is viewed as a major issue to be considered in planning for the future development in South Sydney.

Waste Disposal

The disposal of waste can be harmful to the environment. The incineration of waste emits carbon dioxide and other gases into the atmosphere while landfill contributes to the build up and leaching of methane and carbon dioxide.

Within South Sydney both options present problems. Landfill sites are scarce, and incinerators (such as the one at Waterloo) present other risks. Ultimately the most effective way to reduce the impacts of waste disposal is to minimise waste itself by recycling materials. This in turn reduces the depletion of renewable resources and the use of energy in manufacturing processes.

Dangerous Goods

The storage and freight of dangerous goods is a significant issue in South Sydney due to the nature of industry within the City and its proximity to residential areas. The Environment Protection Authority (EPA) is proposing to incorporate existing control legislation into one Act, to be known as the Protection of the Environment Act. (Under this instrument companies using dangerous goods will be required to conduct their own environmental audits of goods stored on site and forward the information to the EPA). The proposed 'Right to Know' legislation will enable Council, as well as the general public, to have access to that information.

Council, for its part, is currently preparing a register of sites storing dangerous goods to control existing and new development.

Lack of Vegetation Cover

Relative to other urban environments South Sydney is generally lacking in vegetation, particularly in the southern industrial area of the City.









To address this problem the task is to reinstate the natural environment wherever possible and improve drainage systems to support existing vegetation and prevent further loss. Ultimately an increase in (appropriate) vegetation cover will improve environmental quality through improved natural ecosystems, and will result in benefits such as improved community health and an increase in the diversity of wildlife species attracted to the area.

MAP 4



KEY ENVIRONMENTAL ISSUES

MAP 4

-  Key open space
-  Flood prone areas
-  Major stormwater lines
-  Sea level rise
-  Potentially contaminated sites
-  Open channel & stormwater canals
-  Good access to public transport
-  Major traffic through routes



The City includes a large number of parks. However, as residential densities increase, more parks will be needed.

The topography is mostly undulating. The northern sector includes significant natural basins and amphitheatres. The main ridge runs along Oxford Street shedding rainwater north to the harbour and south to Botany Bay.



A number of flood prone areas exist in the Southern part of the City including; Erskineville, Alexandria and Redfern. These are part of the Shea's Creek Catchment Area. Flooding results largely from blocked drains during peak rainfalls.

Stormwater lines extend through the City. Many of these are old and require upgrading.



Sea level rise as a result of the Greenhouse Effect may affect areas such as Woolloomooloo (which has a high watertable) and Elizabeth Bay in the future.

There are a number of potentially contaminated sites due to the industrial history of South Sydney. Contamination of soil also affects the stormwater channels and canals, as toxic substances drain into the stormwater system and eventually end up in Botany Bay.

The open channel and canal system has the potential to be upgraded more easily than the closed system and can also be used as open space/recreation.

A large proportion of South Sydney is well served by rail and includes 5 railway stations within its boundaries and 2 more on its borders.



Due to its proximity to the CBD, the Airport, the Eastern Suburb sea front and the southern industrial area, the City is subject to a large amount of through traffic causing extensive air and noise pollution.

SUMMARY OF ENVIRONMENTAL TRENDS

There is an increasing community awareness of environmental issues and the need to preserve the environment for future generations.

On a global scale, the Earth's atmosphere is being changed by pollutants from human activities, inefficient use of fossil fuels and the effects of rapid population growth.

ISSUES

- *The potential future impacts of global warming and the greenhouse effect such as increases in flooding, pollution, ozone depletion.*
- *Increasing occurrence of pollution related diseases and ailments.*
- *The impact of environmental problems on community wellbeing and the provision of community health facilities.*
- *Waste management practices.*
- *The transport and storage of dangerous goods.*
- *Noise pollution from vehicles.*
- *Air pollution.*
- *Water pollution.*



1.6 URBAN FORM

The urban structure and form of South Sydney is characterised by a combination of elements, both natural and built. These elements closely relate to each other and combine to give the city its unique physical identity. They can be described under the headings of:

The Setting

Which includes:

- Topographic features such as significant ridge lines, valleys, natural amphitheatres, small hilltops and Harbour foreshores.
- Significant view corridors which provide distant and local images, and are some of the most memorable features of South Sydney.
- Landmarks, both natural and manmade, including Mount Carmel, Moore Park and the Waterloo/Redfern high-rise towers.
- Key built up areas and areas of high visibility such as Kings Cross, Darlinghurst, Surry Hills and parts of Redfern/Waterloo. These provide spectacular backdrops to views from the Harbour and the Domain, Sydney Park, Victoria Park and beyond. See Map 5.

The Urban Structure

Which includes:

- The system of major roads and street patterns.
- The primary and secondary activity centres - focal points, including important junctions and the City's commercial zones.
- The open space network; parks, civic spaces, landscaped corridors and street closures.
- Major institutions including universities, hospitals etc.
- The gateways forming the entry points into identifiable precincts or nodes which often coincide with major junctions.

The Built Form and Thematic Character

Which include:

- Identifiable unique precincts that have a sense of history and distinguishable characteristics in terms of built form, land use and street pattern. These precincts are self contained by the edges identified in the urban structure.
- Building styles and forms.

There is a variety of architectural styles and building types ranging from the traditional Victorian and Federation style terraces, to 3 and 4 storey residential blocks, warehouses, industrial and commercial buildings, including many public structures of heritage significance.

The City's Heritage

South Sydney possesses the oldest suburbs in Australia. The area probably contains the greatest chronological and representative range of terraces in Sydney. The quality of the townscape in many parts of the city is high and has resulted in the designation of extensive conservation areas and many individual items of heritage significance gazetted in Local Environmental Plans.

There are a number of 19th century Victorian parks such as Victoria Park and Redfern Park.

SUMMARY OF URBAN FORM

South Sydney is a highly populated area surrounding the Sydney CBD. It is the oldest inner city urban environment in Australia. History has shaped its details to create a vibrant city, rich in cultural diversity and people.

South Sydney's established patterns, such as the City's setting, thematic character and built form, together give structure and memorable qualities to the urban environment, forming an overall image that collectively contributes to the unique identity of South Sydney.

ISSUES

The need to:

- ***Protect and enhance the setting including views and vistas of the City and from the City, particularly along significant ridge lines and landmarks.***
- ***Reinforce the urban structure, major approach routes and gateways from the airport to the City and to reinforce and enhance focal points and nodes, and to establish a hierarchy of places that serve local and regional needs.***
- ***Protect and enhance the character and identity of local precincts in South Sydney, to enhance special sites and significant street patterns that contribute to the urban form of the City.***
- ***Effectively manage the City's open space resources in a co-ordinated and integrated manner.***
- ***Conserve items of environmental heritage.***

MAP 5



KEY EXISTING URBAN FORM

MAP 5



Ridges



Valleys



Hilltops



Key built up areas



Significant view corridors



Landmarks



Edges



Centres



Nodes



Contributory buildings



Intrusive buildings & other items



Open space



The termination of a district is its edge, a clearly defined visual or physical zone which is shared between districts or precincts, such as Oxford Street or King Street.

Boundaries are linear elements like rivers, railway tracks and elevated motorways.

Centres are generally South Sydney's commercial zones.

Nodes are centres of activity of focal places such as junctions or paths; examples extend from roundabouts to market squares. Nodes usually are perceived as total entities which can be 'entered'.

Settings refers to the formal structure, the mass or external shape of the City. Significant elements include ridge lines, valleys, hilltops, key built up areas, view corridors, vantage points and landmarks.

Landmarks are prominent visual features or objects of the City. They act as points of reference which people experience from outside. Some landmarks are very important elements of urban form. Landmarks enhance definition and identification of the urban environment.

Urban structure refers to important physical elements such as edges, boundaries, centres and nodes.

The Built Form refers to the variety of architectural styles and building types. Contributory Buildings are buildings with some trait or feature existing in significant numbers to influence the overall character of an area. They usually share common architectural features, materials or decorative details. Contributory buildings are important to define a regional or local character which can be used as a guide for further development.

Intrusive Buildings or elements in the urban environment include anything which is considered unsympathetic to the character of the district as a whole. Such visual intrusions may be new buildings, which by their scale and mass, or architectural treatment, are out of character with the buildings around them.

BACKGROUND

SECTION 2

THE STRATEGY PROCESS

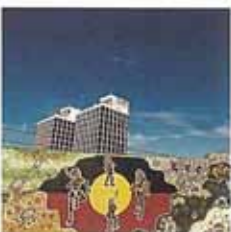
THE STRATEGY PROCESS

“Planning visions, if they are to have any value, must be rooted in the community. People will not own the ‘product’ unless they are involved in the process, understand the problems and take part in the search for solutions. A collective exploration of options and solutions by professionals, bureaucrats and community leaders increases the probability of community acceptance and can lessen the demand for expensive inquiries or litigation.”

Hans Westerman

The South Sydney community has always taken an active interest in the development of the City. This is largely attributed to:

- The history of the area.
- The relationship of the City of South Sydney with the CBD.
- The traditional socio-economic and cultural diversity within the community.
- The complexity of development within an established area.



Some notable examples of development issues taken up by the South Sydney community include the proposals to redevelop the Woolloomooloo and Redfern/Waterloo areas in the 1970's and, more recently, the proposals to redevelop the Woolloomooloo Finger Wharf and the Moore Park/Showground area.

A common feature of these campaigns is that, in many cases, they were formed in response to decision making processes in place at the time, which precluded public input.

To change this trend, Council has gone to great lengths to seek community input towards the development of this planning strategy.

Ultimately this will ensure:

- A planning strategy which reflects the community's vision and is in turn 'owned' by the community.
- A planning strategy which is based on the broader spectrum of expertise and (local) knowledge within the community.
- A new model for decision making processes within Council which acknowledges and values community support, understanding and development.

Community involvement in developing the planning strategy was facilitated through a public participation process which comprised the following:

- Formal responses to the discussion document 'Planning for the Future'.
- Local Area Planning Teams and a Peak Planning Team.
- A wider liaison group.
- Issue based forums.

An overview of these components is outlined below:

Discussion Paper “Planning for the Future”

To initiate the public participation program a discussion paper titled ‘Planning for the Future’ was developed and published in 1991 to stimulate public awareness of, and involvement in, the development of a planning strategy for South Sydney.

The paper, which identified local trends and discussed issues facing South Sydney, was widely publicised. Response to the document was overwhelming and included:

- Comment and support from then Minister for Local Government, Mr Gerry Peacocke. Mr Peacocke viewed the document as one which both Council and the local community could be justifiably proud and considered it to be “a model of strategic and integrated planning which will be keenly examined by other Councils”.
- Over 200 written submissions from community members, organisations/agencies and government departments.
- Numerous telephone enquiries and comments.

These comments were collated and referred to the community planning teams (Peak and Local Planning Teams) which were developed for their consideration.

Local Area and Peak Planning Teams

In 1992, the public participation program involved establishing a series of community planning teams on a local area basis. A peak planning team was also established to oversee and develop issues and strategies identified by the local area teams.

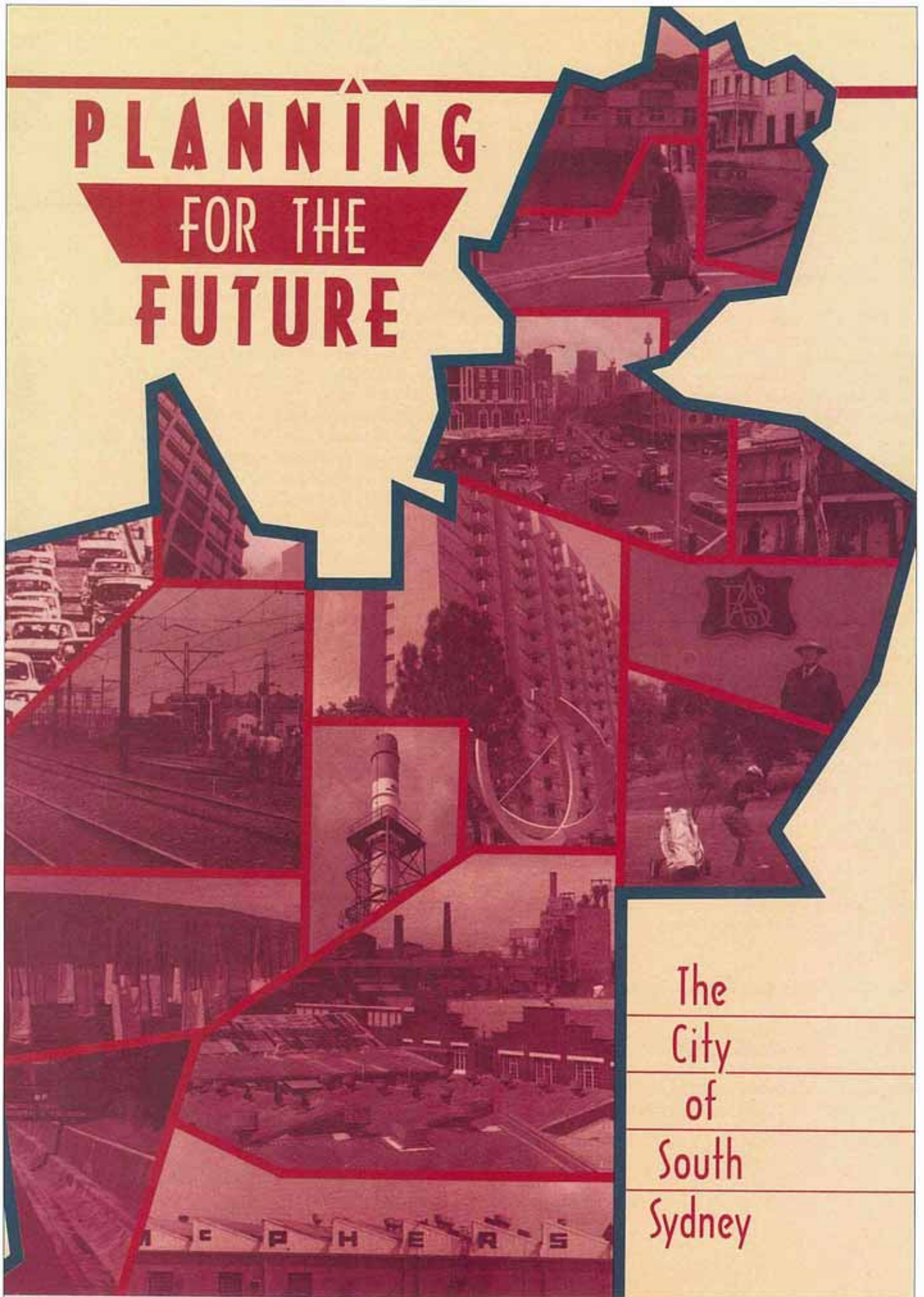
The Local Planning Teams were made up of interested local residents and representatives from various community organisations. The Peak Planning Team comprised approximately 25 people including representatives from local teams and resident action groups, Chambers of Commerce, selected State Government departments (Planning, Transport, State Development), Sydney City Council and our own Council.

The Peak Team was used in response to the need to co-ordinate planning activities within Council as well as externally with neighbouring councils, State government departments and public authorities. The involvement of external organisations was seen as particularly critical to ensure that the objectives of the plan could be achieved when they extended beyond Council’s sphere of control and resources.

The Local Area Teams met on a regular basis, over the April - December 1992 period and the Peak Team met 10 times over the same period, mostly on a monthly basis. A series of background papers were prepared and distributed to team members prior to the meetings to assist them in understanding and analysing various issues.



PLANNING FOR THE FUTURE



The
City
of
South
Sydney

A list of team members is included in Appendix 1 - along with a diagram showing the role of the teams and the process of their meetings and a map showing Area Team boundaries.

The Local Area and Peak Planning Team model was considered highly successful. In all, the teams identified over 500 issues to be taken into account in planning for the future of South Sydney. These were collated into 20 major objectives and some 200 minor objectives. In addition the teams developed a number of strategies in response to these objectives, which formed the foundation of the strategy plan presented in this document.

The Discussion Draft was circulated to Councillors and Peak and Local Area representatives in October / November 1993 and briefings were conducted with each group in order to explain and gain feedback on the draft Strategy. A final Peak and Local Area Planning Team meeting was held on the night of 2 December 1993 at Erskineville Town Hall.

As part of the meeting held with the Peak and Local Area Planning Teams on 2 December 1993, each representative was asked to fill out a questionnaire on their degree of support for the Strategy document overall, its vision, its framework principles, and for each detailed strategy.

In terms of 'overall endorsement', the draft Strategy received strong community support with 91% indicating that they endorsed the document either 'in full', or 'in principle'. Only 5% indicated that they would only support the document subject to 'major changes'. The remaining percentage did not vote. Taken on an 'area basis', the degree of support for the draft Strategy was similar with 71% indicating that they endorsed the Strategy either 'fully', or 'in principle', with the remaining 29% of representatives abstaining from voting on this matter.

Council subsequently adopted the Strategy in principle on 24 August, 1994.

Wider Liaison Group

The facility of a Wider Liaison Group was established to review the work of the Peak Planning Team and clarify outcomes as required. This group included officers from State government departments (other than those involved in the Peak Planning Team), public authorities such as the Environmental Protection Authority and Water Board, and other adjoining councils.

As the process evolved members of the Wider Liaison Group were kept informed of the outcomes of the Peak and Local Area Team Meetings by correspondence.

Issues Based Forums

Allowance was made for issue based forums to be conducted as part of the public participation program. The role of the forums was to provide a space for contentious or controversial issues to be dealt with, which could not be resolved by the Local Area or Peak Planning Teams. Specific forums were held on affordable housing and the State Government's plans for the former Eveleigh Goods Yard Site.

Issues identified and strategies developed in the forums were added to those of the Local Area and Peak Planning Teams. Ultimately the ability of the Strategy to be realised and successful will depend upon the support of the South Sydney and to some extent, the wider community of Sydney. The unique process pursued in developing this strategy has endeavoured to ensure such support.

Following on from the public participation program the issues, objectives and strategies identified were evaluated and developed further in order to prepare the strategy plan. As part of this process other strategies were also identified in response to issues facing South Sydney to ensure a comprehensive document to direct future planning for the area.

PLANNING STRATEGY

SECTION 3

A VISION
FOR THE
CITY OF
SOUTH SYDNEY

A VISION FOR THE CITY OF SOUTH SYDNEY

The public participation program identified a number of key issues to be addressed in planning for the future of South Sydney.

These included:

- The quality of the physical environment.
- The capacity of the physical environment to recover from long term environmental mismanagement.
- The future role of the City in terms of the uses it supports and encourages.
- The implications of environmental and land use factors on community health and general well being.
- The needs of the community (adequate and affordable health and housing and appropriate employment opportunities) as well as the needs of specific groups within the community.
- Public safety.
- The range and quality of services provided to the local community and the accessibility of those services.
- Public participation in decisions concerning the South Sydney community.
- The relationship between the City of South Sydney and the region in which it operates.

In response to these issues the community planning teams developed 20 major objectives. Together, these issues and objectives form the basis of an appropriate 'vision' for South Sydney, based on the local community's perspective. This vision provides the foundation for the development of a strategic plan and an integrated approach to dealing with urban issues and planning for the future of South Sydney.

Essentially the vision can be seen to promote a sustainable City of South Sydney where sustainability embraces the broad spectrum of local community needs as well as a longer term global strategy involving the preservation of the physical environment.

Whilst the vision is concerned with more than simply sustaining the physical environment alone, it recognises the impact of development on the Earth's natural systems and on people's lives. In this context the vision emphasises the need for ecologically sustainable development to ensure the overall well being of the community within South Sydney, both now and in the future.



The three key principles underlying the vision are sustainability, equity and efficiency where:

Sustainability applies to using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained and the total quality of life, now and in the future, can be increased.

Equity applies to the allocation of resources to ensure sustainability and the meeting of community needs (on a prioritised basis).

Efficiency applies to the process of managing resources to implement those decisions.

In order to pursue these principles, it would be necessary for both Council and the community as a whole to adopt the following ethics which have been widely documented:

1. An Environmental Ethic

which recognises that:

- People are as much a part of, and depend on, the earth's ecosystem for food, clean air and water for their survival.
- Whilst technological advancement can improve human life and comfort by satisfying people's needs, it can be detrimental to the ecosystem which can only be harmful to people in the long run.
- Bio-diversity is necessary to sustain a living ecosystem.

In consideration of the above, the vision seeks to protect the City's natural systems (for example, waterways) to ensure the long term viability of the physical environment by planning and developing a city which uses fewer natural resources and, as far as possible, non renewable materials in processes which are energy efficient.

2. A Quality of Life Ethic

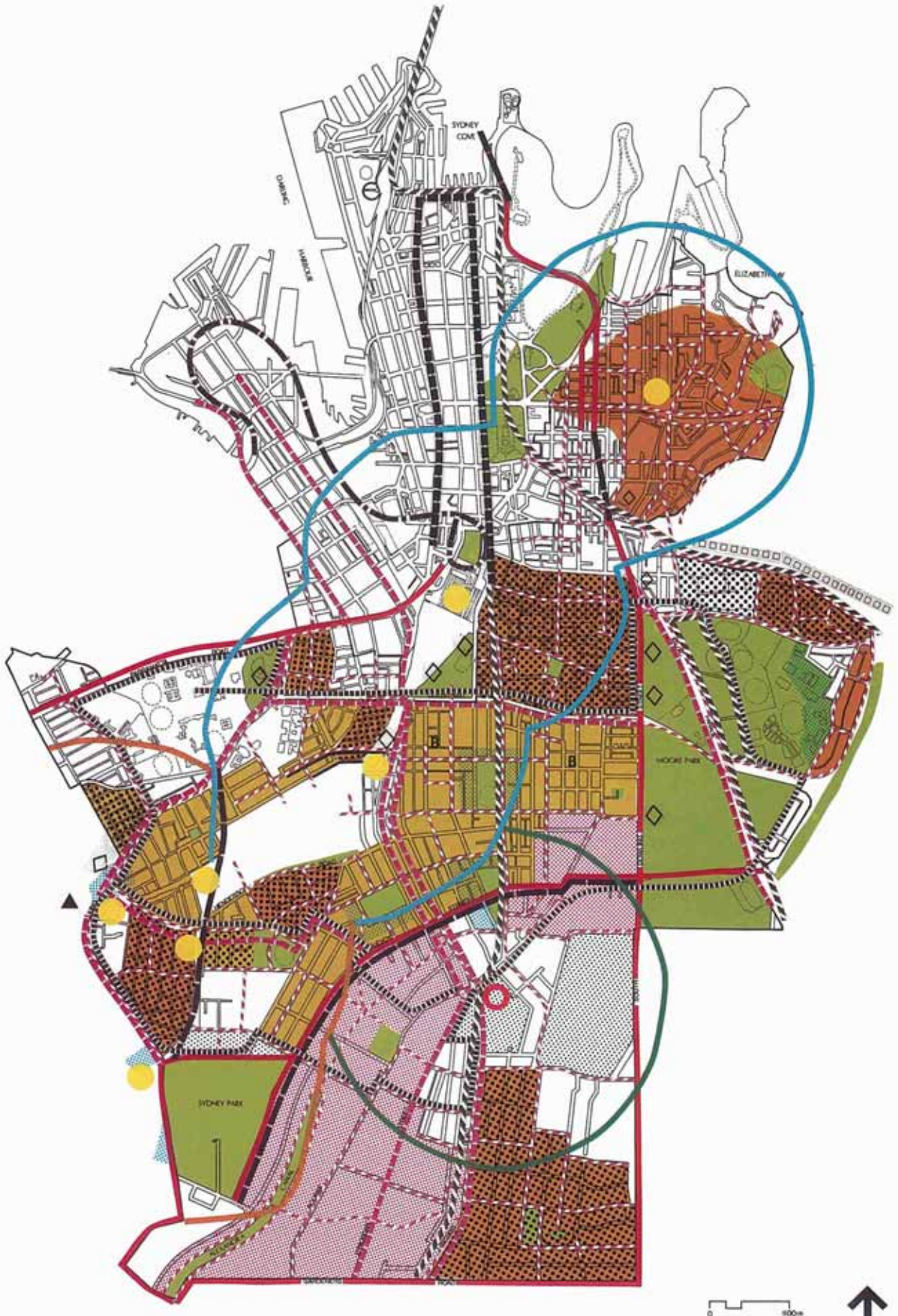
based on:

- The basic inherent physical and psychological needs of people being met by the ecosystem, the man made environment and the social environment.
- People's level of adaptation to social effects and conditions of technical innovation.
- Real personal freedom, defined here as the potential for individuals to pursue their own visions, goals and priorities.

Pursuing the quality of life ethic for South Sydney would require:

- Improving quality of life for local residents by increasing and supporting access to a broad range of community services which are responsive to their needs, and ensuring that development provides for those needs.
- Stressing the importance of urban consolidation, but only when it involves the integration of land use with transport infrastructure and services (including community services).
- Creating an urban environment which is efficient in terms of being liveable and affordable and one which encourages people to do things more simply and economically.
- Managing existing detrimental environmental impacts to ensure they are minimised.









MAP 7






KEY

COMMUNITY'S VISION





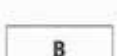





MAP 7

-  Open space network
-  Pedestrian network
-  Mixed uses/ Employment
-  Higher densities
-  Higher densities/ Mixed uses
-  Areas identified as functioning well as community exchange places
-  Preservation
-  Sensitive infill

Road Hierarchy

-  Primary (State)
-  Secondary (Regional)
-  Proposed Tunnel

Public Transport

-  Possible bus loop
-  LRT to be built
-  LRT to consider
-  LRT being considered
-  Local bus services
-  Railway station
-  City - airport link - station
-  1km around station with frequent services (5min. intervals)
-  1km from station with less frequent services (15min. intervals)
-  1km from proposed station

Pedestrians

-  Improve access at key locations
-  Lengthen walk phase at signals
-  Investigate overpass
-  Temporary street closures on Saturdays

OBJECTIVES

- Enforce, promote and encourage development and systems which minimise the use of non renewable resources.
- Promote a healthy environment by eliminating air and noise pollution.
- Increase residential and employment densities in areas which have appropriate built form, character and service levels.
- Accommodate diverse land uses and minimise adverse impacts on the local community.
- Develop an urban design and open space strategy for the whole of South Sydney.
- Identify, co-ordinate and plan for the impacts of regional trends and developments on South Sydney to minimise any adverse impacts and maximise benefits for the South Sydney community.
- Promote development that conserves the natural and built environment.
- Create an environment in South Sydney where public transport is the preferred form of transport and the use of private passenger vehicles is actively discouraged.
- Manage the road system in South Sydney to channel traffic along main routes and restrict through traffic in residential and commercial areas.
- Reduce the number of trucks and impacts of road freight transport in South Sydney.
- Minimise the risks from the use, storage and transport of hazardous materials.
- Ensure that parking facilities are managed so that private vehicle usage is discouraged whilst supporting balanced economic growth and activity.
- Adopt a health plan for the city which recognises and responds to the implications of environmental factors on community health.
- Improve public safety and reduce crime through appropriate design and community action.
- Accommodate and provide appropriate services for groups with special needs.
- Provide a range of appropriate and affordable housing.
- Facilitate and support local employment initiatives.
- Provide for public participation in the planning process.
- Seek additional alternate forms of funding for community facilities and services and urban improvement schemes.
- Provide appropriate accessible and affordable recreation and community facilities.

3. A Management Ethic

Based on an Integrated, Co-operative Approach:

- To provide a mechanism for Council to improve the management of its resources and functions to provide better service for the South Sydney community. This reflects community demand for government decision making to be more open and accountable, and is consistent with the intent of the new Local Government Act in NSW.

A sustainable City of South Sydney would also build upon the essential qualities of a 'peoples' city including:

- Interaction
- Exchange
- Complexity
- Diversity

These qualities, which are most often found in older cities and which were built upon the premise of greater densities, social intercourse and self dependency, are already experienced in some areas of South Sydney including Kings Cross, Surry Hills, Woolloomooloo, Darlington, Redfern, Erskineville and Waterloo.



“The interesting environments of Kings Cross are where residential, commercial and retail becomes confused, where bright lights mix with the unsurpassed views of the Harbour and central business district, where they have the best of both worlds. Within minutes one can be in the City or Double Bay, visit a gallery, go shopping or sit and watch the passing parade. It is the model planners dream of a vibrant city offering human contact as well as the advantages of high rise and high density living with a real community purpose.”

Philip Cox

The rejuvenation of these 'urban villages' with their higher population densities and mixed activities provide the starting point for achieving a sustainable urban form within South Sydney.

The 'vision' capitalises on these unique qualities and strengths to facilitate an urban setting that:

- Is accessible to public modes of transport to reduce car dependence.
- Is integrated and compact, with many activities creating rich and diverse neighbourhoods and places for community exchange, where people are free to walk and cycle in a relatively, safe, attractive and pleasant environment.
- Accommodates balanced economic growth based on sensitive, sustainable development that improves the way urban land is used, reduces congestion and pollution, and has minimal impact on the community and the environment.
- Restores community emphasis, and fosters an ideal of a city belonging to the people.

The vision presents a challenge to both Council and the local community. At the most basic level it requires a change in attitude, reflected in lifestyle, which acknowledges the city as a 'living thing' and something which has a future dependent on, and determined by human activity.

Ultimately it is up to the South Sydney community to encourage a more sustainable city form which improves both quality of life and the environment, and ensures the equitable, effective and efficient allocation of resources to meet the community's needs.

In this sense, the major theme of sustainability adopted by this strategy should be viewed as a logical extension of Council's current commitment to the environment, as exemplified in Council's *Greenhouse Effect Policy Statement*.



PLANNING STRATEGY

SECTION 4

STRATEGY FRAMEWORK

STRATEGY FRAMEWORK

'A Vision for the City of South Sydney' establishes a clear set of directions for the future planning and development of the South Sydney area.

It encompasses the community's views, priorities and solutions to many of the problems facing South Sydney, as well as identifying additional opportunities to facilitate the long term sustainability of the area.

Many of the ideas contained in the vision can be interpreted as part of a much wider environmental consciousness, and thus reflect changing attitudes within the broader community.

The vision can also be seen as both a reflection and extension of public policy directions being taken by government at Federal, State and Local Government levels.

Sustainable development is now widely acknowledged as one of the fundamental goals all Australians should strive for. All levels of Government have signed an Intergovernmental Agreement on the Environment as an indication of their willingness to achieve the national objectives of microeconomic reform and social justice in the area of planning and the environment.

At the National level the Federal Government has initiated several housing and urban development programs, including a number of ecologically sustainable development working parties. More recently, guidelines for urban housing (AMCORD URBAN) have been introduced to facilitate change in urban planning and encourage innovation in solving urban housing problems.

The most substantial initiative for national reform by the Federal Government however has been through the Building Better Cities Program (BBC). The Building Better Cities Program has provided funding of \$816 million, over the last three years, for new initiatives in large scale development projects to be carried out primarily by the State Government in conjunction with the private sector. The NSW Government is developing one such site in South Sydney on the former Eveleigh Goods Yard in Alexandria.

The key objective of the Program is to implement projects and develop co-operative processes between all levels of government to ensure that Australian cities in the future become more equitable, sustainable and liveable.

At the State level, the NSW Government has also been actively pursuing urban consolidation policies to make better use of existing infrastructure, to curb pressure for further urban development in new release areas and to help provide a choice of housing types for people throughout the Sydney region.

In response to evidence of growing environmental pressure on the Sydney region the Sydney Metropolitan Strategy and Integrated Transport Strategy have been developed, prompted by the need to better integrate land use and transportation for the region.

At the Local level, in the face of wider community pressures, a constrained economic climate, the requirements of the new Local Government Act and moves by Federal and State Governments to delegate their social and environmental responsibilities, councils are having to adopt wider roles. They are moving towards reforming their range of functions and their general operations.

This is leading to major workplace reforms including award restructuring, regulatory reforms and a new approach to corporate management and administration to place more emphasis on outcomes and customer service.

In the field of planning and the environment, this includes environmental management, social planning and community development, arts and cultural development, urban design, housing programs and local economic development.

Moves towards regional co-operation between councils through bodies such as Southern Sydney Regional Organisation of Councils (SSROC) and the sharing of resources are also important as a means of allowing councils to accept additional responsibilities and carry out strategic planning. Regional planning initiatives to date include the Regional Greenhouse Strategy and Regional Transport Strategy currently being developed through SSROC, of which this Council is a member. Regional forums such as SSROC continually reinforce the need for local government to provide an integrated and co-ordinated response to issues of environmental sustainability.

A Mandate

The vision developed by the local community, together with directions being taken by government on a broader level give Council a clear mandate to provide for a sustainable City of South Sydney. This mandate forms the main goal of the planning strategy, which is:

“To ensure a sustainable City of South Sydney through the efficient and equitable management and allocation of resources, and to enhance the quality of life and well-being of the local community both now and in the future”.

In order to realise this goal a number of detailed strategies have been developed and combined in a strategic plan. These are grouped under sub-goals relating specifically to South Sydney’s:

- Environment
- Land Use and Transport
- Character and Identity
- Community
- Management

The Planning Strategy is a valuable tool for Council. It provides a mechanism for Council to reassess its functional responsibilities, the priorities arising out of those responsibilities, and the manner in which they are undertaken. Specifically it provides a context for a new and integrated approach to all Council activities by:

- Requiring greater co-operation and co-ordination between the different Council departments.
- Defining new roles for, and reviewing the priorities, of each department.
- Linking Council’s planning activities and functions with its corporate and financial planning processes.
- Setting the overall goals and direction of Council’s Management Plan (now a formal requirement under the new Local Government Act).
- Demanding stronger links between Council and adjoining councils, and State and Federal government departments.

Within this context, it is important that the strategy be viewed as a process whereby Council’s goals, objectives and strategies for the future planning and development of South Sydney are implemented and reviewed on an ongoing basis. It is also vital that the community participate in the reviews and in Council’s long term decision making processes.

PLANNING STRATEGY

SECTION 5

STRATEGY FOR A SUSTAINABLE CITY OF SOUTH SYDNEY

*“To ensure a sustainable City of South Sydney
through the efficient and equitable management
and allocation of resources to enhance
the quality of life and well-being
of the local community both now
and in the future”*

STRATEGY FOR A SUSTAINABLE CITY OF SOUTH SYDNEY

5.1 ENVIRONMENT

GOAL

Promote and where possible, enforce development and systems which improve the quality of air, water and soil, which minimise the use of non-renewable resources and waste generation and which generally adopt a 'healthy cities' approach to minimise health and safety risks in the City.

The challenge for future planning of the environment is to improve management of natural and built environments at all levels of operation and to bring greater ecological awareness to bear on decisions about the environment. This will ensure that the environment is more self-sufficient and conducive to physical and mental health, and that natural resources and non renewable energy sources are conserved. The aim of this challenge is to assist human settlements to survive through severe environmental fluctuations and develop a culture that encourages human fulfilment and well-being.

It is becoming increasingly evident that the Greenhouse Effect should be of concern to everyone. The implications of global warming are likely to bring about considerable change to the local environment, and everyone will be forced to think about the way they live and interact with the environment.

The city draws on its resources for water, food, energy and fuel from well beyond its boundaries. The city also produces pollutants and waste that impacts on regions beyond its boundaries. By responding to these global concerns and acting locally, this strategy aims to decrease the environmental impact of the city's functions and activities on the greater region and increase its self reliance whilst promoting a culture of community well-being.

South Sydney, like any other urban environment is an integral part of the earth's ecosystem. It includes a range of natural and semi-natural features such as Harbour foreshores, drainage catchments that relate to the natural topography, and vegetation.

In its endeavour to meet the challenge South Sydney City Council has prepared the *Greenhouse Effect Policy Statement*. This Strategy aims to reinforce and facilitate the implementation of the Policy Statement by integrating it within a broader framework that addresses other planning concerns and inter-relating factors which affect both the physical and social environment. This means for example linking energy consumption to patterns of settlement and urban density, and linking drainage problems to opportunities for improvements to open space and recreation.

It also means achieving environmentally responsible design in all areas of development to significantly reduce fossil fuel consumption, pollution and environmental degradation, by applying the following guidelines for buildings:

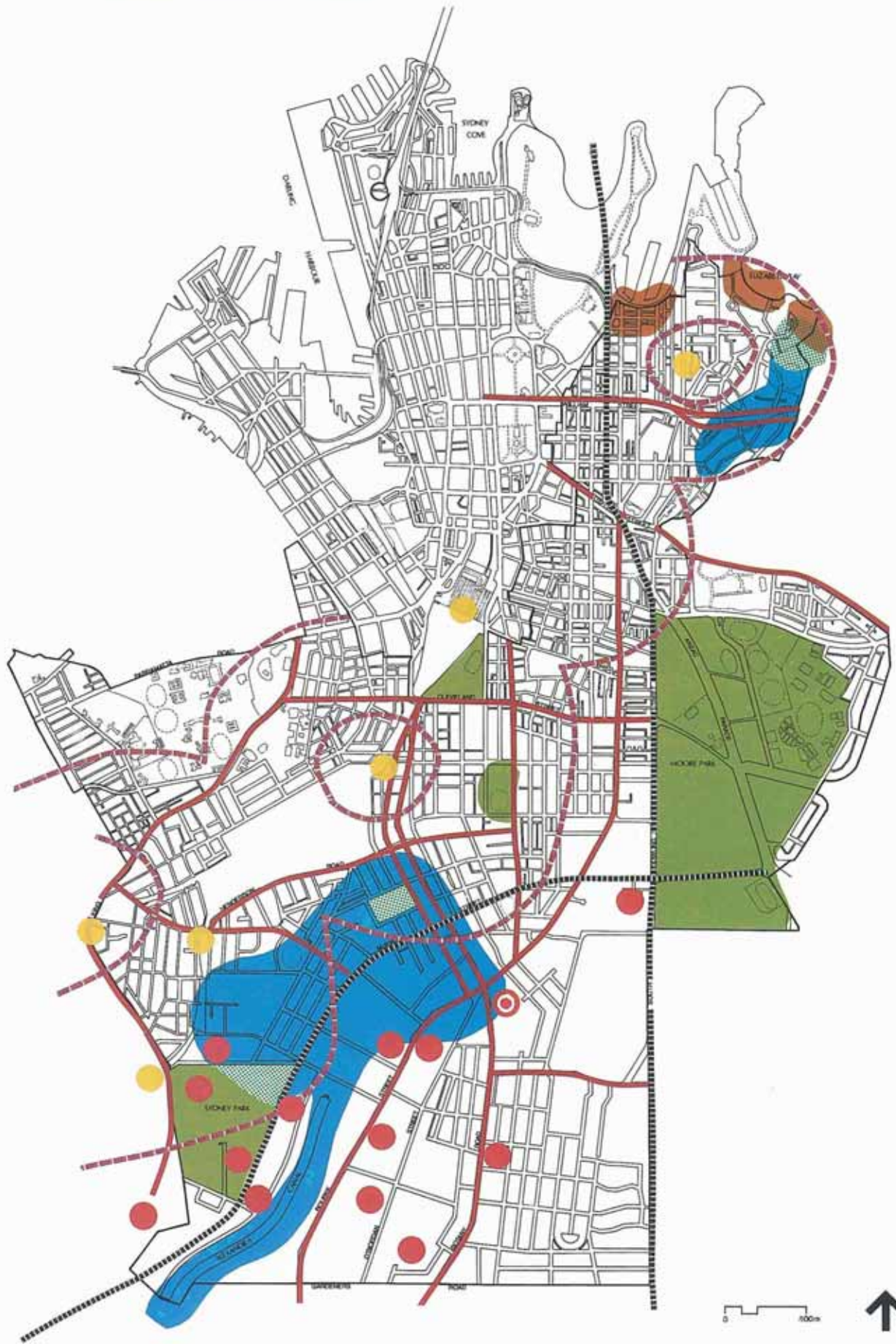
- Require energy efficient building design and the use of local renewable energy sources - such as sunlight, wind, bio-gas and gravity for heating, cooling, lighting, hot water and cooking - to make every development self-sufficient in terms of its energy consumption.
- Use construction materials which are either second hand or made from renewable resources, can be recycled and are of long lasting quality.
- Undertake environmental impact studies and environmental auditing to estimate and minimise the environmental impact of buildings and other developments resulting from the manufacture of construction materials, energy consumption, waste production and usage.
- All useable by-products should only leave a site in a form that can be reused and utilised as a resource again (reduce, reuse, recycle).

To take Council's Greenhouse Effect Statement further, a Total Environment Management Strategy is proposed, to complement other strategies covered in this document and aim for a healthier and more self sufficient environment by addressing the following issues:

- Air, noise and water pollution
- Land contamination
- Energy efficiency and thermal comfort
- Recycling and waste minimisation
- Flood mitigation



MAP 8



KEY ENVIRONMENTAL STRATEGIES

MAP 8



The Incinerator



Monitor pollution levels



Identify contaminated sites



Redirect through traffic



Enhance railway stations & surrounding environs



Higher density development around railway stations



Flood management



Open space



Sea level rise



Open space/flood management



Seek alternatives to the process of burning waste.

Establish monitoring stations in key areas and on major routes in the City.

Prepare a register of contaminated sites and conduct soil tests.

Redirect through traffic away from sensitive areas such as residential and special use areas.

Improve pedestrian access to railway stations to encourage use of public transport.

Facilitate higher density development and discourage the use of private vehicles.

Improve the use of waterways and prepare flood management plans for affected areas.

Encourage the dual use of drainage and open space, and co-ordinate with an overall open space plan.

Monitor sea level rise and prepare guidelines to address potential flooding that may result.



OBJECTIVE - AIR POLLUTION

Reduce air pollution from industries and vehicles in the city and ensure local residents are protected from health hazards and loss of amenity due to air pollution.

Strategies:

- EN1 Promote less use of vehicles in the City and control heavy vehicles, by appropriate zoning, curfews, heavy vehicle routes etc, to protect land uses such as schools, pre-schools and churches and residential zones.
- EN2 Lobby the Environment Protection Authority (EPA) to ensure all residents have access to information on ambient air quality which is easy to understand.
- EN3 Lobby the Environment Protection Authority to establish air quality monitoring stations throughout the City on a district wide basis including carbon monoxide monitoring stations in strategic locations to determine levels of pollutants from car emissions.
- EN4 Lobby the Southern Sydney Regional Organisation of Councils (SSROC) to promote air quality monitoring stations throughout the region.
- EN5 Ensure all new developments provide information (with development applications) concerning the type, quantities and potential environmental impact of air pollutants to be generated by that development.
- EN6 Ensure Council staff are adequately trained to assess development proposals for environmental impacts of this nature.
- EN7 Initiate waste minimisation campaigns and seek an alternative to the high temperature burning of waste by investigating the option of closing the Waterloo Incinerator.

OBJECTIVES - NOISE POLLUTION

Reduce noise pollution in the City and ensure a reduction in existing levels of background noise.

Reduce heavy vehicle and traffic noise in residential and commercial areas (whilst maintaining high standards of design and streetscape quality).

Investigate and solve all noise complaints received by council from non-scheduled premises by enforcing the provisions of the noise control act and regulations.

Strategies:

- EN8 Prepare guidelines for developers and residents which include noise level targets and noise attenuation measures for existing and proposed residential and commercial developments.
- EN9 Lobby the Environment Protection Authority to monitor noise levels on major roads in South Sydney, identify noise affected areas and 'black spots' and prepare development control plans to mitigate excessive noise levels in adjacent developments.
- EN10 Prepare performance criteria to restrict the noise levels of industrial areas which are adjacent to residential areas.
- EN11 Provide training for relevant Council staff to ensure proper assessment of development proposals and that appropriate information is given.
- EN12 In conjunction with SSROC, prepare route maps for heavy vehicles and sign post the routes, to reduce through traffic in affected areas.
- EN13 Investigate the use of restrictions to control the weight, hours of use, and types of vehicles used in particular locations.

EN14 Ensure Council departments actively promote, by example, good practice under the noise control guidelines.

EN15 Investigate the following options to reduce traffic noise.

Vehicular Movement Management Options:

- Establish weight limits (eg 3 tonnes) on residential streets.
- Enforce truck curfew hours and restrict commercial deliveries between 12 noon and 5.00am in appropriate locations.
- Improve road surfaces to minimise noise when resources are available.
- Generally direct through traffic away from residential precincts.

Planning and Building Design Options:

- Consider noise implications from the generation of traffic after hours facilities in new development applications.
- Separate sensitive land uses from sources of traffic noise by use of setbacks, open space and the like. Land which is noise affected can be zoned for uses which are noise tolerant. (The options using separation by setbacks are clearly demonstrated in Lang Road opposite Centennial Park. This principle could also be applied to land opposite Sydney Park on Mitchell Road, for example, where the sloping terrain could also be put to advantage).
- Use existing land forms to shelter noise where possible.
- Locate noise sensitive land uses and spaces in appropriate locations (for example, locate schools and hospitals away from major roads, plan bedrooms and recreation areas to the rear of dwellings).

- Consider using landscaped open space and earth mounds as noise buffers adjacent to major roads where possible (such as the proposed east west link along Euston and McEvoy Roads).

- Promote the use of specialised building design and appropriate materials which can significantly reduce noise penetration of buildings, such as cavity walls, parapet walls above roof lines, insulation, double glazing and landscaped footpaths or forecourts where appropriate.



OBJECTIVE - WATER POLLUTION

Reduce pollution of the City's waterways by actively promoting more responsible and sustainable use of the waterways and by enforcement of the Clean Waters Act and regulations.

Strategies

- EN16 Prepare plans and guidelines to promote better/cleaner use of Council's waterways, canals, stormwater channels and Harbour foreshore for existing and new developments.
- EN17 Prepare plans and guidelines for all industries adjacent to stormwater channels and canals to promote better use of these spaces and, where possible, combine drainage and recreation uses.
- EN18 Encourage on site drainage of all new developments and prepare guidelines for developers.
- EN19 Assess the environmental impact of new developments with respect to potential water pollution, through the development application process. (Ensure adequate pollution control equipment is installed to all new developments that are likely to create water pollutants).
- EN20 Adopt the Department of Planning Circular C.20 guidelines on the dual use of drainage and open space.
- EN21 Adopt the Sydney Coastal Council's Stormwater Pollution Control Code for Local Government.
- EN22 Investigate options to improve water quality and amenity in Alexandra Canal and to generate local reserves of natural habitat with boardwalks and tracks for recreation.

OBJECTIVE - HARD CONTAMINATION

Pursue all available means for safe decontamination of identified sites and avoid further site contamination as a result of industrial or commercial development.

Strategies

- EN23 Prepare a register of contaminated sites and implement controls to ensure sites are decontaminated when new development occurs.
- EN24 Ensure all potentially contaminated sites are investigated prior to any redevelopment, with responsibilities for this resting with developers.
- EN25 Lobby the Environment Protection Authority to provide advice and, where appropriate, conduct soil tests of major industrial sites.
- EN26 Require developers to carry out an Environmental Safety Audit by condition of consent where a change of use from a site which could be contaminated is to occur.

OBJECTIVE - ENERGY EFFICIENCY AND THERMAL COMFORT

Promote energy efficient building design and practice, to reduce the use of non-renewable fossil fuels for energy. Minimise air pollution and the emission of greenhouse gases, in particular, carbon dioxide.

Strategies

- EN27 Ensure all new building additions and alterations adopt energy efficiency principles in accordance with the guidelines established by SSROC. Establish performance criteria and minimum standards for all new developments.
- EN28 Prepare development control plans for all building types to assist the development control process.
- EN29 Provide public information to promote the use of energy efficient household, commercial and industrial appliances and practices.
- EN30 Use available assessment tools such as the Domestic Thermal Assessment Program to promote and assist in the development and building control process and examine opportunities to require energy audits for large scale commercial developments.

OBJECTIVE - RECYCLING AND WASTE MINIMISATION

Manage an efficient system of water disposal and in the long term eliminate waste by reducing, reusing and recycling all resources.

Strategies

- EN31 Lobby State and Federal government bodies to take further steps to assist local Councils to address waste management problems.
- EN32 Review Council's collection frequency for domestic garbage.
- EN33 Educate the public to take more responsibility as individuals for more effective recycling and waste management.
- EN34 Continue to participate with other Councils on a regional basis to establish recycling facilities.
- EN35 Adopt as a goal a 50% reduction (per service per household) in the amount of waste disposed by the year 2000 by maximising the separation of recyclables from the waste stream, and by implementing public education programs. This will be monitored at regular intervals to determine rates of implementation.
- EN36 Lobby State and Federal Governments to provide economic incentives for the recycling industry.
- EN37 Lobby packaging manufacturers to reduce (at the source) the amount of packaging in the waste stream (especially plastics).
- EN38 Investigate alternative options for waste minimisation (such as the possibility of prohibiting excessive plastic packaging within the city).
- EN39 Continue to lobby the State Government to investigate and research alternative methods of waste disposal other than incineration.

OBJECTIVE - FLOOD MITIGATION AND ENGINEERING WORKS

Reduce the potential for flooding and generally improve the efficiency of the City's water system.

Strategies

- EN40 Prepare total catchment management plans for catchment areas in the City.
- EN41 Undertake a flood study to investigate the implications for land use control and zoning plans.
- EN42 Introduce a range of flood mitigation measures for all new developments in flood prone areas, including raising floor levels, increasing channel capacity, introducing dual drainage and recreation surfaces, reducing the extent of hard paving and providing on-site retention basins.
- EN43 Carry out assessment procedures using State Government guidelines for flood plain development.
- EN44 Investigate the introduction of large on site retention ponds in critical areas such as Ashmore Estate. Use them also for recreation.
- EN45 Prepare plans and guidelines to promote better/cleaner use of Council's waterways, canals, stormwater channels and Harbour foreshore for existing and new developments.
- EN46 Prepare plans and guidelines for all industries adjacent to stormwater channels and canals to promote better use of these spaces and, where possible, combine drainage and recreation uses.
- EN47 Encourage on site drainage of all new developments and prepare guidelines for developers for the use of pollutant trap devices and settlement tanks.
- EN48 Develop an improvement plan financed through developer contributed funds, for the provision of retention basins.

5.2 LAND USE AND TRANSPORT

GOAL

Develop a sustainable environment whereby activities are located close together and walking, cycling, public transport and sharing private vehicles are the main modes of travel.

Cities like Sydney have evolved to maximise exchange between people. As Sydney has grown and values changed, distances between activities have increased and more space has been consumed requiring the city to be modified accordingly.

As a result, the Sydney region as a whole is characterised by dispersed activities, inefficient use of land resources and a growing emphasis on transport systems which are costly to run. Large amounts of valuable land are consumed by roads. In addition they are wasteful in terms of time, congestion, pollution and energy resources. This leads to a deterioration in the quality of life, increasing social isolation, access difficulties and increased stress levels.

If this pattern of growth continues, South Sydney will become increasingly inefficient and the quality of life and our environment will be unsustainable for future generations.

It is now important to reconsider how to guide future growth of our city in a way that will:

- Maximise the use of the City's resources and preserve the environment for future generations.
- Improve the quality of life and the way the City functions.

It is possible to achieve a more compact and better structured city to provide choice and diversity by integrating land use, transport and services, to ensure all activities are easily accessible and the urban form and activities at a local scale are consistent with the regional and global goals of preserving our environment. The principle ways of achieving these goals is to pursue integrated urban consolidation policies including:

1. Sustainable Transport Strategies

Land use and transport patterns must be integrated to minimise the need to travel and the utilisation of scarce land and energy resources. To reduce the environmental impacts of travel (emissions, congestion, safety, noise, energy consumption etc), emphasis should be on using more sustainable forms of transport for the community's access requirements.

In order of environmental priority these should be: walking, cycling, public transport and multiple occupancy of vehicles in lieu of single use of motor vehicles.

To improve the quality of the local environment and revitalise inner city living traffic needs to be reduced in local streets and accommodated on a regional road network.

Distances carried by freight should also be minimised and priority given to rail freight where possible.

2. Mixed Use Strategies

In South Sydney there is scope to provide a more integrated mix of housing, employment, education, retailing, medical, entertainment, service and recreational activities and improve access between them.

This can be achieved by:

(i) Ensuring major residential, employment and service activities are all located within or just outside the area.

(ii) Extending the areas of mixed use zones.

Compatibility between uses must still be assessed. Those uses clearly not compatible can be separated by buffer zones, (such as separating residential and heavy industrial by a light industrial/commercial zone). Otherwise, different types of mixed use zones can be introduced and activities assessed according to environmental performance standards.

3. Growth in Locations Supporting Sustainability

The use of regional resources can be maximised and the quality of life improved if future development is concentrated around regional services and activity centres. This also ensures that access to employment, recreation and services is maximised with a minimal requirement to travel.

The greatest potential is found around environmentally sustainable transport modes (public transport - where pedestrian and cycling networks also meet), large open space and recreation areas and established commercial centres.

Guidelines are required for any future concentration of development where pedestrian and cycling networks also meet, to ensure compatibility with the existing environment. This should also apply to any large sites with major redevelopment potential.

OBJECTIVES - PEDESTRIAN NETWORKS

Encouraging people to walk more by developing a network of walking routes with facilities and traffic management controls, to create a safe and pleasant walking environment which will bring health benefits and increase opportunities for social interaction.

Strategies:

Refer to Pedestrian Network Map - Map 9

LT1 Develop a pedestrian plan in which regional and local pedestrian routes are identified and published, which link schools, public transport, neighbourhood centres, open space, quiet, safe streets and major residential, heritage, commercial and employment areas.

LT2 Provide facilities along the routes including maps of the pedestrian plan which show the network of the walking routes, trees offering shade in summer, seats, shelters, security facilities, lighting, water fountains, contrasting paving at key pedestrian nodes, traffic calming and pedestrian priorities at major road intersections.

LT3 Prepare pedestrian management plans in conjunction with the Road and Traffic Authority for sites of high pedestrian activity including Taylor Square, Darlinghurst; King Street, Newtown; Redfern Station. Improve safety at pedestrian black spots.

LT4 Develop a pedestrian policy for new development and incorporate this in the new Transport Code. Develop an expenditure program for the network and incorporate in S.94 plan.

LT5 Carry out a public awareness campaign to promote walking as a healthy and environmentally beneficial form of transport. Promote walking-based activities such as a walking bus to and from school, special days where certain roads are dedicated to pedestrians and/or cyclists.

OBJECTIVE - CYCLING FACILITIES

To increase the use of bicycles for commuting, shopping and recreation and improve facilities to make cycling a safer, healthier and more convenient form of transport.

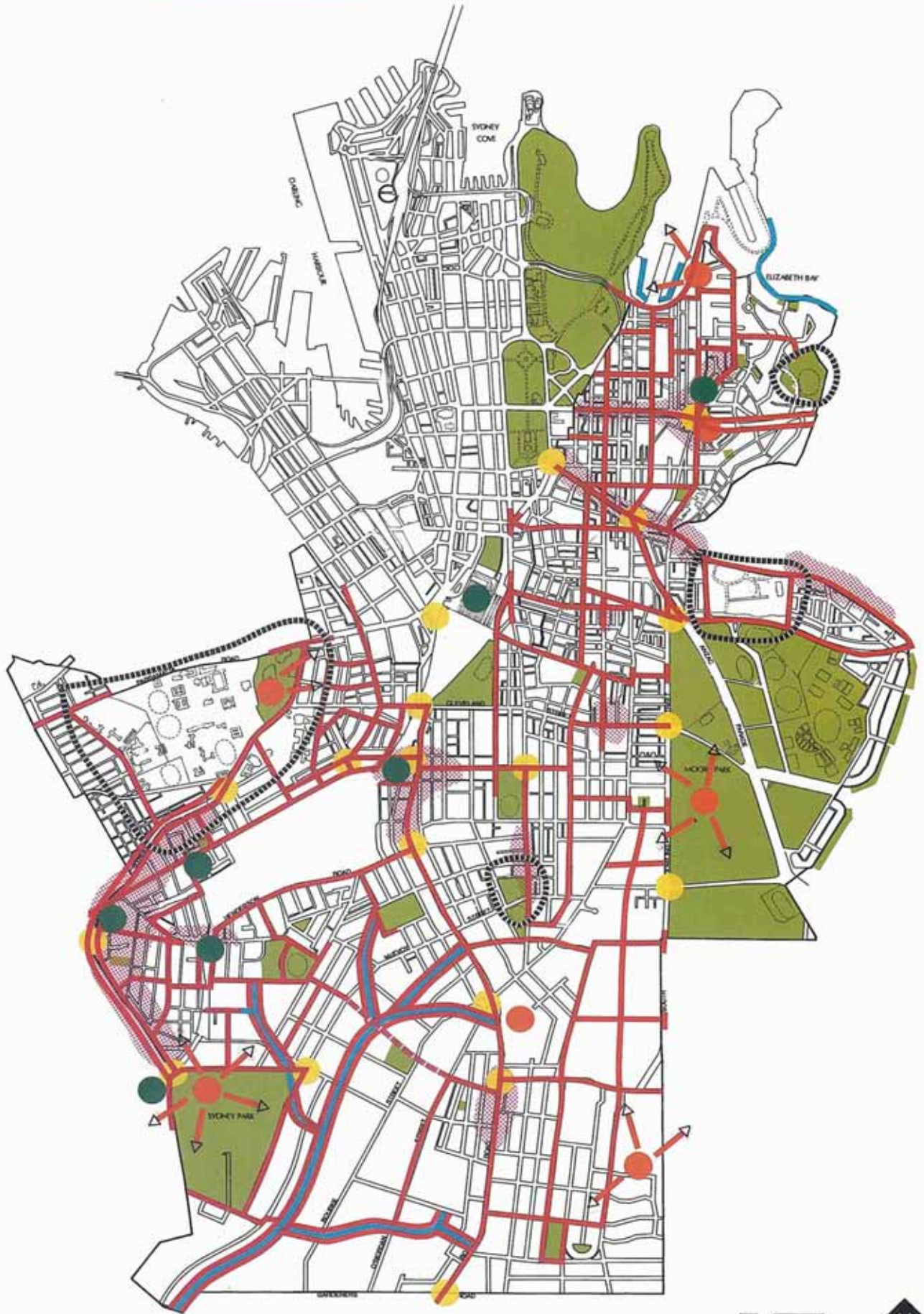
Strategies

Refer to Bicycle Strategies Map - Map 10

- LT6 Develop a (revised) Regional and Local Bicycle Plan which links major residential, work place, shopping and recreation activities and major transport nodes. The network should be integrated with the pedestrian network linking similar places and should give priority to pedestrians and cyclists. Include special cyclist facilities along the route including holding rails, storage facilities and ramps.
- LT7 Co-ordinate a strategy implementation program with the Bicycle Liaison Committee (including representatives from councils, bicycle groups, RTA, Police).
- LT8 Prepare guidelines for road designs that consider cyclists' requirements, such as road surface materials, grates.
- LT9 Develop a policy for new development to provide facilities that link into the bicycle network, storage, access and changing facilities on-site. Incorporate into a new Transport Code.
- LT10 Carry out a public awareness campaign to promote the use of bicycles - but on wide roads where the environment is safe and quiet. The promotion should also focus on the requirement for cyclists to obey road rules to gain respect from other road users including pedestrians and vehicle drivers.



MAP 9



KEY PEDESTRIAN NETWORK

MAP 9



Proposed pedestrian network



Existing commercial precincts



Railway stations



Existing parks



Proposed pedestrian priority zone



Special precinct



Views



Water feature



Enhance local and regional pedestrian routes linking schools and other community facilities, public transport, neighbourhood centres, open space and employment areas.

Enhance commercial precincts and improve pedestrian safety and amenity with traffic calming devices, upgraded civic spaces and significant activity nodes.



Ensure safe pedestrian access to and from railway stations and enhance civic spaces around railway stations creating meeting places and opportunities for informal commercial activity.

Link existing parks to the pedestrian network. Ensure that management plans for parks reinforce the overall pedestrian network.



Create pedestrian priority zones where conflict between vehicular and pedestrian activity occurs.

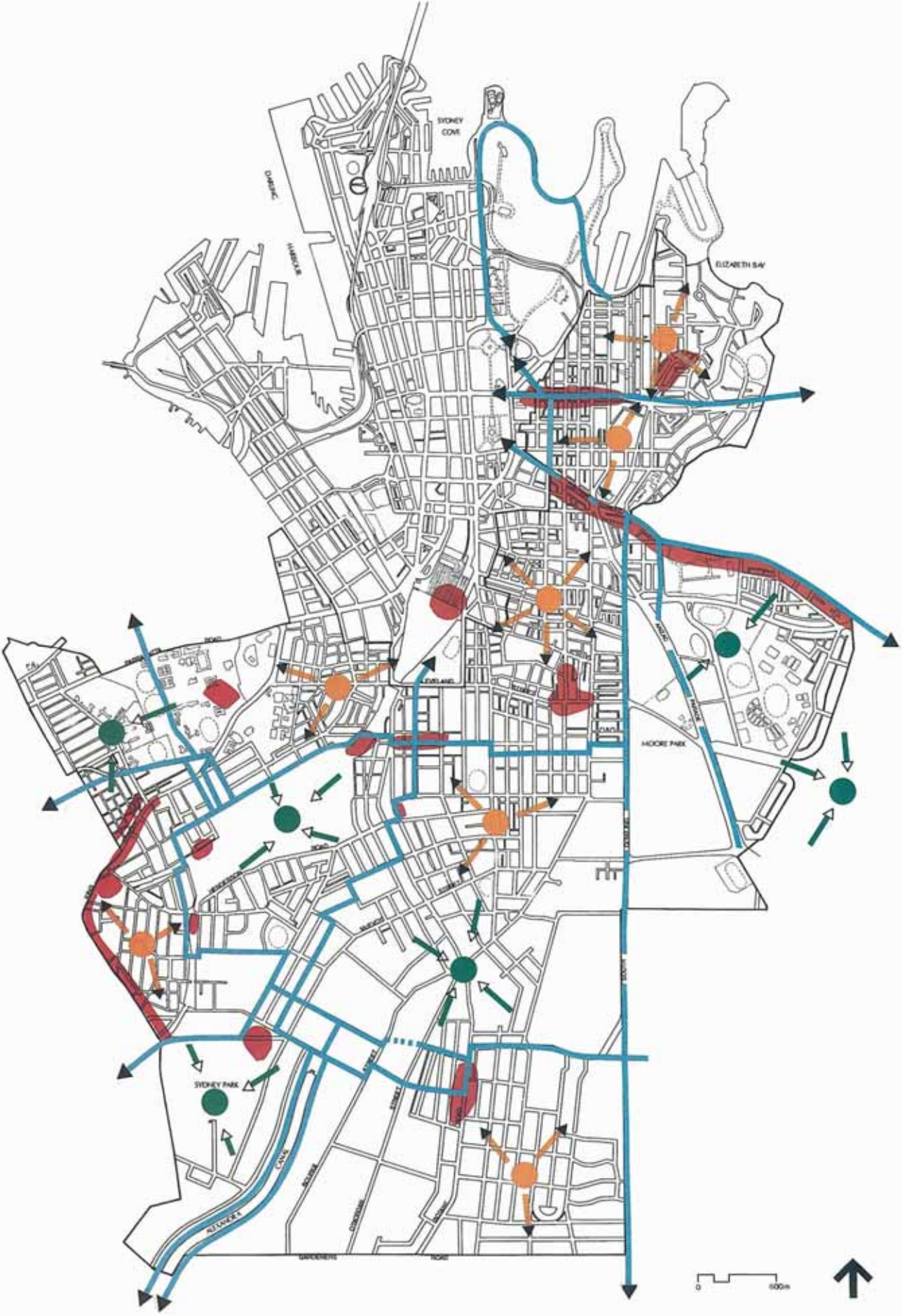
Enhance special precincts and improve pedestrian safety and amenity with traffic calming, shared zones or measures which totally exclude vehicles from streets. Forbes Street Woolloomooloo, is an example.



Link key sites with views such as Mount Steele in Moore Park to the overall pedestrian network and enhance with viewing platforms, and plaques identifying views and landmarks.

Enhance existing water features such as the harbour foreshores and Alexandra Canal with boardwalks and promenades for walking, jogging and cycling. Link them into the overall pedestrian network.

MAP 10



KEY BICYCLE STRATEGIES

MAP 10

Develop Local Bicycle Network



Proposed R.T.A. regional routes
(still under discussion)

Improve Bicycle Access



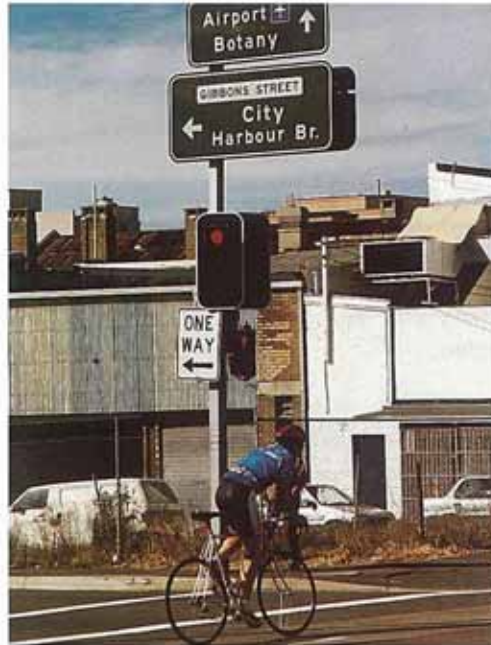
Develop local feeder routes
to nodes



Develop local feeder routes
from residential areas



Improve facilities



Develop a Local Bicycle Network which links with regional bicycle routes and local pedestrian networks. Include bicycle priority zones, holding rails, ramps and storage facilities along the route and at key activity nodes and commercial centres.

Link significant regional activity nodes and open spaces with regional routes and promote links to surrounding Council areas.

Improve bicycle access to parks, recreation centres, commercial centres and employment areas.

Improve facilities for cyclists at commercial centres, railway stations and in new large developments such as storage areas and change facilities.



OBJECTIVES - PUBLIC TRANSPORT

Increase the use of public transport (in lieu of private motor vehicles) for all travel purposes, thereby reducing pollution and congestion.

Ensure public transport services meet the demands for peak, off-peak, commuter and other travel and are flexible and convenient.

Improve the energy efficiency of public transport.

Ensure community transport services are streamlined to meet the requirements of special needs group.

Strategies

Refer to Public Transport Map - Map 11

LT11 Lobby for a public transport study and service improvement plan to be carried out by the transport operating authorities (State Transit Authority, City Rail and the Department of Transport). As part of this, a public survey should be carried out to identify deficiencies in public transport and requests for improvements. A plan of improvements to services and fare structuring should be included.

LT12 Support the concept of 'park and ride' and use of public transport from Sydney's outer suburbs to reduce regional through traffic in South Sydney.

LT13 Improve access to public transport by linking the pedestrian and cycle routes to stations and major bus stops, improving interchange facilities for cyclists, buses and taxis at stations. Support improvements to Redfern Station that benefit pedestrians, cyclists and other public transport users. Incorporate bus stops and pedestrian access to them in local neighbourhood improvement schemes.

LT14 Support bus-priority traffic management measures.

LT15 Lobby for the use of energy efficient fuel in buses, such as LPG or electric power and investigate the conversion of Council's mini-buses to LPG, or electric power.

LT16 Extend the public transport study (LT11) to investigate alternative forms of public transport at a regional level including:

- The potential for light rail, such as along Elizabeth Street to Botany Road, Eastern Suburbs light rail line along Anzac Parade, a route to the Showground to improve services to any new development of the site and to special events. Consider in association with SSROC and other regional agencies.
- Alternative forms of public transport, such as a responsive public transport system, mini-buses (particularly in the off-peak).

LT17 Support a proposal for an Airport-City rail link with a station at Beaconsfield with good interchange facilities.

LT18 Conduct a public transport promotion campaign in South Sydney following completion of the Public Transport Improvement Plan.

OBJECTIVES - PRIVATE VEHICLES AND TRAFFIC MANAGEMENT

Actively discourage the use of private vehicles by residents, workers and shoppers thereby reducing pollution and congestion.

Increase the emphasis on a road hierarchy to channel through traffic along regional roads and to restrict regional traffic in local streets where amenity and safety are to be improved.

Encourage car sharing to reduce the numbers of cars on the roads, and increase the energy efficiency of private vehicles when they are used.

Restrict parking in South Sydney to deter non-essential travel by car.

Strategies

Refer to Road Hierarchy and Traffic Management Map - Map 12

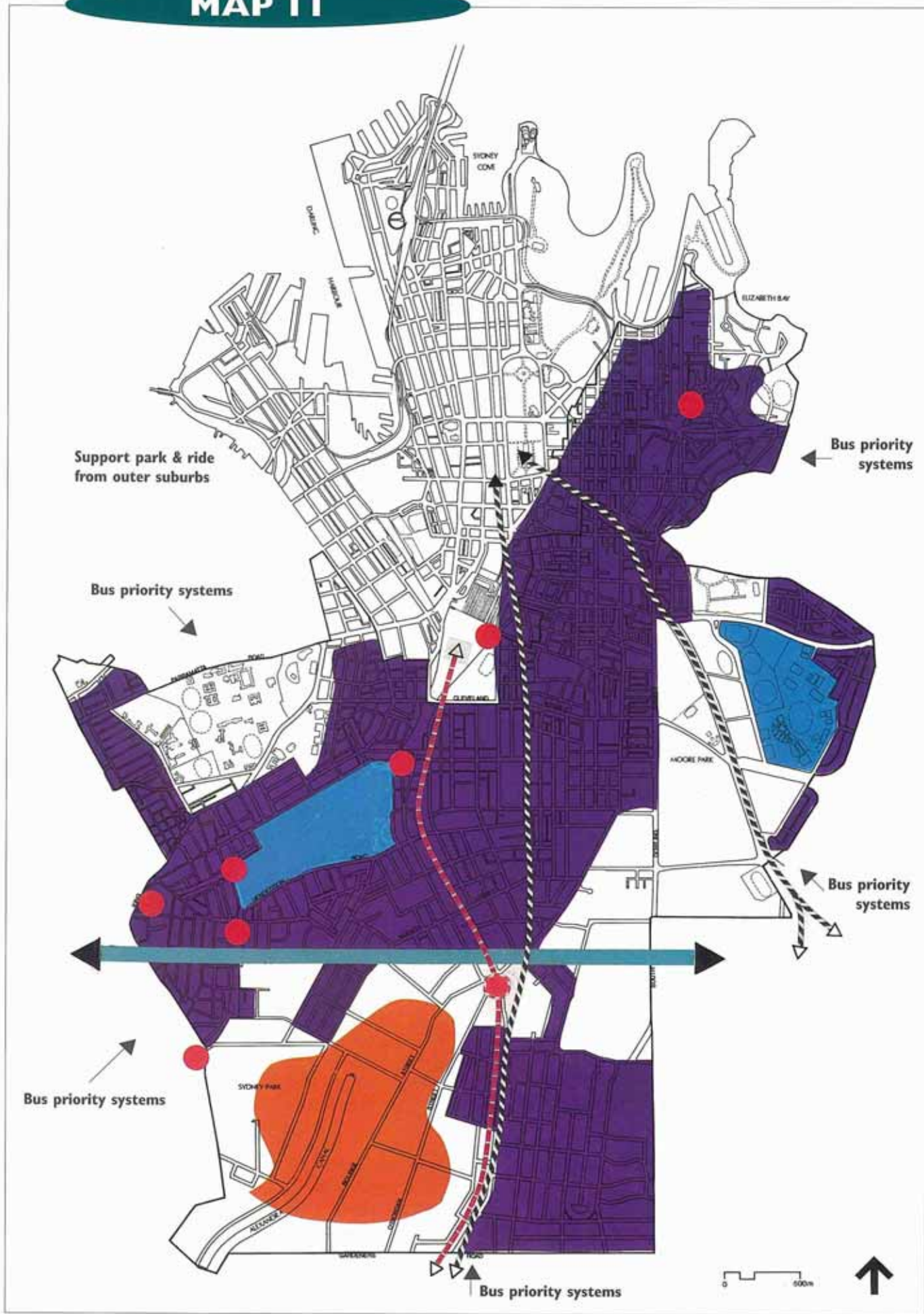
- LT19 Reinforce integrated land use/transport strategies by planning employment and residential land use activities in close proximity and improving the opportunities and attractiveness of other forms of transport such as walking, public transport and cycling.
- LT20 Discourage the building of new roads and parking facilities that will encourage road-based transport. Make vehicular transport less attractive.
- LT21 Develop programs in conjunction with the RTA to reinforce the road hierarchy by maintaining an adequate State and Regional road network for regional traffic (see Map 12) including the Eastern Distributor, Euston Road/McEvoy Road and upgrading.
- LT22 Restrict regional traffic in local neighbourhood areas - thereby reducing traffic and improving safety on local streets for walking, cycling and recreation. Incorporate traffic calming, streetscape and neighbourhood improvements in Local Area Improvement

Program based on Environmental Capacity priorities.

- LT23 Restrict parking - for all residential, commercial and entertainment uses on and off-street. Consider varying the restriction within South Sydney - with less parking near railway stations, where car ownership levels are low. Limit further parking stations in commercial centres. Reinforce restrictive parking in the CBD and on the periphery encouraging a high level of public transport usage to the CBD.
- LT24 Draft a restrictive parking policy and incorporate it into the new Transport Code for new development.
- LT25 Develop a policy to minimise the impacts of parking for special events (in South Sydney, the CBD and surrounding areas), in commercial centres in residential areas.
- LT26 Extend and enforce residential parking precincts in urban village precincts. Review the cost and policies of parking permits to discourage ownership of a second car.
- LT27 Introduce guidelines for car parking layouts and landscaping off-street and on-street. Dual use of parking/open space in some developments may be appropriate.
- LT28 Promote car pooling, but ensure that this does not discourage use of public transport. Rather, to encourage people to live without a car.
- LT29 Investigate where traffic management opportunities exist to give priority to transit lanes for buses and cars for three or more occupants and at intersections to give priority to pedestrians.
- LT30 Carry out a public awareness campaign to promote leaving the car at home and the benefits of not owning a car.
- LT31 Lobby the State Government to explore the scope to impose road pricing policies to encourage use of major routes and discourage use of local streets.



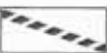




MAP 11



KEY PUBLIC TRANSPORT STRATEGIES

MAP 11

-  Improved access and interchange facilities at stations
-  Support airport rail link
-  Support new station with interchange facilities
-  Ensure adequate access by public transport
-  Investigate light rail
-  Investigate access to demand responsive transport
-  Improved services for workers
-  Improved east-west links



Improve interchanges for buses, taxis, cyclists and pedestrians.

Support the airport rail link with a station at Beaconsfield or a similar location.

Support new stations with interchange facilities and redevelopment in the station precinct.

Ensure adequate access to all new development and incorporate provisions in the Transport Code for new development.

Investigate light rail in association with other councils in the region.

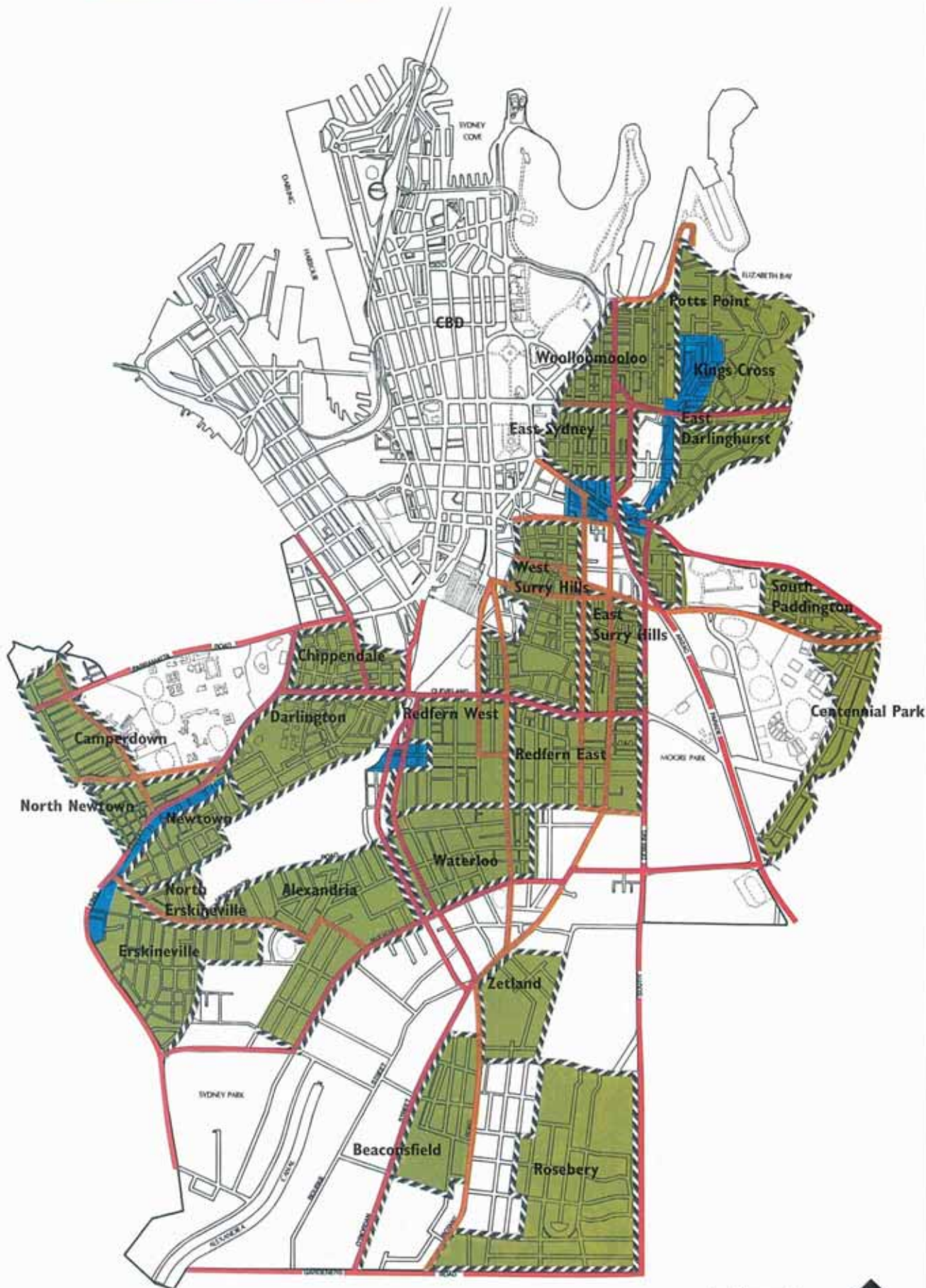
A system being investigated is the 'dial a mini-bus' system.

Include in the public transport improvement plan employer-sponsored mini-bus services.

Prepare a public transport improvement plan and bus route review to identify opportunities for east-west links.



MAP 12



KEY ROAD HIERARCHY AND TRAFFIC MANAGEMENT

MAP 12



Proposed state roads



Proposed regional roads



Restricted traffic areas (L.A.T.M.s)



Discourage parking stations

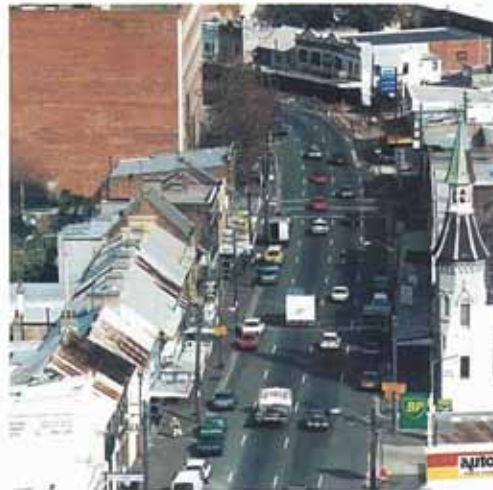


Major routes for all traffic.

Secondary routes for all traffic.

Areas to be protected from heavy vehicles and through traffic to create safe environments.

Revoke old policies to construct parking stations and restrain parking generally throughout the city to discourage the use of private motor vehicles.



OBJECTIVES - FREIGHT AND SERVICES

Increase the proportion of freight carriage by the most environmentally sustainable means (such as rail and transport using non-petroleum fuel) thereby reducing fuel consumption, pollution, road damage and adverse impacts on the amenity of the inner city areas.

Ensure that activities are supported through effective servicing.

Develop a public inventory listing where hazardous goods are being stored or produced.

Reduce the amount of hazardous goods stored, handled and transported in the area.

Ensure hazardous goods are transported along designated state and regional hazardous goods routes to reduce any adverse impacts on sensitive areas.

Strategies

- LT32 Develop a road hierarchy of freight routes.
- LT33 Develop a hazardous goods route road hierarchy allocating designated routes for transporting hazardous goods.
- LT34 Ensure sites with dangerous goods are located away from residential areas.
- LT35 Develop a freight policy and plan in conjunction with the South Sydney Region Organisation of Councils (SSROC).
- LT36 Discourage regional development that does not address energy efficient freight distribution.
- LT37 Develop a policy for new development emphasising the requirement to demonstrate energy efficient freight distribution. Include it in the Transport Code.
- LT38 Prepare a register of sites with dangerous goods.

OBJECTIVES - MIXED USE ZONES

Extend the application of a variety of mixed use zones to facilitate the location of activities closer together.

Separate highly incompatible uses with buffer zones.

Ensure performance standards are applied to land uses to reduce adverse impacts of one use on another in the same area.

Strategies

Refer to Mixed Use Strategies Map - Map 13

- LT39 Introduce a variety of mixed use zones in South Sydney to include a mix of different types of uses and separation of incompatible uses with buffer zones.
- LT40 Develop guidelines to address environmental considerations and the components to make these areas function efficiently based on performance criteria/standards for each type of mixed use zone. Refer to Figure 18 - Mixed Use Zones.

OBJECTIVES - URBAN GROWTH AROUND STATIONS, COMMERCIAL CENTRES AND OPEN SPACE

Concentrate development growth around fixed stations which offer the highest level of public transport and offer the best opportunities to encourage public transport in the future.

Concentrate urban growth around existing commercial centres where regional employment and services are provided and centres can be better supported by a large local population base.

Concentrate urban growth around parks and recreation facilities (linked by an open space network with pedestrian and cycling facilities) to offer inner city dwellers and workers close access to open space, and improve inner city lifestyles.

Guide redevelopment of major sites with suitable controls.

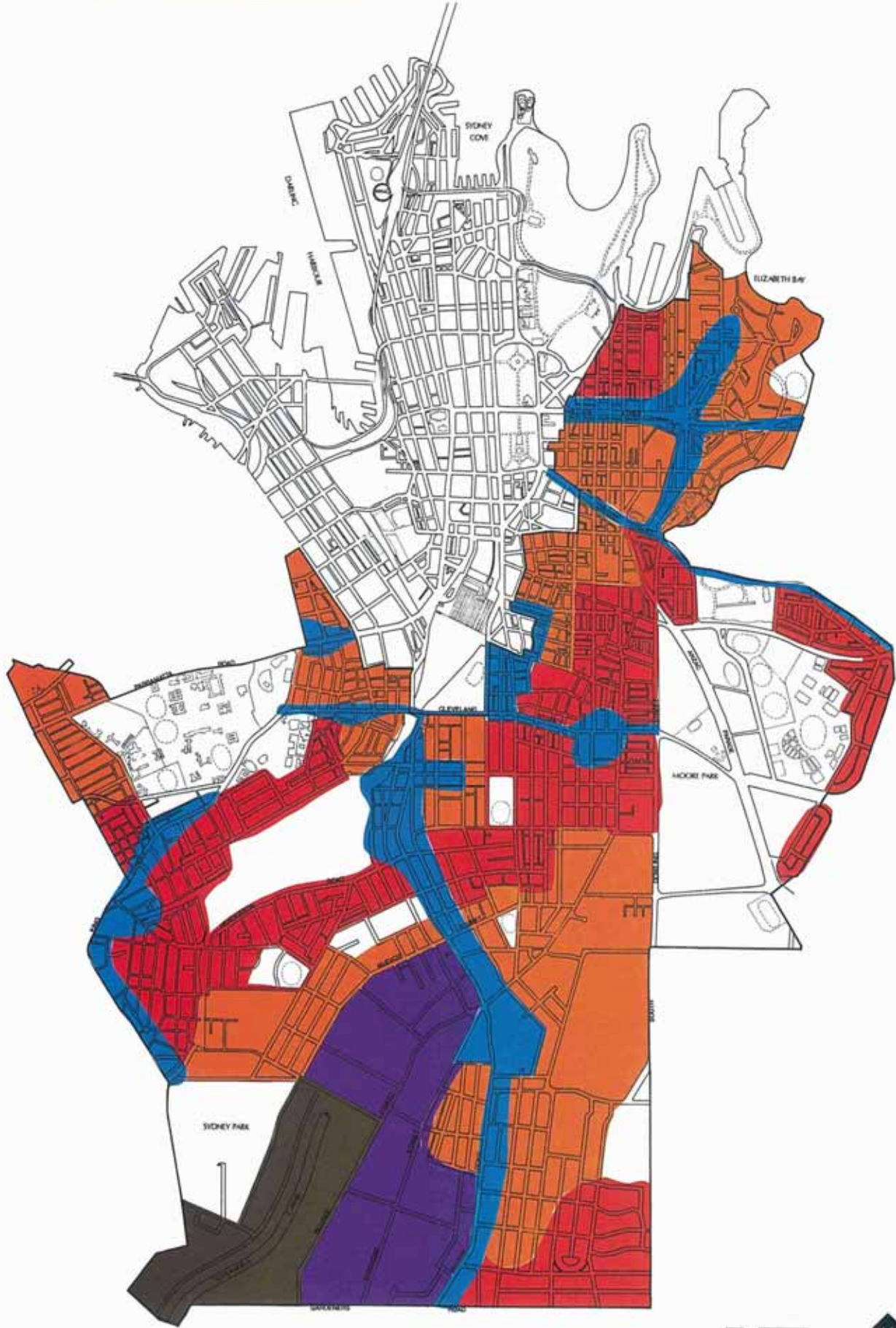
Strategies

Refer to Urban Growth Potential Map - Map 14

- LT41 Develop (or review in the case of Newtown Station) development control plans to guide development in areas where increased densities can be accommodated, as shown in Evaluation For Potential Urban Consolidation tables.
- LT42 Develop guidelines for areas where sensitive infill development can be encouraged, recognising the heritage significance of each particular area.
- LT43 Develop development control plans or master plans for large or complex sites with potential for future redevelopment.

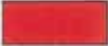



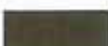
- LT44 Incorporate in development control plan guidelines standards that address height, compatibility with the local character, built form, streetscape treatment, open space, infrastructure provision, minimisation of adverse impacts, incorporating a variety of housing forms (including affordable housing), promoting certain types of uses (such as residential in place of industrial, residential as well as commercial, light industry in place of heavy industry) and the provision of community facilities in larger developments. Refer to Figure 19 - Evaluation For Potential Urban Consolidation.

MAP 13



KEY EXTENSION OF MIXED USE AREAS

MAP 13

-  Predominantly residential (mixed)
-  Low-intensity mixed
-  Vertical mixed
-  Major industrial
-  Light industrial



Predominantly residential with low-key commercial, home occupations etc. Performance based standards used to assess developments. Quiet environmentally sensitive areas, with supporting services and land uses adjoining.



Retain primarily residential character of Rosebery, Erskineville, Alexandria Park, East Surry Hills and East Redfern - but open up a greater range of housing and employment opportunities nearby.

Containing residential and environmentally sensitive commercial, light industrial uses. Performance based standards used to determine compatibility.

Open up opportunities for compatible mixed uses of low intensity in Surry Hills, Waterloo, Zetland and Beaconsfield.



Introduce a buffer zone along McEvoy Street between industrial uses to the south and more residential uses to the north.

Reinforce the main commercial centres and strips with vertical mixed uses. Introduce vertical mixed uses around the new station at Beaconsfield if built.

Vertical mix with retail at street level, a floor or more of commercial and residential above.



Predominantly industrial with commercial separated from more sensitive uses.

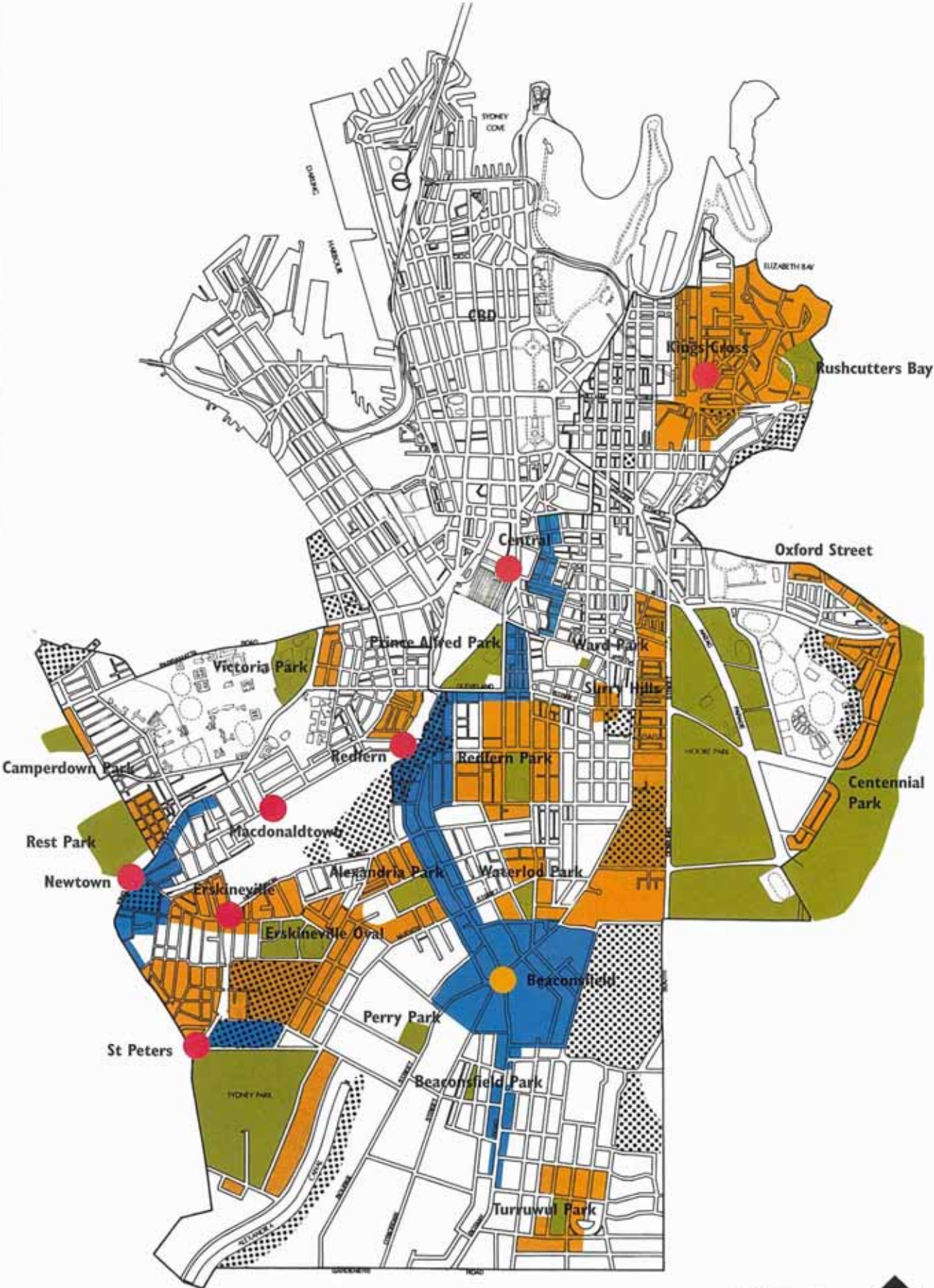
Major industrial employment and activities with low-scale, supporting commercial.

Introduce a greater mix of uses along Alexandra Canal - linking to Sydney Park.

Retain industrial area and employment base in Alexandria/St Peters.







Industrial with more extensive mix of commercial.

MAP 14



KEY URBAN GROWTH POTENTIAL

MAP 14

-  Potential density increase
-  Potential re-development sites
-  Potential new railway station subject to city/airport rail link
-  Existing railway stations
-  Sensitive infill potential
-  Open space areas



Potential exists for increased densities around Newtown, Redfern and Central Railway Stations. Possible new station at Beaconsfield can also accommodate redevelopments. Develop and review planning controls in these areas and promote as mixed use developments.



Allow for sensitive infill development around other stations, around parks, and in commercial centres.

Develop guidelines recognising conservation and urban form characteristics.

Prepare development control plans and master plans to guide development in these locations.

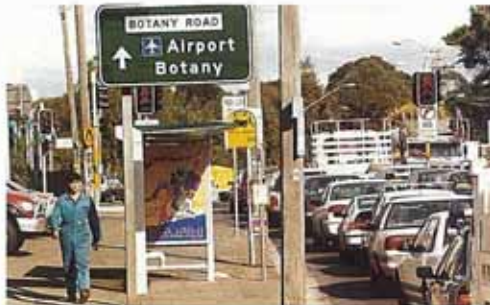


FIGURE 18 - PROPOSED LAND USE ZONING

ZONING	TYPES OF USES	ACTIVITY	MAJOR CONSIDERATIONS FOR PERFORMANCE STANDARDS
Residential Mixed	Residential Low-key commercial. Home occupations	Predominantly living neighbourhood	Day-time hours of operation, low noise low traffic, privacy, overshadowing, parking, deliveries, human-scale built form, local access - walk, cycle, no regional, industrial traffic.
Low Intensity Mixed	Residential Commercial Light Industrial	Working and Living	Hours of operation deliveries, traffic generation, noise from industry, emissions, overshadowing, privacy, parking, walk access, public transport, small-scale urban form, local access, adequate servicing.
Commercial Mixed	Vertical mix - commercial at street level, scope for bonuses for residential above. Shops, offices, residential, entertainment.	Working, entertainment, living above.	Access, noise, insulation, public transport, pedestrian access, parking, open space, bicycle facilities.
Industrial Mixed	Industrial and Commercial	Employment, industry, office	Emissions, parking, public transport, hazardous goods, built form, trucks, recreation facilities, shops and services

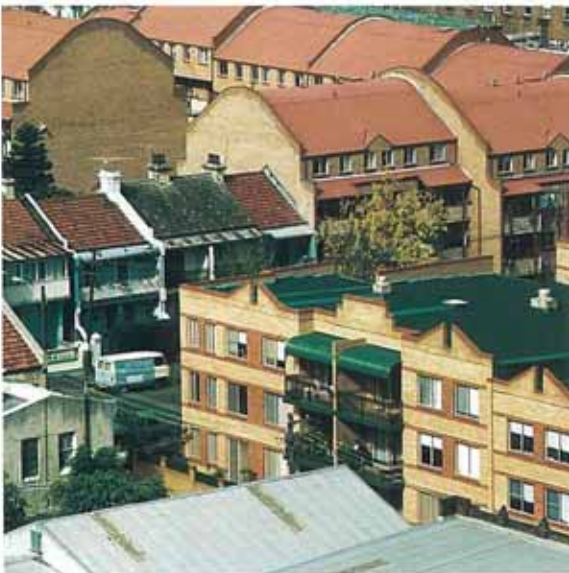


FIGURE 19 - EVALUATION OF POTENTIAL FOR URBAN CONSOLIDATION - LAND USE DEVELOPMENT AROUND RAILWAY STATIONS

STATION	RELEVANT PLANNING PROPOSALS	SURROUNDING LAND USE	SURROUNDING:		HEIGHT BLDG STORES	DWLG/ HA	PERSONS/ HA	TOPOGRAPHY Steep,Med, Flat	LEVEL OF SERVICES H,M,L	% JTW Walk	CAR OWNSHIP Cars/ Hsehold	TRAINS Mins Peak(Off Peak)	CONS AREA	POTENTIAL
			ZONING	FSR										
CENTRAL (Sydney CC)		Commercial W&N Resid/Commerc E,S Industrial SW	2f,3d,4b 2c,3a,2b 3a	3:1 1.5:1 2:1	12 9 18	M,L	H,M	H	E-25-35% S-15-25%	.6 - .8, 1(3)	E		High density now Med density infill Mixed uses. Reduced parking	
REDFERN	Eveleigh REP 26,1992 Dft LEP 108 Redfern Centre Plan	Residential-W Commercial/resid/ Industrial -E Special Uses-Uni Eveleigh Air Space	3a,2b,2c 5a	1:1 2:1	9,6 12,15 8+	M,L L mostly M-SE	M,L	H	E&S -15-25% W - 10-15%	S - .8-1.0 E - <.6 W - .6-.8	W E		Vertical mixed uses nr Redfern station & centre. Compatible with conservation Med density infill. Reduced parking	
NEWTOWN	Draft DCP over station,1989 LEP 107	Special uses - Hospital,University Commercial-King St Residential-Newton N.Erskineville, Camperdown Air Space	5a 3a 2b	2:1 3:1 1:1	9 6	M L further away	M	H,M - E	10-15%	.8-1 .6-.8	NE		Vertical mixed uses on King St Med density infill in residential. Dev,lower station. Reduced parking	
ERSKINEVILLE	LEP 107	Resid-Erskineville, Alexandria, Ersk Oval Industrial-St Peters, along McEvoy	3(a) 2b,2c 6 4 6	3:1 1:1 2:1	Stepped 9 12	M L further away	M	H	10-15% 15-25%	.8-1	NW E		Medium density infill. Sensitive to conservation. Reduced parking	
ST PETERS (Harrickville M.C.)	LEP 107 Ashmore Estate Plan	Resid-Erskineville Open Space Sydney Park, Alexandra Canal Industrial-St Peters	2b 6 4	2:1 6 4	12 9	M Erskineville L	M L	H to N L to S	15-25%	.8-1	NO		Med density , resid/mix along park.Reduced parking	
KINGS CROSS	LEP 101	Commercial Residential	2b 2c	2:1 3:1	12 18 24	H	H, M in Woolloomooloo	H general M - Rushcutters Bay	5%	0.6	W		High density now Infill potential No density increase Reduced parking	
BEACONSFIELD	Draft LEP 114	Commercial Industrial Residential Possible Station Site Existing Structure	2d 4,4d 2c, 4(d)	1:1 1.5:1 1:1	9 12 12	L M to North	L M to North	M to Nth L to Sth	10-15% 15-25%	> 1 E .8-1 W .6 -N	Proposed NE cnr		Mix commercial/residential-higher density potential. Reduced parking	
MAP REF. Public Tspt 1km circles				Height & FSR		Population & Dwelling Density	Dwelling	Facilities & Services	Journey to Work,Walk	Car Ownership	Public Transport Accessibility	Heritage		

FIGURE 19 - EVALUATION OF POTENTIAL FOR URBAN CONSOLIDATION - LAND USE DEVELOPMENT AROUND RAILWAY STATIONS

COMMERCIAL CENTRE	RELEVANT PLANNING PROPOSALS	SURROUNDING LAND USE	SURROUNDING ZONING	FSR	HEIGHT CTRLS	BLDG STOREYS	DWLG/ HA	HA	PERSONS/ HA	TOPOGRAPHY	LEVEL OF SERVICES	% JTW Walk	CAR OWNSHIP	TRAINS	CONS AREA	POTENTIAL
							H=61+ M=31-60 L=<30	H=90+ M=46-89 L=<45		Steep, Med, Flat	H, M, L		Cars/ Hsehold	Mins Peak(OFF Peak)		
KING STREET NEWTOWN	Main - Street Prog. LEP 107	Special Uses - Hospital, Uni. Residential	2b,2c,3a 3b,5a	1.5:1 2:1 3:1	6 mtr 9 mtr 12 mtr	1 - 3	East West L	M	M	On ridge	Nth Sth H	E 10-15 % W 25-35%	.8 < - < .1 E .6 < - < .8 W	H	Yes	Medium density infill to N & S Vertical mixed uses - King St.
BOTANY ROAD BEAKONSFIELD	Draft LEP 114	Industrial Residential	2c,2d,4, 4d	1:1 1.5:1	9 mtr	1 - 3	L	L	L	Level	L	E 10-15% W 15-25%	> 1 E .8 < - < .1 W	Prop's d	N/A	Infill & increase density Mixed uses Increase of services required
REDFERN	Redfern Centre Improvement Plan Draft LEP 108	Residential Special Uses	2b,2c,3a 5a,5b,9a	1:1 1.5:1 2:1 3:1	6 mtr 9 mtr 12 mtr 15 mtr	1 - 3 4 - 7 8+	L	Nth Sth L	M L	Gentle slope to the South	H	NW 10-15% E 15-25% SW 25-35%	.6 < - < .8 W > 1 E	H	Study to be carried out	Medium density infill Vertical mixed uses
SURRY HILLS	LEP 107	Special uses - Hospital, Police site Residential	2b,2c,3b 5a,6	1:1 1.5:1 1.75:1 2:1 3:1	6 mtr 9 mtr 12 mtr	1 - 3 8+	M	H	H	Undulating steep slope to West	Nth Sth M	S 15 - 25% N 25-35%	< 0.6 N .6 < - < .8 S	H	Yes	Medium density infill Mixed uses
OXFORD STREET	Mainstreet program LEP 101	Residential Special Uses - Hospital, Barracks	2b,2c,2f 2g,3a 3b,5a 9a	.75:1 2:1 3:1	12 mtr 4 - 7 8+	1 - 3 4 - 7 8+	M	E M W H	E M W H	Ridge	E M W H	N 5% E 10-15% S 25-35%	< .6 N .6 < - < .8 S .8 < - < .1 E	H (excl Padd)	Yes	Medium density infill Vertical mixed uses
KINGS CROSS	LEP 101	Residential	2b,2c,2j 3a,6a	2:1 2.5:1 3:1 5:1	12 mtr 18 mtr 24 mtr	1 - 3 4 - 7 8+	E H W M	H	H	Ridge	H	5%	< 0.6	H	East west	Some infill - no increase in density
MAP REF: Shopping Centres		Existing Structure	Zoning	FSR	Height Limit	Bldg Height	Dwelling & Population Density			Contours	Facilities & Services	Journey to Work - Walk	Car Ownership	Public Trans	Heritage Cons.	

FIGURE 19 - EVALUATION OF POTENTIAL FOR URBAN CONSOLIDATION - LAND USE DEVELOPMENT AROUND OPEN SPACE

PARK	CURRENT PLANNING PROPOSAL	LAND USE	ZONING	FSR	HEIGHT/BLDG CTRLS	HA	DWLG/HA	PERSONS/HA	TOPOGRAPHY	LEVEL OF SERVICES	% JTW Walk	CAR OW/SHIP	TRAINS	CONS	POTENTIAL
					SCORES	H=61+ M=31-60 L=<30	H=90+ M=46-89 L=<45	HA	Sceep,Med, Flat	H,M,L	& &	Cars/ Hsehold	Mins Peak/OFF Peak)	AREA	
REST PARK & CAMPERDOWN PARK	R.P.A.H. MASTER-PLAN & LEP 66	RESIDENTIAL / SPECIAL USES / COMMERCIAL / INDUSTRIAL	2B 3A 5A	1:1 1.5:1 2:1	9 12 12	L M	M	M	M	M H	10% - 15% & 25% - 35%	0.6 to <0.8	M	YES	SENS. INFILL INCREASE EAST OF MALLEE
ERSKINEVILLE OVAL	PLAN OF MANAG. & LEP 107	INDUSTRIAL / RESIDENTIAL / COMMERCIAL	2B 4 5A 9A	1:1 1:1 1.5:1	6 9 9	L	L M	L	F	M H	10% - 15% & 15% - 25%	0.8 to <1.0	M	YES	SENS. INFILL TO EAST. POTENTIAL TO SOUTH.
SYDNEY PARK	LEP 107 & DRAFT LEP 114	INDUSTRIAL / RESIDENTIAL / COMMERCIAL	2B 2C 4 9A	1:1 1.5:1 1.5:1 2:1	12 12 9 12	L	L M	L	F	L H	15% - 25%	0.8 to <1.0	M	NO	SENS. INFILL TO NORTH. EAST--SUBJECT TO F5 LINK WITH ALEX. CANAL.
PERRY PARK	DRAFT LEP 114	INDUSTRIAL / COMMERCIAL	2D 4	1:1 1.5:1	12 12	L	L	L	F	L	15% - 25%	0.8 to >1.0	PROP'SD	NO	INCREASE INDUST./RECR. &COMMERCIAL
BEACONSFIELD PARK	DRAFT LEP 114	RESIDENTIAL / INDUSTRIAL / SPECIAL USES	2C 2D 4	1:1 1:1 2:1	9 12 15	L	L	L	M	L	10% - 15% to 15% - 25%	0.8 to >1.0	PROP'SD	NO	SENSITIVE INFILL
TURRUWIL PARK	DRAFT LEP 114	INDUSTRIAL / RESIDENTIAL / SPECIAL USES.	2A 4 5A	1:1 0.6:1	12 5	L	L	L	F	L	10% - 15%	0.8 to >1.0	N/A	NO	SENSITIVE INFILL
WARD PARK	LEP 107	SPECIAL USES / INDUSTRIAL / COMMERCIAL / RESIDENTIAL	2B 2C 3A, 3B 5A	1.5:1 2:1 3:1	9 12 21	M H	M H	M H	MED. / STEEP	M H	15% - 25% to 25% - 35%	0.6 to <0.8	H	NO	SENSITIVE INFILL
MAP REF. Public Ispt 11km circles		Existing Structure	Zoning	Height + FSR	Bldg Heights	Population & Dwelling Density			Contours & Setting	Facilities & Services	Journey to Work, Walk	Car Ownership	& PROP 'SD	Heritage	

FIGURE 19 - EVALUATION OF POTENTIAL FOR URBAN CONSOLIDATION - LAND USE DEVELOPMENT AROUND OPEN SPACE

PARK	CURRENT PLANNING PROPOSAL	LAND USE	ZONING	FSR	HEIGHT BLDG CTRLS	STORIES	DWLG/ HA	H=61+ M=31-60 L=<30	PERSONS/ HA	H=90+ M=46-89 L=<45	TOPOGRAPHY	Steeep, Med, Flat	LEVEL OF SERVICES	% JTW Walk	CAR OW/SHIP	Cars/ Hsehold	TRAINS Mins Peak(Off Peak)	CONS	POTENTIAL
RUSHCUTTERS BAY	LEP 101	RESIDENTIAL / RESID./ COMM. COMM. / INDUST.	2B, 2C, 2J, 2F, 9A.	2:1 3:1	24 12	1-3 4-7 8+	H M	H M	M H	M H	STEEP (PARK AREA LEVEL)	FLAT	L H	5%	<0.6	HIGH	N/A	LIMITED. HIGH DENSITY EXISTING	
MOORE PARK	MOORE PARK MGT. PLAN & SHOW-GROUND	RESIDENTIAL / COMMERCIAL / INDUSTRIAL / SPECIAL USES	2B, 2B1, 2B4, 2G, 3B, 4, 5A, 6A, 10A	1:1 1.5:1 1.75:1 2:1	15 12 9	1-3 8+	L M H	L M H	L M H	L M H	SLOPING / & STEEP.	SLOPING / & STEEP.	L H	10% - 15%	<1.0	N/A	HER. STUDY. & CONSV. AREA	WEST = SENS INFILL NORTH = CONS. EAST = RETAIN HIGH DENSITY	
PRINCE ALFRED PARK	LEP 107, DRAFT LEP 108 & LEP 66	INDUSTRIAL / COMMERCIAL / RESIDENTIAL /	2B, 2C, 3A, 4B, 5A.	1:1 1.5:1 2:1 3:1	18 12 9	1-3 4-7	L M	L M	M M	M M	SLOPING / STEEP	SLOPING / STEEP	H	15% - 25% & 25% - 35%	<0.8	HIGH	YES	EAST & SOUTH HIGH DENSITY	
VICTORIA PARK	LEP 66, LEP 30.	SPECIAL USES / COMMERCIAL / RESIDENTIAL / INDUSTRIAL	2B, 3D, 5A 6A	1:1 3:1	28 9 6	1-3 4-7	L M	L M	L M	L M	SLOPING	SLOPING	M H	10% - 15% & 25% - 35%	<0.8	HIGH	YES	SENS. INFILL HIGH DENSITY IN CHIPP.	
REDFERN PARK	DRAFT LEP 108	RESIDENTIAL / COMMERCIAL / INDUSTRIAL	2B, 3A 5A	1:1 1.5:1 2:1	12 9 6	1-3 4-7 8+	L M	L M	M H	M H	SLOPING / STEEP	SLOPING / STEEP	M H	15% - 25%	<0.6	HIGH	YES	NORTH = INFILL EAST & SOUTH = INFILL WEST = EXIST.	
WATERLOO PARK	DRAFT LEP 108, DRAFT LEP 114.	RESIDENTIAL / INDUSTRIAL / SPECIAL USES. RESID./ COMM.	2B, 2C, 4, 5A	1:1 1.5:1	15 12 9 6	1-3 4-7 8+	L M	L M	L M	L M	SLOPING / STEEP	SLOPING / STEEP	L M	10% - 15% & 15% - 25%	0.6 to >1.0	PROP.	YES	NORTH, EAST & WEST = INCREASE INFILL	
ALEXANDRIA PARK	LEP 107	SPECIAL USES. INDUSTRIAL / RESIDENTIAL / COMMERCIAL	2B, 4, 5A.	1:1 1.5:1	9 6	1-3 4-7	L M	L M	M	M	LEVEL	LEVEL	M H	10% - 15% & 15% - 25%	0.8 to >1.0	HIGH & PROP'SD	YES	SENS. INFILL TO NORTH & SOUTH	
MAP REF. Public Tspt 1km circles		Existing Structure	Zoning	Height + FSR	Bldg Heights	Population & Dwelling Density					Contours & Setting		Facilities & Services	Journey to Work, Walk	Car Ownership	& PROP 'SD	Heritage		

5.3 CHARACTER AND IDENTITY

GOAL

Develop an urban design strategy to ensure that the sense of place, value and identity of the City are improved, that its functional role and architectural character are reinforced, and its environmental and cultural heritage conserved, combining to improve the quality of life of the community.

The enhancement of the urban environment is recognised as playing a significant role in improving the quality of life of a community.

The physical environment - the place where people act and interact - both influences, and is influenced by their behaviour.

As in most inner city areas the built environment dominates in South Sydney. It plays a critical role in achieving an attractive and liveable urban setting and one which accommodates, enables and even promotes new and exciting opportunities, and nurtures identity and character to ensure the qualities of a 'people's city' are retained and enhanced.

Achieving a quality urban environment in South Sydney requires:

1. Enhancing the City's Urban Form

In the past Council sought to preserve, enhance and protect the City's urban environment by encouraging development that reinforces, where appropriate, the City's character, heritage, setting and built form patterns.

This was achieved by policies that:

- Encouraged the erection of tall buildings along ridge lines.
- Set zonings, height and density controls for most development in individual precincts.
- Conserved and protected the City's heritage and historical character primarily through local environmental plans which established conservation zones and identified and listed heritage items.

The above policies have also been reinforced by Council's Public Art Policies and Open Space and Tree Planting Program, through the preparation of management plans for South Sydney's major Victorian parks.

2. Revitalising Inner City Life

South Sydney's 'urban villages' of Chippendale, Redfern, Darlington, parts of Surry Hills, Darlinghurst, Erskineville, Paddington, Kings Cross, East Sydney and Woolloomooloo provide the best opportunities to revitalise inner city life.

Their uniqueness (Kings Cross for its mixed living, working and entertainment activities, Woolloomooloo for its scale, quality of housing and open space network in close proximity to the CBD and Erskineville for its unique 'amphitheatre' qualities and quaint terrace houses straddling King Street) capitalises on qualities such as:

- An emphasis on community life, street living and local public spaces and less emphasis on car use.
- Convenient access to public facilities and services commonly provided in large cities.
- Historical character and neighbourhood identity with easily identified routes and places of significance, landmarks and focal points.
- Higher density development with consistent urban scale.

In addition a number of precincts exist where there is no perceived character worthy of retention. It is possible with structural change and large scale redevelopment to create new precincts incorporating the attributes found in existing urban villages to achieve high quality urban design.

In future the Council will seek to develop the city's physical environment so as to reinforce and enhance:

- Setting, structure and built form
- Open space
- Heritage
- Existing and potential 'urban villages'.



OBJECTIVE - SETTING

Create an environment that recognises the setting of the City, maintains and reinforces the existing landscape and built form patterns, and ensures that future development is co-ordinated so that these patterns remain the basis of South Sydney's physical framework and identity.

Strategies

CI 1 Protect and enhance the overall setting of the City.

CI 2 Recognise and reinforce the prevailing differences between the north and the south sectors of the City; the areas demarcated by the boundary line that generally runs along the east-west corridor formed by Euston Road, McEvoy Street and Lachlan Street.

This is to be achieved by adopting policies that:

- Limit large scale industrial development in the north sector.
- Reinforce land use patterns with predominantly residential and mixed precincts in the north sector and by creating employment areas such as business parks in the south sector.
- Promote fine grained development with buildings that contain space and create streetscapes that are defined and enclosed by buildings in the north sector.
- Promote development where open space and landscape dominate and provide a setting for the buildings in the south sector.
- Reinforce, where appropriate, specific areas of high visibility and landmark locations, identified by clusters of taller buildings in areas such as Kings Cross, Darlinghurst and Surry Hills in the north sector of the city and Zetland/Rosebery in the south sector of the city.

CI 3 Identify and protect significant views and vistas of the City and from the City.

CI 4 Protect and enhance existing skylines, particularly along those ridgelines that reinforce and dramatise the City's distinctive form.

CI 5 Recognise the visual and cultural importance of significant topographical elements such as Mount Carmel in Waterloo, Brick Pit Hill in Sydney Park and Mount Steele in Moore Park.

CI 6 Confine taller buildings to areas of high environmental capacity:

- Adjacent or opposite major public and civic open spaces.
- Where high rise is the prevailing building form.
- Along ridge lines to reinforce the prevailing structure (only where appropriate).
- Where mixed use areas or commercial areas of medium density are proposed or already exist.
- At significant junctions and gateways.

OBJECTIVE - CITY STRUCTURE

Revitalise and improve the clarity, legibility and continuity of the main structural elements (major streets, open spaces and commercial centres) of the City so that these become vital, liveable, workable, vibrant, healthy and safe places shared by communities.

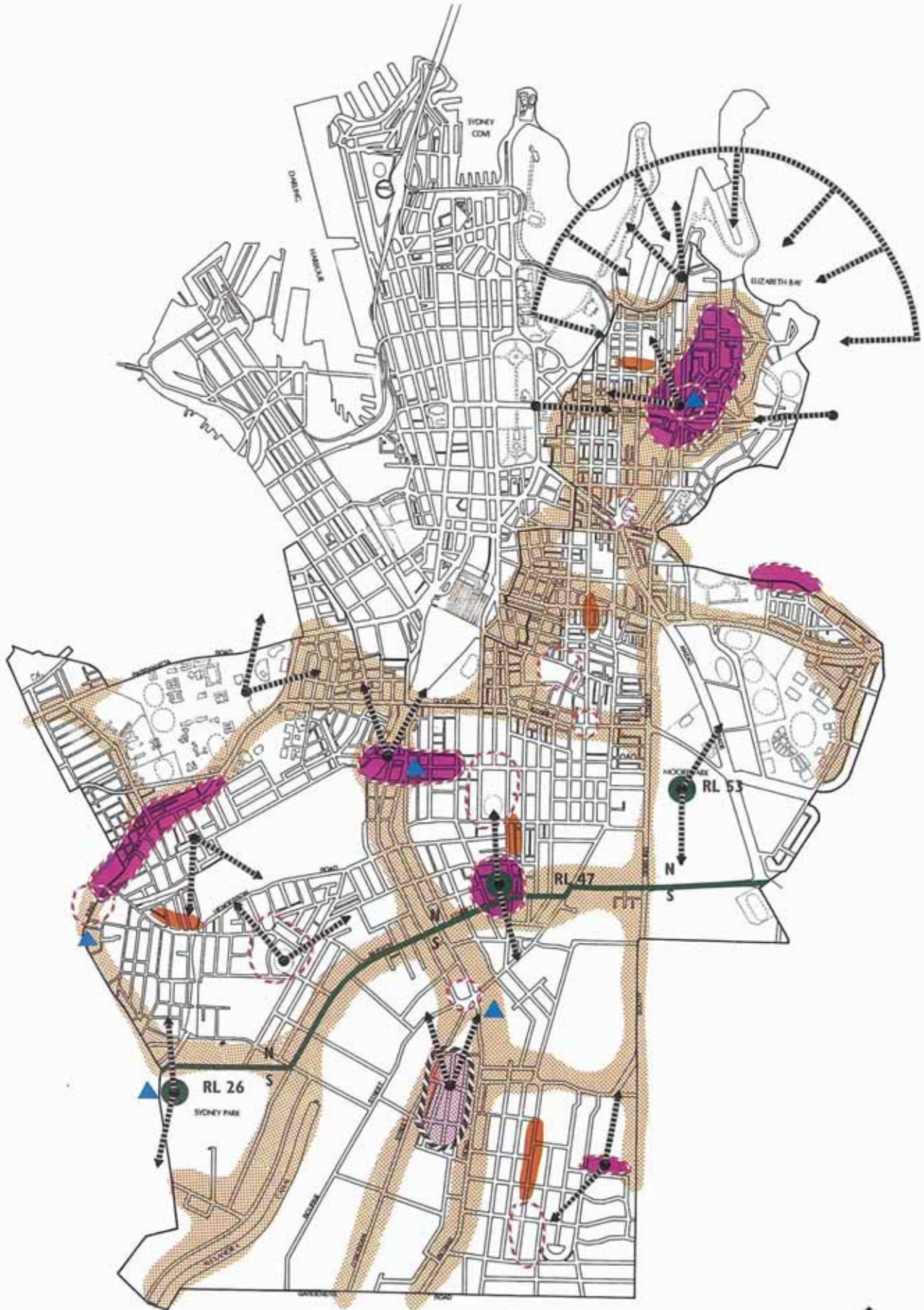
Strategies

Enhance the formal layout of the City by adopting policies that:

- CI 7 Reinforce the edge forming elements of the City including the physical boundaries of railway lines, Sydney University, Sydney Park, Moore Park and the Domain.
- CI 8 Reinforce land use patterns and urban design policies to contain the edges of the CBD and other major employment and traffic generating elements such as the proposed Australian Technology Park at the Eveleigh Goods Yard.
- CI 9 Reinforce all boundaries including the major north-south running streets:
 - South Dowling Street
 - King Street
 - Botany Road
 - Crown Street
- CI 10 Develop a Civic Improvement Strategy that co-ordinates all civic improvements to the public realm undertaken by Council and includes specific proposals such as the following:
 - The identification of nodes, focal points, landmarks, special precincts, gateways and main streets.
 - Guidelines to ensure the appropriate design of the public realm in the areas identified showing landscape treatment, tree planting, and street furniture.
- CI 11 Develop action plans primarily dealing with the public realm which may include the provision of:
 - Continuous open space corridors or major tree planting.
 - The creation of potential 'buffer zones' with mixed use activities.
 - Increased setback from street alignments on major roads (such as South Dowling Street and McEvoy Street) to improve the quality of the street environment and, in particular, define and integrate the interface between buildings and the street - depending on land use patterns.
- CI 12 Develop a formal program for ongoing commercial centre improvement plans and major roads based on the model developed for Redfern Street commercial centre including:
 - Erskineville Road, Erskineville
 - Botany Road, Beaconsfield
 - Elizabeth Street, Waterloo
 - Crown Street, Surry Hills
 - Victoria Street, Darlinghurst
 - King Street, Newtown



MAP 15



KEY URBAN SETTING STRATEGIES

MAP 15



Reinforce north/south sectors



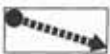
Reinforce setting with building form and massing



Reinforce ridge lines



Enhance areas of high visibility



Protect and enhance significant views



Enhance significant landmarks



Prepare guidelines and plans specific to the various characteristics of north and south sectors.

Reinforce the natural and built form setting with low rise development in basin areas and taller buildings on ridge lines such as the Kings Cross ridge.

Reinforce ridge lines with appropriate built form and scale such as King Street and Oxford Street.



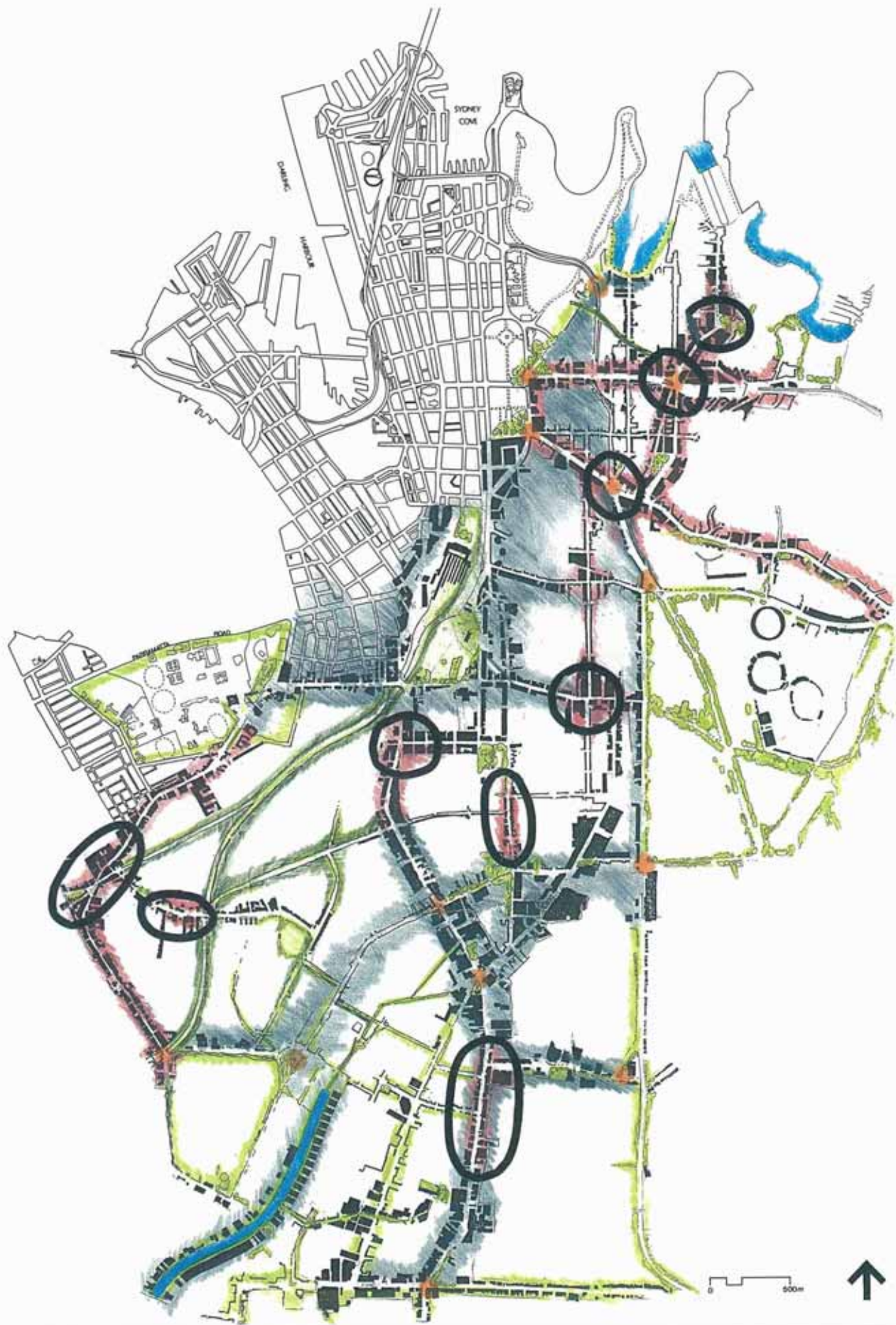
Enhance areas of high visibility with appropriate massing and built form to improve the townscape characteristics of the City.

Protect and enhance significant view corridors such as those from Mount Steele in Moore Park and Sydney Park.



Enhance significant landmarks such as the brick kiln buildings in Sydney Park and the 'gateway area' to Kings Cross.

MAP 16



KEY URBAN STRUCTURE STRATEGIES

MAP 16



Reinforce precinct edges



Create buffer zones with mixed uses



Enhance boundaries



Extend open space corridors



Reinforce nodes



Reinforce and enhance gateways



Reinforce precinct edges with mixed use development to create a gradual transition from commercial to residential or industrial to residential.

Enhance and reinforce precinct edges with appropriate measures including; traffic management, restrict through traffic to major roads, increase densities along boundaries, adopt mixed use strategies along boundaries, improve pedestrian safety and amenity along boundaries and landscape using boundaries as open space links. (See open space network).



Reinforce and enhance boundaries with appropriate landscape treatment, noise barriers such as earth berms and tree planting and use barriers to extend the open space network. Examples include railway lines.



Enhance and extend open space corridors as identified in the open space network.

Reinforce nodes with appropriate landscape and built form generally increasing in height and intensity around the node or significant civic space.

Reinforce gateways with appropriate built form, land use and urban landscape treatment.



**OBJECTIVE -
BUILT FORM AND CHARACTER**

To protect and enhance the distinct physical form and environmental character of the urban environment by ensuring that the features of the built form are acknowledged, protected and/or reflected in new development.

Strategies

CI 13 Expand existing controls to ensure that:

- Development is compatible with the prevailing height, bulk, design and external appearance of the built environment.

New building forms will be required to:

- Be treated as infill architecture and be vertically proportioned and detailed to achieve a sympathetic relationship with adjacent buildings.
- Be appropriate in scale and be compatible and complementary with areas of townscape significance in terms of overall size, massing and form.
- Be continuous and rectilinear in form, define the line of street frontages and maintain the alignment of neighbouring buildings with little or no variation in setbacks.
- Create spaces that are 'positive' in shape and are appropriately scaled and proportioned to support the intended activities and functions.
- Be designed in accordance with sound environmental and ecological principles.



OBJECTIVE - HERITAGE

Identify, conserve, interpret and promote those items and areas which contribute significantly to the local environmental and cultural heritage of the city.

Strategies

CI 14 Integrate recommendations of the Heritage Study into a comprehensive LEP for the City.

The Heritage Study will provide guidance for Council on matters such as:

- Degrees of planning control appropriate for conservation areas.
- Degrees of planning control appropriate for areas of lesser heritage value but which have definite townscape quality.
- Control over demolition - where it is necessary to protect heritage significance and where it can be relaxed and replaced by other safeguards.
- Ways of creating greater public awareness and understanding of the heritage of South Sydney.

CI 15 Provide user friendly planning advice based on each conservation area, outlining its history, character, development controls and guidelines.

CI 16 Use background history and heritage considerations to help shape Council's policies and works wherever appropriate.

CI 17 Use Council's property reserve to enhance heritage items and areas to enrich the public realm.

CI 18 Encourage a city wide Heritage Society to increase the community's awareness of its heritage through research, seminars, talks, trails, guided walks, oral history recording and other relevant programs.

- CI 19 Investigate establishing a local history centre at Redfern Town Hall to provide for the proper storage of history records and materials and serve as a focus for enquiries on historic and heritage enquiries.
- CI 20 Provide information on the restoration, renovation and maintenance of buildings.
- CI 21 Provide information on and publicise good examples of buildings in conservation areas, particularly terrace houses, which have been adapted to improve their energy efficiency.
- CI 22 Investigate potential for linking parts of South Sydney's heritage with cultural tourism, with the aim of encouraging additional retail expenditure.
- CI 23 Review all Council owned heritage items and ensure they are properly maintained and contribute to the local environment.
- CI 24 Carry out detailed studies and produce guidelines in areas where there is likely to be some conflict between heritage issues and urban consolidation to identify and demonstrate the best solution.



OBJECTIVES - OPEN SPACE

To develop a comprehensive open space network that consists of a variety of accessible, linked open spaces to allow easy access and promote maximum utilisation by all sectors of the South Sydney community.

To co-ordinate open space development with present and future planning initiatives included in this strategy.

To respect the structure of the City when developing open space.

Strategies

CI 25 Enhance and reinforce potential regional open space corridors:

- The regional open space system extending from Alexandra Canal, into Sydney Park, along the railway embankment linking Eveleigh, Prince Alfred Park, Belmore Park and eventually Hyde Park and the Botanic Gardens.
- The regional open space system extending from Moore Park, South Dowling Street, Southern Cross Drive, and Kingsford Smith Airport.



CI 26 Develop an overall landscape concept that reinforces:

- The 'urban' character of the City's north sector
- The 'sub-urban' character of the City's south sector.

CI 27 Prepare a landscape code that details Council policy for development and building application submissions for use by developers and Council officers.

CI 28 Prepare an open space strategy for the City of South Sydney that:

- Has an inventory of all open space areas detailing location, ownership, use, types of recreation facilities, maintenance condition and associated costs.
- Determines the need for open space and assesses if the present provision is appropriate.
- Ensures the continued development of Sydney Park as a focal point in the regional open space network.
- Implements a comprehensive strategy for the Alexandra Canal precinct.
- Promotes ecologically sustainable development through the formulation of the open space policy.

CI 29 Review the effectiveness of local 'pocket' parks for recreational and maintenance value focusing on Erskineville and Alexandria.

CI 30 Explore opportunities for consolidating local open space and rationalising pocket parks in order to generate income to develop regional open spaces with upgraded facilities, through the requirements of the new Local Government Act and the classification of Council owned land.

CI 31 Develop 'green' corridors to link regional and local open space.

- CI 32 Protect the historic and cultural heritage of all open space in South Sydney through the continued use of management plans and guidelines.
- CI 33 Prepare a Street Tree Register and Master Plan for South Sydney which detail guidelines for tree management, mechanisms for tree protection, planting details and management specifications for use by developers and Council officers.
- CI 34 Investigate funding options for aerial bundling of overhead wires.
- CI 35 Extend, expand and upgrade existing open space, incorporating Council's Section 94 policy.
- CI 36 Investigate alternative sources for the funding of open space improvement works, including grants and private donations.

OBJECTIVE - PUBLIC ART

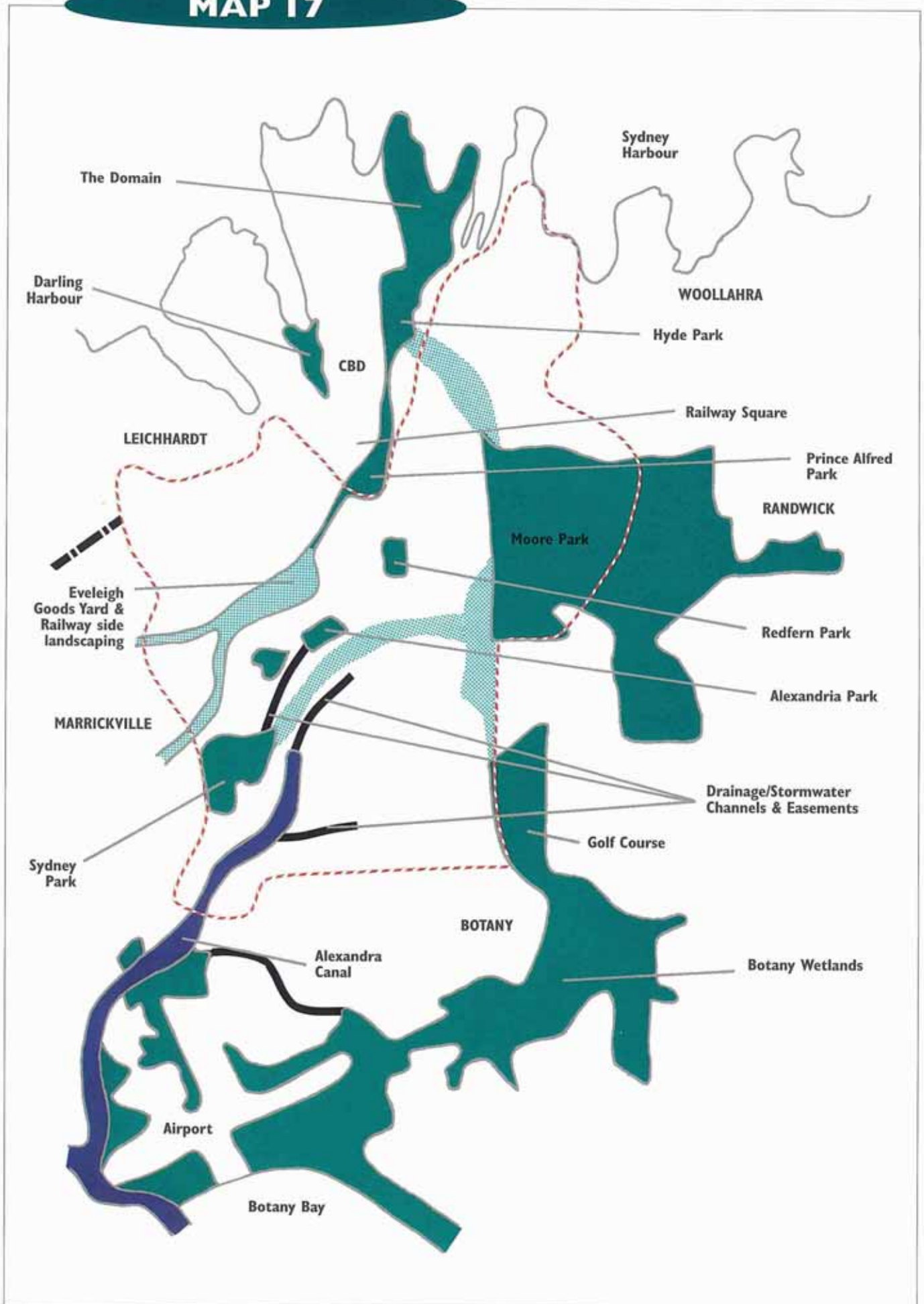
Promote the inclusion of public art opportunities into the development of the South Sydney urban environment to improve its aesthetic value and promote enjoyment by the local and visiting community.

Strategies

- CI 37 Ensure that consideration of urban design proposals includes an assessment of public art opportunities.
- CI 38 Identify possible sites to accommodate public art projects within the City.
- CI 39 Create a register of public art projects for inclusion on a City cultural map.
- CI 40 Utilise a multi-disciplinary approach to developing public spaces in South Sydney.
- CI 41 Continue to employ a Community Arts Officer to co-ordinate the retention of artists for individual projects.
- CI 42 Establish 'in-house' training and awareness programs to promote an understanding of public art and its benefits to urban design and the local community.









MAP 17



KEY

REGIONAL OPEN SPACE NETWORK

MAP 17

-  Existing open space
-  Proposed open space links
-  Revitalise existing canal and easements
-  South Sydney Boundary
-  Adjoining Municipal Boundaries
-  Major Roads



Enhance and extend existing regional open space such as Sydney and Moore Park with improved access and facilities.

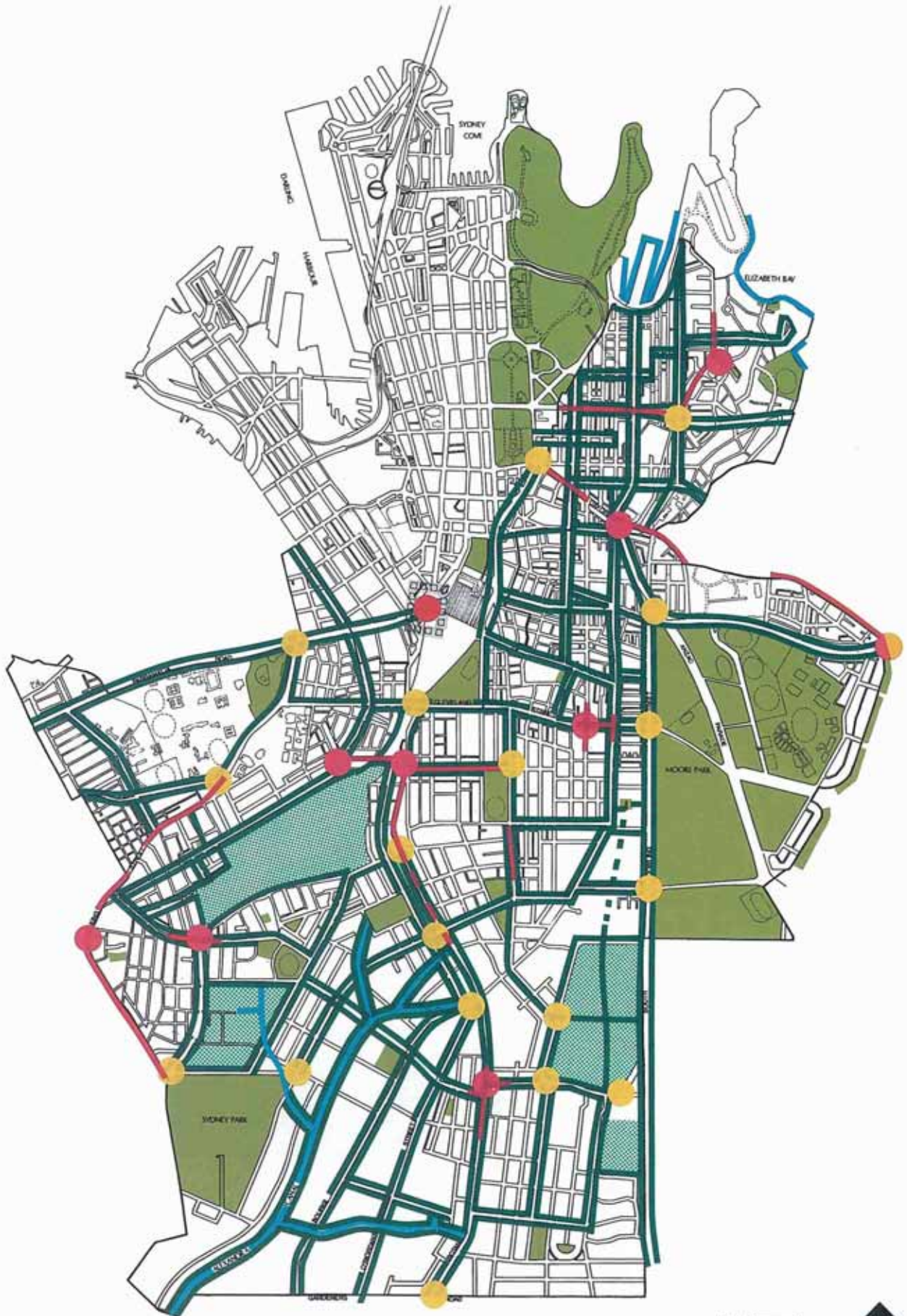
Create green links between major open space areas using footpaths, setbacks, easements and median strips for landscaping. Reinforce pedestrian and cycle networks.



Revitalise significant open space features such as Alexandra Canal and link to other significant open space. Use the canal for recreation, including jogging, cycling and boating. Clean-up pollution, plant with mangroves or similar, reinforce with appropriate land uses adjacent.



MAP 18



KEY

CITY WIDE OPEN SPACE NETWORK

MAP 18



Existing parks



Extend green links



Existing aquatic features



Proposed urban landscape treatment



Enhance civic spaces



Potential new open space with intensive landscaping in relation to new development



Enhance junctions and gateways



Enhance and extend existing regional open space such as Sydney Park and Moore Park with improved access and facilities.

Create green links between major open space areas using footpaths, setbacks, easements and median strips for landscaping and reinforce pedestrian and cycle networks.



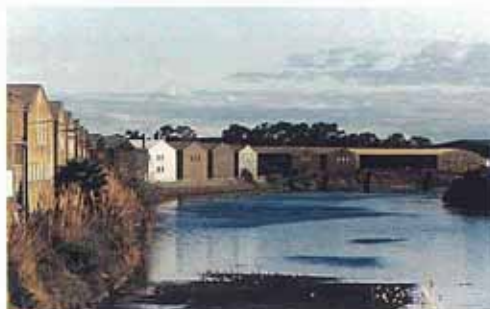
Revitalise significant open space features such as Alexandra Canal and link to other significant open space. Use the canal for recreation including jogging, cycling and boating. Clean-up pollution, plant with mangroves or similar, reinforce with appropriate land uses adjacent.

Enhance significant aquatic features with boardwalks, mangroves, and other facilities for recreation and amenity.



Enhance civic and other urban spaces using urban landscape treatment such as footpath widening, tree planting and street furniture to promote outdoor activity and enhance street life.

Enhance civic spaces, landscaping and public artwork and create new multi-use outdoor activity spaces for markets, busking, meeting spaces and other events.



Enforce extensive landscape treatment on large development sites to promote environmental improvements and to expand the open space network.

Enhance significant junctions and gateways using appropriate landscape measures.

OBJECTIVE - URBAN VILLAGES

Revitalise the City's existing precincts and promote new precincts using the urban village concept. Use traffic calming to improve access to resources and activities. Improve neighbourhood character and identity. Promote a safer and more secure environment for local residents, and encourage a sense of community spirit and belonging.



Strategies

CI 43 Develop an Urban Village Improvement Program for the suburbs of Newtown, Darlington, Erskineville, Alexandria, Redfern, Waterloo, Surry Hills, Woolloomooloo, Kings Cross, South Paddington, Centennial Park and Rosebery, and for sites in Eveleigh, Ashmore Estate and Kimberley Grove.

CI 44 Incorporate in the Urban Village Improvement Program the following:

- Traffic calming, local access plans, streetscape improvements, guidelines for urban village development and open space management. Community ownership of programs is important, together with involvement in planning and implementation. Facilities such as barbecues in the parks, pedestrian routes, landscaping schemes, buffers between roads and parks, aesthetic signage, colour schemes, cultural art, aesthetic treatment of on-street parking and restriction of parking for external events could be included.
- Zoning and bonus systems for neighbourhood centres to encourage local shops, cafes with seating on the footpath, meeting places, community centres etc to be accessible for the neighbourhood via safe and pleasant pedestrian ways and cycle routes. Centres would be adjacent or closely linked to any open space areas, schools, main bus stops and community facilities.
- Throughout the City, integrate movement patterns - particularly walking, cycling and public transport with urban villages, activity centres and public facilities.

CI 45 Facilitate the development of activity programs with community representatives. Activities which could be considered might include:

- Local community markets in the local park or streets
- Rubbish offensive programs
- Litter reduction programs
- Involvement in local improvement programs
- Programs to incorporate new residents into the community
- Walking groups - to schools
- Multiple use of local parks, schools etc. for community events
- Education and information programs

In conjunction with business and community representatives continue to develop improvement programs for centres and streets, including:

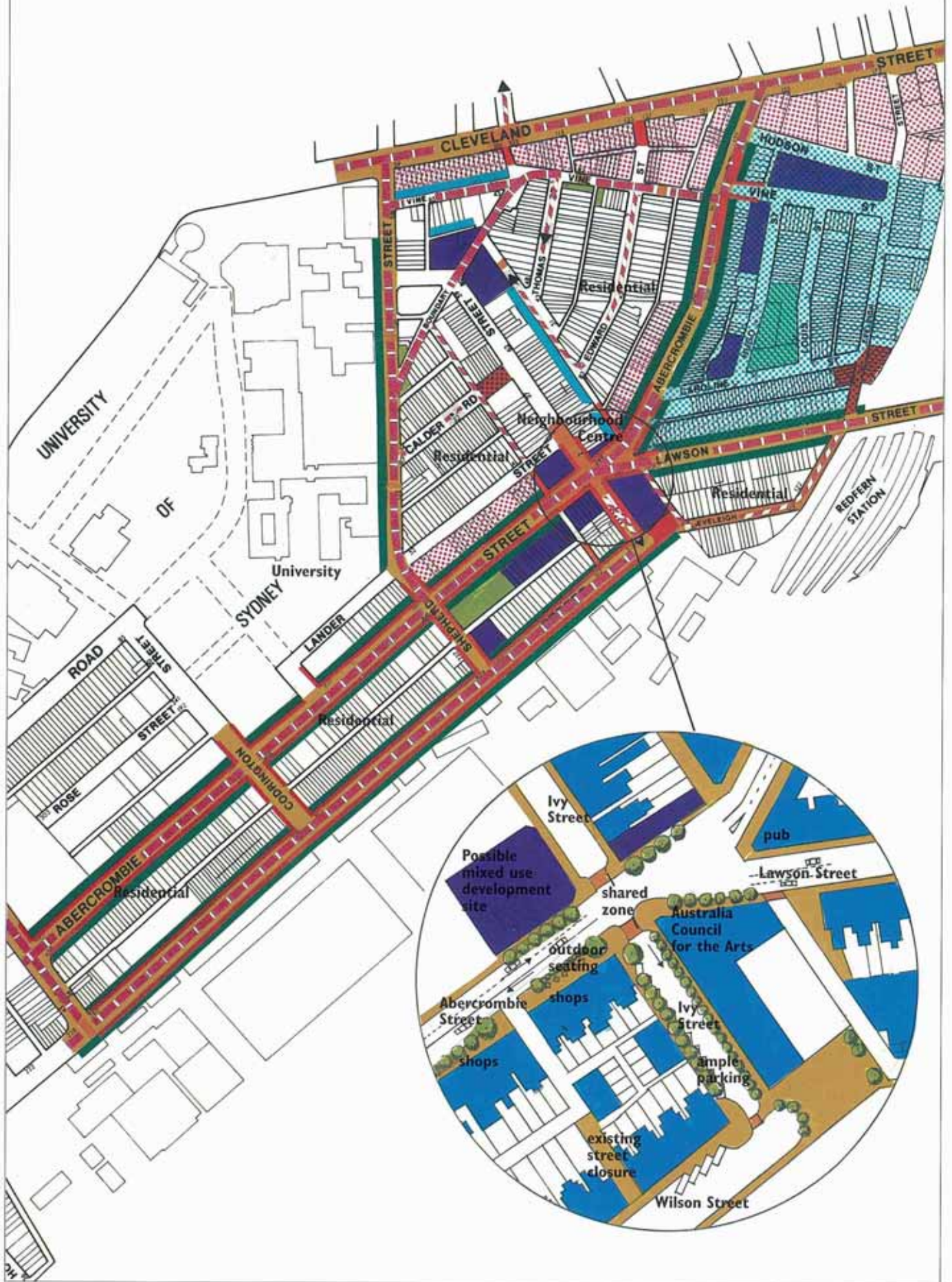
- Redfern Centre Improvement Plan
- King St Main Street Program
- Oxford St Main Street Program
- Erskineville Road
- Victoria Street, Darlinghurst

CI 46 Enhance the built form of the City by continuing to promote development that is compatible with the existing urban fabric. Adopt sound energy efficiency and thermal comfort principles and standards in the development control process.

An overall action plan for the Darlington precinct has been prepared to illustrate how the 'urban village concept' could be applied integrating the strategies outlined in this document. Refer to Darlington Urban Village Concept - Map 19.

















MAP 19



KEY

DARLINGTON URBAN VILLAGE CONCEPT

MAP 19

-  Buffer zone (mixed use)
-  Street improvements
-  Street closures
-  Two-way traffic
-  One-way traffic
-  New open space
-  Existing open space improvements
-  Possible redevelopment sites
-  Reinforce edges - landscaping
-  Neighbourhood centre improvements
-  Special precinct treatment
-  Affordable housing policy
-  Possible speed humps
-  Community focal point (pedestrian priority) - threshold treatment

DARLINGTON URBAN VILLAGE CONCEPT

Darlington is located south of Cleveland Street and is nestled between the Eveleigh Railway line to the east and Sydney University to the west. Redfern railway station and Redfern shopping centre not far away, situated at the eastern end of Lawson Street.

Darlington has a traditional 'village town' organisation, evidenced by the almost 'rabbit warren' streets that curve, responding to the topography, in a variety of patterns.

The streets are 'enclosed' by buildings, primarily terrace house groups of similar design, which predominantly influence the intact historical character and identity of Darlington.

The main land use of Darlington is residential, interspersed with some established light industrial and mixed use areas, located primarily on the edge of the precinct.

The area has also a recognisable centre representing the 'hub' of the neighbourhood, in Abercrombie Street.

VISION

To promote Darlington as an 'urban village' by reinforcing its cultural diversity, sense of community, and historical and cultural character.

Community facilities and public spaces are to be enhanced. Local area improvement initiatives are proposed to discourage through traffic from residential streets and create more livable places for people. In particular, the 'Neighbourhood Centre' is proposed to be improved and consolidated to achieve a safe, socially beneficial urban space that will ultimately become the 'focus' of community activity.

The main elements of the Darlington urban village concept are:

- An overall traffic and pedestrian management plan/creation of additional open space.
- Environmental improvements to Abercrombie, Lawson and Wilson Streets.
- Neighbourhood centre improvements.
- Creation of mixed use zones along Cleveland Street and Abercrombie Street.
- Provision of affordable medium density housing where appropriate, whilst retaining compatible employment generating uses.



5.4 COMMUNITY WELL-BEING

GOAL

Provide a broad range of community services and facilities which are responsive to the needs of the local community and improve quality of life and well-being.

The South Sydney area is home to a diverse and, in many ways, unique population. In addition to general community needs such as adequate and quality community health services, affordable housing, employment, education, cultural and leisure opportunities, efficient transport systems, access to information and a safe and quality urban environment, a large proportion of the South Sydney population has specific needs and requires additional support to maintain well-being and quality of life.

The profile of the City indicates:

- A high proportion of people on low, fixed incomes
- An increasing number of unemployed people
- A significant aged and frail aged population
- A very high proportion of single parent families
- A changing (but relatively stable) migrant population
- A significant Koori population.

These characteristics, coupled with a growing number of homeless people, a large gay and lesbian population, other groups with specific needs including youth and people with specific illnesses (such as psychiatric disorders or HIV) or disability, require Council to take a very broad approach to providing community services and support in the local area.

At its simplest, community well-being relates to the 'wellness' of the community. Many things contribute to 'wellness' but central to its definition are the community's needs, the degree to which those needs are being met, and the development of the community itself in the process.

OBJECTIVE - SOCIAL PLAN

Develop a Social Plan based on extensive community consultations. This will guide the future provision of community services and facilities by council, maximise the effectiveness and efficiency of existing services and ensure that resources are allocated on the basis of equity and need.

Strategies

Develop a Social Plan which incorporates the following elements:

- CW1 Establish a system of local area planning teams to develop a statement of issues and needs for each area.
- CW2 Conduct specific consultations with older adults, people with a disability, Koori groups, people from non-English speaking backgrounds, youth and the gay and lesbian community groups to ascertain their specific needs and develop strategies to address them.
- CW3 Incorporate into the Social Plan the social issues and strategies identified in the public consultation process of the Planning Strategy into the Social Plan. (see Strategy CW24).
- CW4 Develop a community profile using the 1991 census data as base information.
- CW5 Review the current provision of community services and facilities by Council to assess their appropriateness and effectiveness.
- CW6 Develop management plans for each of Council's facilities including leisure centres, libraries, activity clubs and community centres, to ensure they are managed efficiently, responsive to the needs of the community and accessible.



OBJECTIVE - HEALTH PLAN

Develop a Health Plan for South Sydney from a holistic perspective, which seeks to provide a physical, economic and cultural environment which is conducive to the maximum health and well-being of one community.

Strategies

CW7 Develop a Health Plan for the City.

CW8 Employ a project officer to assist in developing the plan.

CW9 Utilise as much as possible the expertise provided by the members of the community consultation program being undertaken to develop Council's Social Plan.

CW10 Conduct a community consultation program to identify community, public and environmental health concerns and issues.

CW11 Investigate the following within the Health Plan:

- The appropriateness of environmental health standards.
- The prevention and control of infectious diseases.
- The quality of food available for consumption.
- Community information needs on health, environmental risks and good health practices.
- Waste management and mechanisms to accelerate waste minimisation.
- The quality of public accommodation, housing and public buildings from a health and safety perspective.
- The control of the spread of disease from insects and rodents.
- Development of an effective immunisation service which is safe, comprehensive and convenient and reaches all eligible members of the community.



OBJECTIVE - HOUSING

Ensure that the housing stock within the area supports and maintains the diverse population mix of South Sydney.

Increase the supply of affordable housing across a wide range of tenures and improve access to the supply of such housing.

Strategies

CW12 Develop a Housing Policy and Housing Strategy for the City which:

- Articulates the right of every resident in the South Sydney area to obtain and maintain secure and affordable housing.
- Establishes a benchmark for an acceptable level of housing costs (such as adopting the Australian Housing Standards guideline that housing costs should not exceed 25% of disposable incomes).
- Define Council's responsibilities in relation to the local housing functions.
- Identifies its aim to retain a diversity of affordable housing forms.

CW13 Develop a Housing Strategy for the City which would:

- Raise awareness of the need for affordable housing with the local area.
- Identify current housing needs and affordable housing stock available to meet those needs.
- Review practices, codes and plans to identify impediments to providing housing which is affordable such as excessive car parking requirements.
- Develop flexible controls as appropriate and higher quality approval processes.

- Identify development potential and associated zonings to determine the supply of land available for use in developing affordable housing, including government land which may be recycled.

- Identify and recommend the re-zoning of particular areas appropriate for developing affordable housing (taking into account the capacity of existing or planned infrastructure to support such development, particularly where such housing may target groups with specific needs).

- Review the findings of the "Triple R" Study.

- Determine an appropriate mix of residential and commercial development in and across the City area.

- Investigate incentives which would encourage the provision of low cost housing by the public sector, including bonuses, subsidiaries and inclusionary zonings.

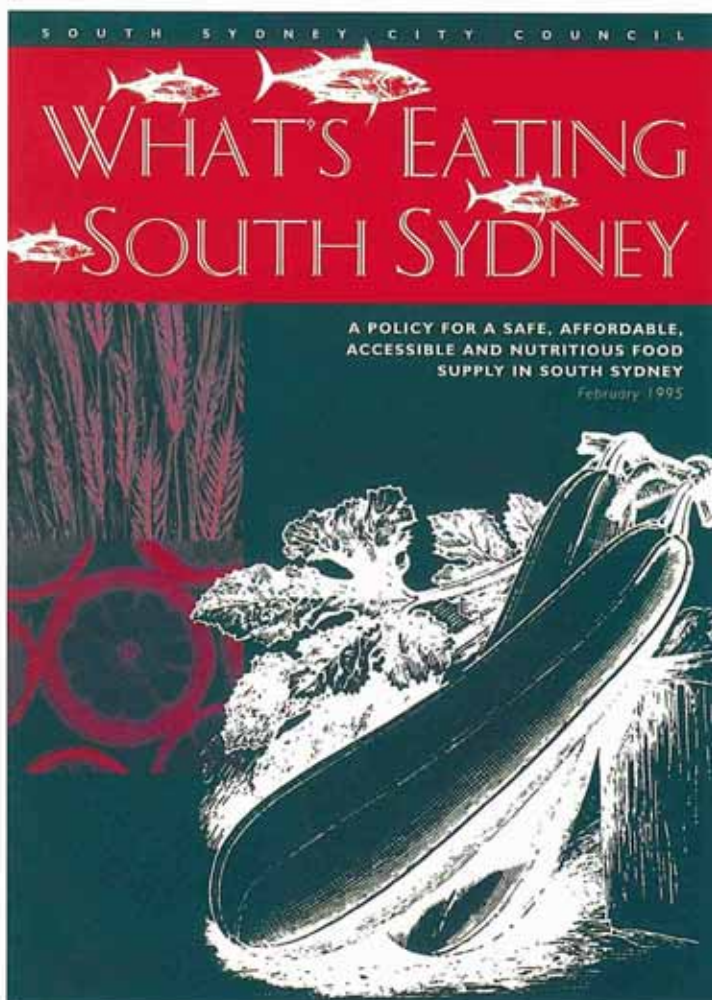
- Investigate the feasibility of rate rebates targeting those in need of housing.

- Promote urban consolidation where it is considered beneficial and appropriate and where the existing infrastructure can meet the demands of the increase in population. Urban consolidation could be encouraged by:

- relaxing planning restrictions on medium and high density development;
- increasing the areas open to medium and high density development;
- preventing 'down zoning' (the tightening of restrictions on medium and high density development).

- Encourage linkage programs and wide application of development levies, particularly under S94. These funds could then be applied to affordable housing projects.

- Seek out, promote and support appropriate local community housing initiatives, including non-profit co-operatives.
- Support local housing groups.
- Identify ways of improving the communication between Council and other levels of government to bring local housing needs and issues into a broad political and decision making context, especially where such needs have resulted from the implementation of specific policies by those governments.
- Encourage a regional approach to identifying housing needs and developing solutions to meet those needs.
- Consider the impact of Council decisions and actions on the availability and affordability of housing within the LGA.
- Identify innovative options for increasing affordable housing in South Sydney
- Consider the needs of specific groups within the LGA, when identifying housing needs and options for meeting those needs.
- Focus on medium and long term affordable housing rather than short term/ crisis accommodation while acknowledging the need to increase or at least maintain this form of accommodation in the area for at least the next few years.



OBJECTIVE - LOCAL FOOD POLICY

To move towards an accessible, affordable, wholesome and nutritious food supply for the population of South Sydney.

Strategies

CW14 Develop a Local Food Policy which addresses the following aims:

- To ensure that an adequate and nutritious food supply is available to all the people of South Sydney.
- To encourage the South Sydney community to eat a healthy diet by improving their knowledge of nutrition and food preparation skills.
- To improve the quality of food available to the South Sydney community.
- To ensure that Council's role in direct food services is appropriate to the needs of the South Sydney community.
- To support environmentally sustainable food production and delivery.

OBJECTIVE - EMPLOYMENT

Increase the number and range of local employment opportunities for residents of South Sydney.

Strategies

- CW15 Develop a Local Employment Initiatives Plan. The plan would involve establishing an overall local development strategy which:
- Attracts land uses and industrial development which is compatible with local skills bases.
 - Uses planning measures such as zoning and incentives to attract labour intensive industries (such as the service sector) in appropriate areas.
 - Incorporates protectionary measures into local environmental plans to ensure the continued existence of local industries, commercial enterprises and shops.
 - Identifies possible incentives for local employers.
 - Analyses, in detail, predicted employment growth within the growth corridor between the CBD, port and airport.
 - Includes a local businesses register.
 - Investigates available sources of Commonwealth funding and resources.
- CW16 Lobby for assistance to establish local training programs which develop skills compatible with development and employment trends in the local area. An example here would be to lobby for area assistance scheme funds to establish local training programs to develop skills compatible with likely secondary employment growth generated by the development of the Eveleigh Street goods yard and other industrial/commercial sites.
- CW17 Develop a closer relationship with other organisations providing employment training in the area (such as CES, Skill Share) with the view of developing innovative local employment training programs.
- CW18 Expand Council's work experience program to target the unemployed, and particularly disadvantaged unemployed people.
- CW19 Identify and develop services which will assist local unemployed people seeking work (such as child care).
- CW20 Encourage local high schools to incorporate into their curricula skills which will match the likely future employment demand in South Sydney.
- CW21 Investigate the employment of an Aboriginal Development Officer to develop a plan to increase employment opportunities for the Aboriginal community of South Sydney.

OBJECTIVES - PLANNING AND CO-ORDINATION

Improve the planning and co-ordination of community services within South Sydney to maximise their effectiveness. Integrate Council's various planning functions to ensure social issues and needs are adequately considered and accounted for in decision making processes.

Strategies

CW22 Map the existing community services operating out of South Sydney and develop an understanding of the role of such services and key target groups.

CW23 Take a key role in planning for the provision of services within the area by maintaining close links with the major funding sources.

CW24 Develop an efficient model of consultation with local community organisations and services.

Councils have played an increasingly important part in co-ordinating and providing community services since the 1970s. However, through the introduction of the new Local Government Act and the broader scope it establishes for Council activities in this area, coupled with the move by most councils towards a needs-based planning approach for community services, increased possibilities for Council to enhance community well-being are unfolding.

Together these events not only recognise that local government is best placed to provide services to meet local community needs but also challenge councils to review their traditional approaches and roles in the area of community services, to develop and implement new and innovative programs, ways of doing them and, in the context of limited resources, means of funding them.

Strategies developed by the local area and peak planning teams for consideration in the preparation of the Social Plan.

Education

- Lobby State Government to provide appropriate training facilities to mitigate low literacy skills, at all stages of educational development.

Transport

- Promote use of public transport.
- Lobby to improve public transport servicing to the local area.
- Review with a view to improving the effectiveness of the community transport system.
- Council to implement the findings of the community transport study.

Safety

- Recognise links between unemployment, drug use, crime and develop strategies to deal with these problems.
- Promote community support of Neighbourhood Watch.
- Lobby to increase police foot patrols.
- Support development of disaster/emergency centres.
- Develop a register of places of residence for elderly, disabled and non-English speaking people to use in event of an emergency.
- Facilitate better communication between police and local community.

Culture/Leisure/Recreation

- Establish a cultural mapping program.
- Promote public art.
- Ensure Moore Park remains a recreational resource.
- Retain RAS for cultural/education and recreational activities.
- Promote street theatre and busking.
- Investigate the rehabilitation of the Alexandria goods yard site for recreation.
- Balance tourism, entertainment and residential requirements.

Aboriginal People

- Assist in the improvement of the quality of the physical environment in the Aboriginal community.
- Address the isolation of the Aboriginal community.

Older Adults

- Recognise the increasing demand on services by the aged/elderly population.
- Private hostel accommodation and nursing homes for the aged.
- Improve traffic light timings for the elderly and disabled.
- Provide audio indicators at traffic lights
- Protect the elderly from attack.

People from Non-English Speaking Backgrounds

- Develop a LEAPS Policy.
- Maintain literacy classes.
- Expand information services to people from non-English speaking backgrounds.

Youth

- Encourage commercial developments which provide services for adolescents in South Sydney.
- Address high levels of youth homelessness by providing a diverse range of options for accommodation with ancillary services.
- Support Council Youth Services to prevent crime.
- Support programs aimed at preventing alcohol and drug abuse amongst young people.

Gay and Lesbian Community

- Develop strategies to counteract hatred and violence against this community.
- Support the collection of statistics on the gay and lesbian community.

Other Issues

- Employ a Project Officer to complete a community health plan which addresses local community health issues including:
 - the need for, and provision of, community health services within the local government area;
 - the loss of existing community health services from the area; and
 - the need for a healthy cities policy (including a Local Food Policy).

5.5 CITY MANAGEMENT

GOAL

To manage the development of the city (including its natural and built environment, its people, functions and movement systems) in a just and sustainable manner through integrated planning, both within council and with other spheres of government, and an open and participatory decision-making process.

The new Local Government Act, sets out a charter which councils must pursue in exercising the administration and management of the area for which they are responsible. These include:

- To exercise community leadership.
- To provide directly or on behalf of other levels of government adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively.
- To properly manage, develop and conserve the environment of the area for which the council is responsible.
- To have regard for the long term effects of their decisions.
- To bear in mind that they are the custodians and trustees of public assets and to effectively account for and manage the assets for which they are responsible.
- To facilitate the involvement of Councillors, members of the public, users of facilities and services and Council staff in the development, improvement and co-ordination of Local Government.
- To raise funds for local purposes by the fair imposition of rates, charges and fees, by income earned from investments, and when appropriate, by borrowings and grants.

- To keep the local community and the State Government (and through it, the wider community) informed about its activities.
- To ensure that, in the exercise of its regulatory functions, it acts consistently and without bias, particularly where an activity of the Council is affected.
- To be a responsible employer.

These new responsibilities will require Council to respond, both in terms of its corporate and strategic planning, and in its day to day operations. The planning strategy provides an opportunity to address how Council can meet its responsibilities under the charter.

In terms of managing, developing and conserving the environment of the area and having regard to the long term effects of its decisions, Council is required to put in place a new urban structure plan and a new set of comprehensive planning controls (such as a Local Environmental Plan and Development Control Plans) which are capable of responding to community and regional pressures both now and in the foreseeable future (5 to 10 years).

This entails a recognition of the constraints and opportunities existing within the present city structure; an acceptance of the community's vision for the future development of South Sydney; recognition of the key public policy initiatives already underway and adoption of the overriding principles for the strategy as outlined in the strategy framework.

In the provision of equitable and appropriate services and facilities for the community and their efficient and effective management Council is required to keep the local community and the State and other governments informed. This, and the need to raise funds for local purposes will require Council to develop a more integrated approach to all its planning functions. This includes the co-ordination of all (strategic) planning functions including environmental management, urban design, landscape design, social planning, transport planning and physical planning.

It also includes the necessary integration of Council's strategic planning functions with its corporate planning processes and a higher level of co-operation and co-ordination with other levels of government, regional organisations and councils.

The preparation of the planning strategy for South Sydney provides the basis for the future planning and development of South Sydney. Given the extent of the information compiled from public participation and consultation with relevant State and Local Government authorities, the Strategy has a much wider role to play in strengthening Council's corporate planning functions (including its Management Plan, Five Year Works Programs and budgets).

Utilisation of the information contained in the Strategy for the framing of new three yearly management plans (such as those required by the new Act) will see Council well placed in terms of the new legislation with the added advantage of public support. It is also important to recognise that the broader context in which Council operates is not a static one and as such it will be necessary to conduct regular reviews and updates of the strategic plan. This information can also be fed into Council's corporate planning process.

Similarly, if Council's own planning policies are to be effective, they must acknowledge and respond to the policies and activities of other levels of government so an agreed framework for city planning can be developed. Perhaps more importantly new ways have to be found so that Council may become involved in the range of regional administrative decisions made by Federal, State and Local Government which affect the Botany Bay Region.

This requires the establishment of ongoing mechanisms for inter-governmental co-operation. This should include agreements on the division of roles and responsibilities between governments, as well as to the administration of major Commonwealth and State programs which involve Local Government and are of particular relevance to local communities.

Finally, local government must develop new ways of decision making to involve the community in the development, improvement and co-ordination of the planning process.

Such innovations are in line with emerging pressures within the general community for the right to know about public decisions and to participate in decision making. This will involve Council in the development of new mechanisms which seek to decentralise Council's traditional 'consultative' powers and actively encourage the community to 'participate' in Council's decision making processes.

One example of these new mechanisms is the public participation model used in developing the planning strategy itself. Through the broadly based Peak and Local Area Planning teams the community was able to work directly with Council staff in developing the vision for South Sydney which forms the basis for the Strategy. These teams have proved so successful that they have already been used in the preparation of the Environmental Impact Statement for the Southern Arterial (Stages 2 & 3) by the Roads and Traffic Authority and the preparation of the planning studies for the Eveleigh Goods Yard by the Department of Planning. It is also proposed to use them in the future for the development of Council's Social Plan.

OBJECTIVE - CITY STRUCTURE PLAN FOR SOUTH SYDNEY

Manage the City as a system of precincts which are located between the CBD, the airport and Port Botany which are connected by transportation networks, appropriate land uses, open spaces and major sites.

Strategies

Develop a new Plan for the City of South Sydney having regard to Council's:

- Regional strategies
- City wide strategies
- Local or neighbourhood strategies

Regional Strategy

CM1 The major structural elements of a Regional Strategy for South Sydney include:

- Management of the City into two sectors (the north and south sectors) the boundary of which is determined by topographical characteristics, historical development of the City and the prevailing complexity and diversity of land use and form. The boundary line runs generally along the east/west corridor formed by Euston Road/McEvoy Street and Lachlan Street.
- Creation of a buffer zone between the two sectors comprising the proposed arterial road, mixed land uses and open spaces.
- Establishing a strong physical and administrative boundary on the fringe of the Central Business District/City of Sydney boundary in order to contain future growth of the CBD in South Sydney.
- Reinforcement of a strong regional/city road hierarchy which channels the majority of regional through traffic along the proposed arterial road dividing the north and south sector and on South Dowling Street which connect the City and northern suburbs with the airport, Port Botany and Central Industrial Areas.
- Reinforcement of a regional open space corridor running from the eastern border of the CBD such as from the Domain and Hyde Park south to Alexandra Canal.
- Recognition of, and response to the redevelopment potential of a number of significant large sites in South Sydney such as Navy Stores site in Zetland, Royal Agricultural Society site in Moore Park and the former Eveleigh Goods Yard.
- Recognition of the significance of several institutional sites in South Sydney currently undergoing change/and master planning.

City Wide Strategy

CM2 The major structural elements of a City Strategy include:

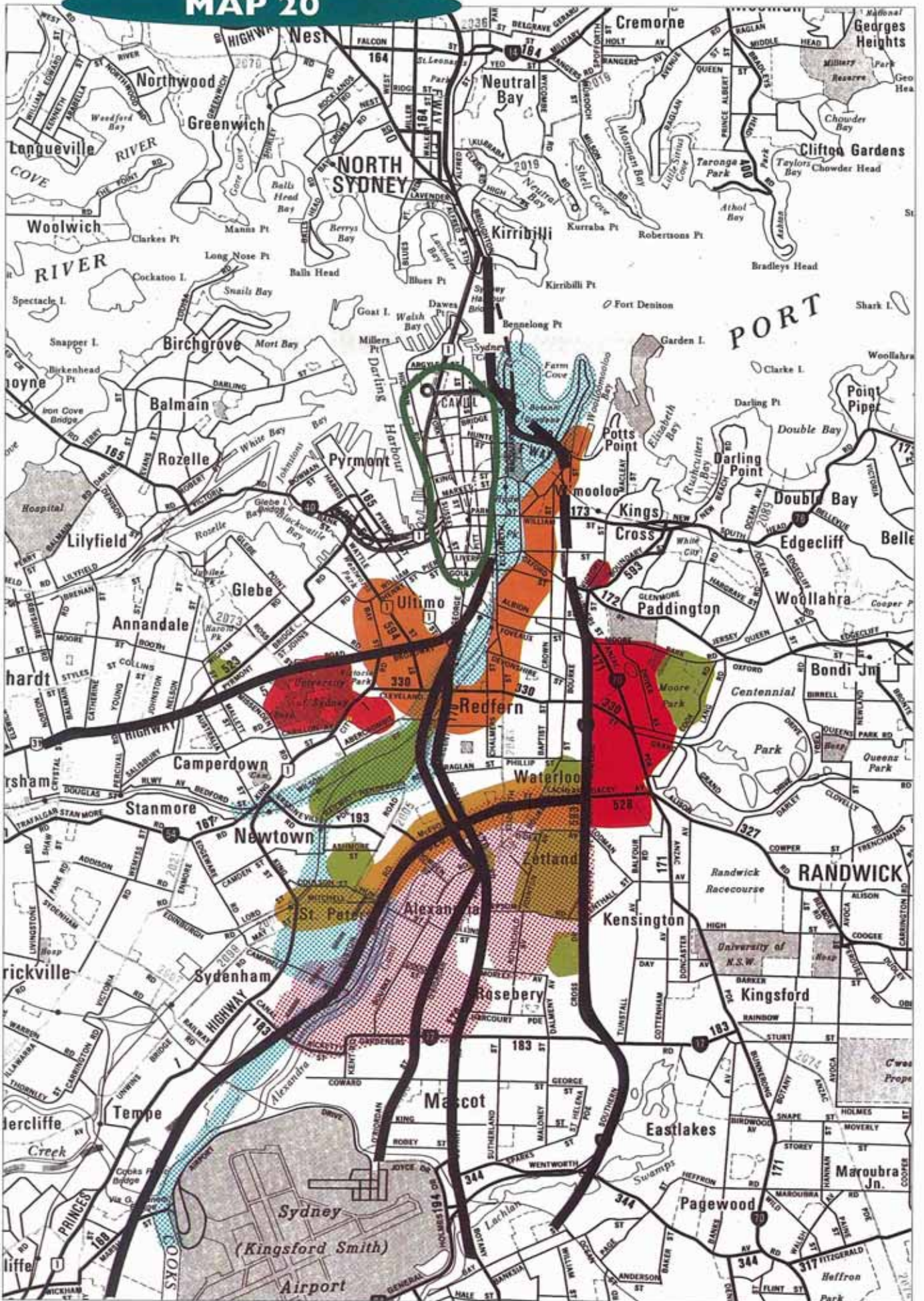
- That major new growth in South Sydney should be channelled towards sites in the south sector around selected railway stations, around significant open space and on major redevelopment sites (both publicly and privately owned).
- The establishment of selected residential neighbourhoods in the north sector where only sensitive infill development is appropriate.
- The establishment of several residential neighbourhoods located in both sectors which have been identified as functioning well as community exchange places. In these areas, only small alterations, additions and infill development are appropriate and preservation of the precinct should be paramount.
- The acknowledgment and enhancement of mixed use precincts both as buffer zones along major arterial roads and surrounding the CBD, and as precincts in their own right.
- Establish two areas within the south sector relating to their existing function and opportunities. Land to the west of Botany Road should accommodate all major regional or CIA activities given its good north-south access, while land to the east of Botany Road but north of Beaconsfield, should be used to provide secondary or local employment initiatives.

Local Strategy

CM3 The major structural elements of the Local Strategy are as follows:

- Reinforcing the existing 'urban villages' environmental improvements and implementation of Local Area Traffic Management Schemes (LATMS).
- Establishing a pedestrian network which reinforces sensitive residential neighbourhoods, existing community facilities/services, main street shopping centres/corner stores and open spaces.
- Establishing an open space network which reinforces and links the pedestrian network, the regional open space network, and sensitive neighbourhoods.
- Reinforcement of existing historic precincts and structure.
- Recognition of factors which affect ethnic and cultural groups within South Sydney, and where such groups are located.

MAP 20



KEY REGIONAL STRATEGIES

MAP 20

-  CBD containment controls
-  North/south divide
-  Improve through routes
-  Major site DCP's
-  Regional employment role
-  Master plans
-  Regional open space corridor
-  CBD



Adopt controls for land-use and urban form to protect the CBD fringe from encroachment of high rise office type development.

Manage north/south sectors and reinforce identifiable characteristics in each. Use the intermediate zone for mixed uses and as an open space corridor linking Sydney Park and Moore Park.



Recognise and reinforce the road hierarchy.

Prepare development control plans for significant large sites in the City.

Recognise and reinforce employment opportunities in the industrial area.

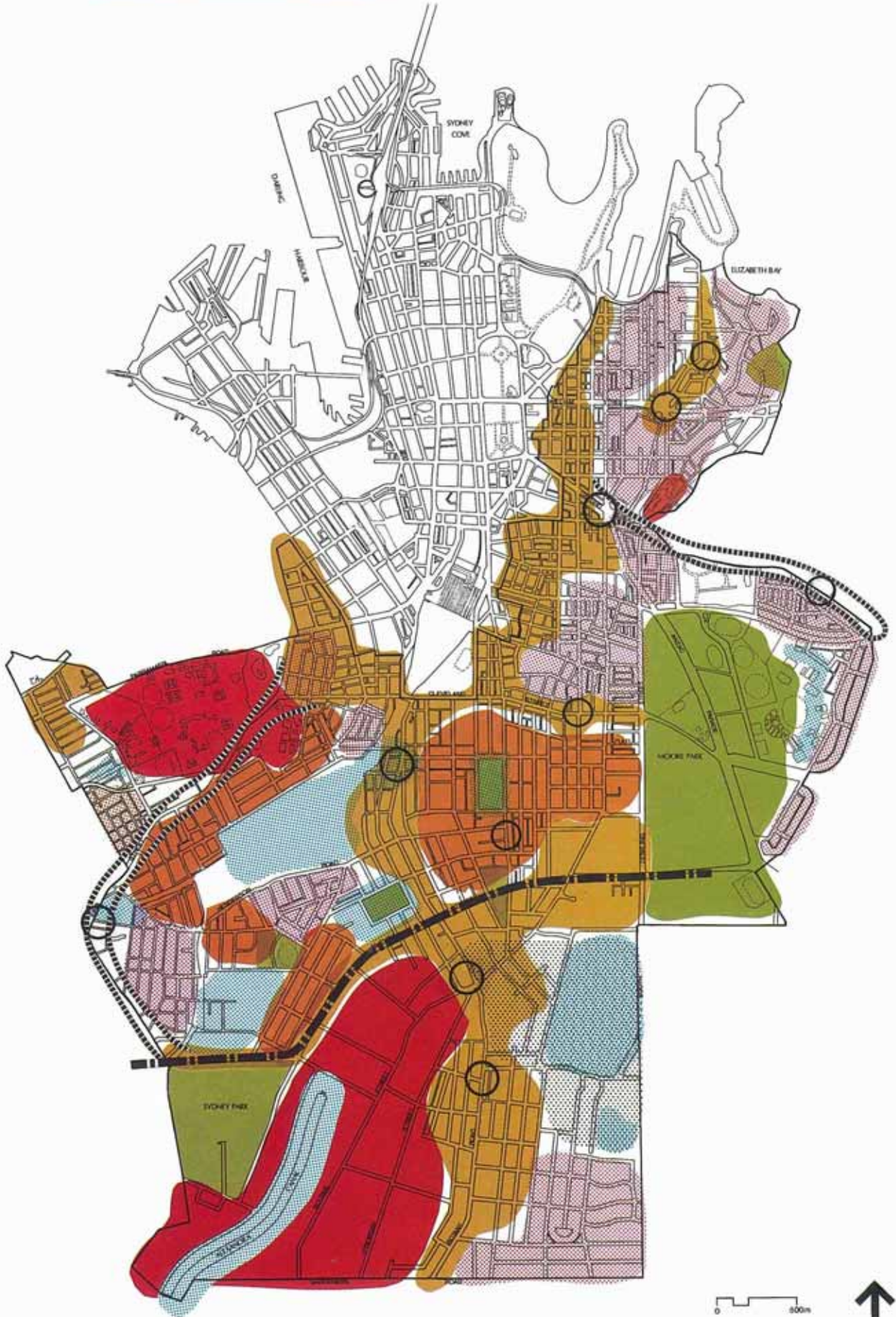
Prepare master plans to manage growth and development of existing large institutional facilities in the City.



Extend existing open space and link regional open spaces such as Sydney Park to Moore Park and Alexandra Canal to Hyde Park with green corridors.



MAP 21



KEY CITY WIDE STRATEGIES

MAP 21



Residential scale preservation



Activity nodes



Extended mixed use zone



Mixed commercial controls



Local employment zone



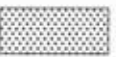
Residential infill using
obsolete buildings and sites



Key open space



New growth area around
railway stations and on
large redevelopment sites



Major restructuring plan and DCP



Reinforce north/south sectors



Where areas are considered to have satisfactory character, new development should aim to preserve and reinforce this in terms of scale and design detail.

Reinforce activity nodes with appropriate land use mix and intensity of development as well appropriate public realm improvements.

Reinforce and extend mixed use zones in the City to accommodate a wide range of land uses subject to performance criteria to be established.



Develop plans and controls specific to the needs and demands of shopping strips, including King Street and Oxford Street, to support the Main Street programs.

Support redevelopment and employment generation in the industrial area.



Areas with potential for redevelopment using vacant sites and obsolete buildings. These may accommodate some increase in densities.

Continue to prepare new park management plans and implement those in existence to upgrade parks and improve recreation resources in the City.



Areas with significant redevelopment potential may accommodate increased densities and should contribute significantly to implementing sustainable development concepts. Prepare development control plans for these sites.

Prepare urban design structure plans and controls to improve the amenity of the industrial area through improvements to the public realm and new developments.

MAP 22



KEY LOCAL AREA STRATEGIES

MAP 22



Key facilities, services and junctions DCP's



Comprehensive open space and pedestrian network



Linear space improvement plans and DCP's



Precincts



Special precinct DCP's



Prepare development control plans and improvement plans for major facilities, key traffic junctions and centres of activity such as local shopping areas - based on and linked up to the overall pedestrian and open space network.



Develop a comprehensive open space and pedestrian network throughout the City, linking open spaces, facilities such as schools, public transport nodes and employment areas with well designed public spaces of visual and functional quality, and ensuring pedestrian safety and amenity.

Prepare guidelines for linear precincts such as main roads and, where possible, implement improvements such as Victoria Street, Darlinghurst and Regent Street, Redfern.



Reinforce identified local precincts with appropriate development controls to prepare and enhance their character where desired.

Prepare development control plans for special precincts which have unique characteristics. These may include urban form, special features such as the Canal, views or significant open space.

OBJECTIVE - COMPREHENSIVE LOCAL ENVIRONMENTAL PLAN

Manage, develop and conserve the South Sydney environment in order to facilitate the efficient and effective presentation and operation of the City.

Strategies

CM4 To prepare a single comprehensive set of planning controls which reinforces the planning strategy for South Sydney. The controls would ensure:

- That as a general rule the comprehensive plan contain only the minimum of controls and provisions as required under the Environmental Planning and Assessment Act and that where appropriate the use of development standards be contained in the accompanying Development Control Plans.
- Where appropriate, the controls embodied in the comprehensive plan be based upon the performance of a development proposal and not just its land use (such as mixed use and industrial zones).
- That the format and comprehensive controls be presented in an easy-to-read and plain English style.

OBJECTIVE - INTEGRATED STRATEGIC AND CORPORATE PLANNING FUNCTIONS

Integrate Council's strategic planning functions with its corporate planning functions.

Strategies

CM5 Adopt as policy the planning strategy as a direct input into Council's existing management plan to facilitate the decision making processes.

CM6 Incorporate the detailed strategies set out in the strategic plan into the rolling Five Year Works Program and S94 plan.

OBJECTIVE - INTER-GOVERNMENT RELATIONS

Achieve better co-ordination and co-operation with other levels of government in order to better manage the City's environment.

Strategies

CM7 Pursue regular provision by State and Commonwealth agencies of adequate information with respect to those agencies' objectives, policies and activities. This information is required firstly to monitor the performance of State and Commonwealth programs, and secondly, to gain a greater understanding of the strategic and political context affecting those programs.

CM8 As an active member of Southern Sydney Regional Organisation of Councils (SSROC), and a local government authority, present a coherent position on major issues affecting local communities, and thus negotiate inter-government agreements.

**OBJECTIVE - PUBLIC PARTICIPATION IN
THE PLANNING PROCESS**

Develop new mechanisms of public consultation in the planning process which actively encourage the community to participate in Council's decision making process.

Strategies

CM9 Pursue a philosophy of open and participatory democracy in all major decisions involved with the planning process and related areas of Council's operations such as Local Area Traffic Management Schemes, Park Plans of Management, and Streetscape Improvement Projects.

PLANNING STRATEGY

SECTION 6

PLANNING STRATEGY IMPLEMENTATION

PLANNING STRATEGY IMPLEMENTATION

The successful implementation of the Council's planning strategy for South Sydney will depend upon:

- the Council's existing corporate commitments, priorities and its available resources.
- the role that each individual strategy/action requires Council to play.
- the priority of individual strategies over the life of the Strategy as a whole.
- the priorities of governments and the private sector.

EXISTING COUNCIL PRIORITIES

Essentially the speed of implementation of the many actions outlined in Council's Planning Strategy will be determined by Council's current resource availability and its annual review of corporate priorities and programs.

Council's resource situation has been in a state of flux since the cross servicing arrangements with Sydney City Council were terminated during 1993 and 1994. The termination of the resource sharing arrangements signals among other things an end to the financial subsidy that Council has received from Sydney City Council. This will place a significant strain on Council's available resources. It will also have implications for the implementation of the Strategy.

Council's current corporate planning priorities and programs are outlined in the 1995-98 Management Plan which covers an extensive list of goals and objectives for each of Council's major functions. The Plan, goals and objectives are reviewed annually and adopted by Council in June. Progress on the implementation of the Plan is reviewed quarterly.

A significant component of Council's Management's Plan is that it must be subject to public scrutiny. In this sense the planning strategy with its extensive public participation program can play a key role in serving as the framework for identifying projects which contribute to Council's overall corporate goals.

Council currently prepares both Annual and Rolling Five Year Works Programs which incorporate all major items of proposed capital expenditure, such as Local Area Traffic Management Schemes, parks, landscaping and streetscape improvements, by each of Council's service departments. In 1993 an estimated \$7.5 million dollars was committed to the Annual Capital Works Program. It is proposed to spend some \$17 million dollars on Council capital works projects over the next five years.

Many of the projects identified in the (Annual) Capital Works Program are works which were either committed prior to completion of the planning strategy, are independent of the plan, or are part of ongoing or continuous programs, such as road reconstruction. These commitments must be satisfied and the works completed while new projects are progressively introduced. In this regard, it should be noted that a large number of the individual strategies contained in the planning strategy which involve a capital works component are already listed in the Works Program.

Regarding the strategic plan's proposed new capital works, the Five Year Works Program offers an opportunity for Council to re-order its priorities to reflect the vision and needs of the community as outlined in the individual strategies.

TYPE OF INDIVIDUAL STRATEGY

The individual strategies set out in Section 7 vary greatly in terms of the roles they require Council to perform and the resources needed for their implementation.

Overall, the vast majority of strategies do not require significant capital resources and can be taken up (immediately) as part of the Council's ongoing administrative functions. Many of the individual strategies recommended above have already been listed in Council's corporate planning documents (such as the Annual Five Year Works Program) but are listed here in order to document these linkages with the planning strategy.

The major roles placed upon Council by the range of individual strategies include:

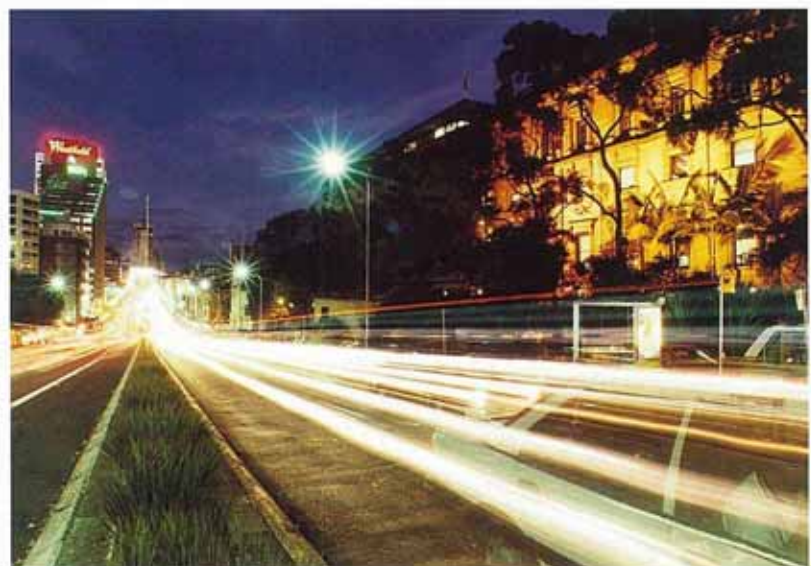
POLICY/PLAN (P) - which will require Council to prepare new planning controls under the Environmental Planning and Assessment Act, 1979.

CAPITAL WORKS (C) - where Council allocates resources in the Annual and/or Five Year Rolling Works Programs to carry out major capital works projects.

NEGOTIATION/ADVOCACY (N) - where Council will present policies and proposals which fall outside its statutory powers or its normal scope of operations to other spheres of government and to the private sector. This requires Council to assert its influence through either negotiation or lobbying in order to achieve its objectives.

FURTHER INVESTIGATION/STUDY (S) - where Council will be required to undertake additional investigations and/or study on a matter which has merit but given the timing of the Strategy has not been resolved sufficiently.

ADMINISTRATIVE ACTION (A) - which will require Council to modify or review its own administrative procedures.



STRATEGY PRIORITIES

Implementation of all the individual strategies contained in the planning strategy is vital for the development of South Sydney over the next decade. This is not to say, however, that all strategies should or could be implemented in the first year of this period.

The individual strategies outlined in the planning strategy sets out a program of action representing several years of work. This situation is complicated by the fact that the nature of work involved in each individual strategy varies considerably. Several strategies are dependant on other work being completed. Progress on some strategies involves stakeholders other than Council, such as the Roads and Traffic Authority or State Transit. A number of key strategies require structural change to Council's present operation and numerous strategies involve the expenditure of Council resources (which are usually considered as part of Council's corporate planning cycle which is realised in December of each year for the next years operations).

As a consequence the implementation of individual strategies contained in the plan have been classified into three categories of priority, for action by Council. These are:

UNDERWAY - Representing projects which have already commenced.

IMMEDIATE PRIORITY - projects to be completed within the life of Council's 1995-1998 3 Year Works Program.

ONGOING PRIORITY - Involving progressive inclusion in Council's Three Year Rolling Works Programs over the 10 year lifetime of the Strategy.

STRATEGY REVIEW

An essential component of the ongoing implementation of the planning strategy will be the need to revise the document from time to time. This will ensure that the Strategy remains relevant to the emerging issues that will affect the South Sydney area. The planning strategy should be reviewed on an annual basis through the review of Council's Plan of Management with a more detailed review including further community involvement occurring at the end of the first trimester (ie. 1998) or following the election of a new Council. (eg. in 1995/96)

IMPLEMENTATION PLAN

Bearing in mind Council's available resources and current corporate priorities, the following Strategy Implementation Plan, sets out the type of action by Council and the priority attached to each strategy.



PLANNING STRATEGY

SECTION 7

IMPLEMENTATION
PLAN

IMPLEMENTATION PLAN

NUMBER	STRATEGY	RESPONSE	TYPE	CURRENT ACTION	PROPOSED ACTION
ENVIRONMENTAL STRATEGIES					
EN 2-4	Air Pollution Information	H&CS EPA	N	No EPA monitoring station in area.	Lobby EPA to establish air quality monitoring stations. Provide public information on air quality.
EN 1, 5-6	Air Pollution Policy	H&CS P&B ES	P	Emissions from cars & scheduled premises regulated by EPA.	Ensure applications for new development proposals provide information on the environmental impact of air pollutants generated. Train staff in assessment.
EN 7	Waste Minimisation	PW&S H&CS	N	High temperature incinerator, Waterloo. Pilot recycling program.	Conduct waste minimisation campaign. Investigate alternatives to Waterloo Incinerator.
EN 8-15	Noise Reduction Program	H&CS P&B ES	S	No specific program.	Develop noise monitoring program to identify noisy areas. Develop control plans to mitigate noise impacts: e.g. heavy vehicle routes (refer L115-Truck Routes), noise considerations in landuse planning separating e.g. hospitals and residential from industry; minimisation policy and design guidelines for new developments, staff training in noise assessment.
EN 16-21	Water Pollution Reduction Program	H&CS PW&S P&B	S	Licensing of waste water by Water Board.	Develop strategies to promote cleaner use of waterways & guidelines for industries adjacent to stormwater channels and canals. Assess environmental impact of new development. Encourage on-site drainage in new developments. Adopt Sydney Coastal Council's Stormwater Pollution Control Code for Local Government.
EN 22	Alexandra Canal	H&CS PW&S P&B	C	Water Quality & Flood studies undertaken by Water Board. Report to Council on establishment of Cooks River Catchment Management Sub Committee. Setbacks in LEP 114.	Develop management plan for Alexandra Canal, using swamps/reed beds to filter pollution and create local reserve and recreation tracks.

EN 23-26	Hard Contamination Eradication		H&CS P&B EPA/DOP	S	Limited information of contaminated sites. LEP 114 contains clause on Contaminated Land.	Prepare register of contaminated sites and ensure sites are decontaminated when developed. Develop policy requiring contamination testing reports for new developments in potentially contaminated areas. Negotiate with EPA for advice and soil tests on major industrial sites.
EN 27-30	Energy Efficient Guidelines		P&B H&CS	P,N	Developing guidelines in association with SSRQC.	Prepare guidelines for new buildings, ensuring adoption of energy efficiency principles. Prepare DCPs, public information and computer analysis programs. Require energy audits for large commercial developments.
EN 31-35	Waste Minimisation and Recycling Program		PW&S H&CS	C,N	Recycling program. Public campaigns.	Review and expand Council's waste minimisation and recycling program with other councils and through public campaigns. Aim to reduce waste disposed by 50% by the year 2000.
EN 36-39	Recycling Incentives		H&CS PW&S TAX DEPT EPA MANUFACT.	N	Paper is collected regularly. Glass & aluminum cans are collected from H & CS Dept & Activity Clubs.	Lobby State and Federal Government to provide economic incentives for the recycling industry. Lobby packaging manufacturers to reduce packaging (plastics). Lobby State Government to research alternative methods of waste disposal.
EN 40-43	Catchment Management Plan		PW&S P&B H&CS	S	Sheas Creek & Rushcutters Bay Catchment Studies completed.	Prepare catchment management plans for water catchment areas in the City. Identify flooding potential and consider in land use zoning.
EN 44-48	Flood Mitigation Guidelines		PW&S P&B	S	On site Detention Policy is placed on large development sites as DA conditions. Also water pollution mitigation DA's.	Develop guidelines for new developments including on-site drainage requirements, use of pollutant traps and settlement tanks. Develop guidelines for flood-prone areas including raised floor levels, increasing channel capacity, dual drainage and recreation surfaces, limiting hard surfaces, on-site detention basins.

LAND USE AND TRANSPORTATION STRATEGIES

LT 1-4	Pedestrian Network Plan	P&B PW&S	S,P	Ad hoc provision of pedestrian crossing facilities & street furniture. Appointment of a Pedestrian Safety Officer in PWS.	Draft pedestrian network plan of routes linking neighborhoods, centres, open space, railway stations. Include maps, trees, seats, shelters, lighting, road crossings along route. Policies on facilities to be provided. Plans for Redfern Centre and Darlington, Taylor Square - Darlinghurst, King St. - Newtown, and pedestrian black spots.
LT 5	Walking Promotion	P&B PW&S	N	No specific campaigns.E98	Campaign to promote walking as healthy, environmentally friendly travel. Promote walking activities e.g. walking groups to school, dedication of roads to pedestrians on certain days. Advertise walking network developed in LT 1-4.
LT 6-9	Bicycle Policy and Plan	P&B PW&S RTA POLICE BYC. ORG.	S,P	Bicycle plan in need of revision. RTA regional plan drafted. Water Board preparing a Bike route along Alexandra Canal.	Develop revised bicycle plan to complement RTA regional plan. To link major residential, workplace, shopping, recreation areas. Develop policies on provision of cyclist facilities in centres, stations, new developments, along bicycle routes. Develop in liaison with RTA, Police, bicycle organisations.
LT 10	Cyclist Promotion	P&B/PW&S RTA	N	RTA public information.	Conduct promotion campaign to encourage cycling and safe cycling habits in conjunction with RTA.
LT 11-15	Public Transport Improvement Plan	P&B/PW&S STA CITY RAIL DOT	S,P, C	STA & CityRail provide & monitor services.	Lobby for a public transport demand study and service improvement program with STA, CityRail, DOT. Consider bus-priority traffic management, improved pedestrian access to public transport, interchange facilities, use of more energy-efficient fuel.
LT 16	Alternative Public Transport Study.	P&B PW&S	S	Pre-feasibility study for PPT trial on Eveleigh site.E118	Public transport demand study to investigate feasibility of (i) Personal Public Transport System (ii) Opportunities for Light Rail. e.g. Elizabeth Street to Botany Rd, Proposed Eastern Suburbs Light Rail Line, and Central to Showground Link.

LT 17	Airport Rail Link	P&B DOP PREMIERS DEPT DOT	N	Support expressed for station at Beaconsfield. Consideration of land development around station site.	Support railway station at Beaconsfield if the State Government decides to proceed with Airport-City rail link.
LT 18	Public Transport Campaign	P&B PW&S	N	STA & CityRail information and campaigns.	Conduct promotion campaign in South Sydney encouraging use of improved public transport following completion of public transport improvement plan.
LT 19-20	Integrated Land Use/Transport	P&B PW&S	P	Ad hoc linkage of land use zones and transport networks in LEPs:E140	Reinforce integrated land use strategies by planning employment and residential activities in close proximity, and improving opportunities for other forms of transport e.g. walking, cycling. Discourage major new road building and parking, and make vehicular transport less attractive.
LT 21	Road Hierarchy	PW&S P&B RTA	N	Current road hierarchy enforced, but extensive filtering from State and Regional roads by through traffic.	Adopt revised road hierarchy. Plan local road improvements and traffic calming in line with this. Lobby RTA to upgrade regional roads to ensure they carry regional traffic: Eastern Distributor, Euston/McEvoy Rd.
LT 22	Traffic Calming	P&B PW&S	C	Program of 24 LATMs in progress.	Complete the program of traffic calming in precincts. Expand new LATMs to include planning for urban villages as well as traffic management. Use Darlington as a pilot urban village/LATM project.
LT 23-27	Parking Policy/Transport Code For New Development.	P&B PW&S	S	Parking control code for new development. On-street resident parking scheme.	Develop parking policies to restrict parking - by incorporating lower rates of parking in new development, restricting the issue of resident parking permits, discouraging new parking stations, developing parking management plans for special events, design guidelines for developments, as part of a new South Sydney transport code for new development.

LT 28	Car Pooling	P&B PW&S ES	N	Discussions with car pooling organisations.	Develop car pooling campaign, in conjunction with any car pooling organisations.
LT 29-31	Traffic Management	P&B PW&S RTA	S	Various site-specific traffic management measures throughout the LGA.	Investigate opportunities for restrictive traffic management: road pricing, bus/transit - priority lanes, pedestrian priority at key pedestrian intersections.
LT 32-34	Truck Routes	PW&S P&B H&CS	S	Current road hierarchy plan. Light traffic limits in certain streets. License B-Double routes. Assessment of truck traffic in industrial developments.	Develop heavy vehicle road plan designating preferred routes and restricted routes. Incorporate hazardous goods routes. Ensure truck-generating land-uses are away from sensitive residential areas.
LT 35-37	Regional Freight Strategy	PW&S P&B SSROC	S	SSROC transport and environment program recently commenced.	Develop in conjunction with SSROC a regional freight strategy supporting freight on rail, designating road freight routes, hazardous goods routes, land use patterns, energy-efficient fuel usage.
LT 38	Hazardous Goods	H&CS P&B PW&S	S	Developing register of hazardous goods.E177	Prepare register of sites with dangerous goods. Ensure dangerous goods industries are situated away from residential areas. Incorporate hazardous goods routes in heavy vehicle route plan in LT15 and LT16 above.
LT 39	Mixed Use Zoning	P&B	P	Extensive mixed use areas in current planning instruments.	Extend mixed use zones in comprehensive LEP. Include: predominantly residential mixed, low intensity mixed, vertical mixed, industrial mixed as shown in mixed use zones map.
LT 40	Mixed Use Guidelines	P&B H&CS PW&S	P	Generally prescriptive LEP controls. DCP 1, conditions of consent, s.90 EPA Act considerations in assessing development proposals.E140	Develop performance standards for each type of mixed use zone. (Refer tables with mixed use map).

LT 41	Urban Growth Centres	P&B	P	Current planning controls generally comply with this principle for existing stations. Scope to take urban consolidation further.	Develop or review planning controls (LEP, DCPs) around Redfern, Newtown, Central, Beaconsfield (if Airport-City railway proceeds) stations to allow increased urban densities.
LT 42	Infill Areas	P&B	P	Guidelines included in planning controls.	Develop guidelines and incorporate into comprehensive DCP standards for sensitive infill development in the following areas: Erskineville, St. Peters, Kings Cross stations, Surry Hills, Oxford St., Botany Road, Wyndham/Gibbons St. commercial precincts. Victoria, Redfern, Waterloo and Sydney Parks. The guidelines to address height, local character compatibility, built form, streetscape, open space, infrastructure, impacts on adjoining areas.
LT 43-44	Potential Development Sites and Precincts	P&B	P	Current planning controls could be expanded for specific large sites.	Prepare DCPs for following areas: Mitchell Road - St. Peters, Former ACI site - Waterloo, Former Superannuation Board site, Dalmeny Ave - Rosebery, Victoria Park, Ashmore Estate - Erskineville, Sydney University, Children's Hospital Site - Camperdown.
CHARACTER AND IDENTITY STRATEGIES					
CI 1-2	North/South Sectors	P&B	S,P	City viewed as a whole with limited distinction between areas.	Recognise & reinforce the prevailing difference between the north & south sectors of the City. 1. Encourage residential & mixed uses precinct in north & employment in the south sector. 2. Promote fine grain development in the north sector. 3. Promote larger scale development in appropriate areas in the south sector. 4. Reinforce specific areas of high visibility and landmark locations.

CI 3	Views & Vistas	P&B	S,P	Limited protection of views and vistas. Negotiated at DA stage.	Identify & protect significant views & vistas of the City and from the City.
CI 4	City Skyline	P&B	S,P	Limited protection of City skylines. Negotiated at DA stage.	Protect & enhance City skylines. I. Target areas along ridge lines that reinforce the City's distinctive form.
CI 5	Topographical Elements	P&B	S,P	Limited recognition of topography in development standards.	Recognise visual and cultural importance of key topographical elements Examples include: Mount Carmel in Redfern, Brick Pit Hill In Sydney Park & Mount Steel in Moore Park.
CI 6	Tall Buildings	P&B	S,P	Height & FSR controls in LEPs establish areas for taller buildings.	Restrict tall buildings to areas of high environmental capacity.
CI 7	Edges	P&B PW&S	S,P	DCP No 1 contains civic improvement plan. Limited recognition of city edges. Presently reinforced through tree planting, landscaping, street furniture etc.	Reinforce the City's physical boundaries including: railway lines, Sydney University grounds, Sydney Park, Moore Park and the Domain.
CI 8	Major Centres	P&B	S,P	LEP 101 & 107 contains buffer zones on CBD edge.E257	Formulate land use & urban design policies to contain the edges of the CBD & other major employment & traffic generating elements. Target CBD border suburbs, Australian Technology Park in Alexandria.

CI 9	Conceptual Boundaries	P&B	S,P	No specific program - ad hoc, landscaping & tree planting.	Reinforce all conceptual boundaries including major north-south streets such as South Dowling St., Anzac Pde, King St., Botany Rd, Crown St.
CI 10-11	Civic Improvement Strategy	P&B PW&S	S,P	Ad hoc improvement and management plans.	Prepare strategy to co-ordinate all civic improvements to the public realm and incorporate in comprehensive DCP including: 1. Identification of nodes, focal points, landmarks, special precincts, gateways, and streets, continuous open space and major tree planting area, mixed use buffer zones and increased setbacks from the street on major roads e.g. South Dowling & McEvoy Sts, to improve building/street interface. 2. Guidelines for design of public realm i.e.. landscape treatment, tree planting, street furniture.
CI 12	Commercial Centres Improvement Program	P&B PW&S	C,N	Ad hoc improvement plans e.g. Redfern Centre & Oxford St.	Draft program for ongoing commercial centre improvement plans for Erskineville Rd, Erskineville; Botany Rd, Beaconsfield; Elizabeth St., Waterloo; Crown St., Surry Hills; Victoria St., Darlinghurst; King St., Newtown.
CI 13	Planning Controls	P&B	P	Height & FSR in comprehensive LEPs & DCP No 1 & other site specific DCP's.	Expand existing controls to ensure new development is compatible with prevailing height, bulk, design and external appearance of built environment.
CI 14	Heritage Study	P&B	S,P	South Sydney heritage study being prepared by consultants. Draft will be finished late 1994.	Utilise heritage study to determine appropriate planning controls for: conservation areas, townscape quality areas, demolition of structures; as well as promoting heritage of South Sydney and determining work.
CI 15-21	Heritage Promotion	P&B	S,N,C A	Limited promotion of City's heritage/history - South Sydney Heritage Society announced in June 1993.	Prepare advice on conservation area basis outlining: history, character, development controls and guidelines. Encourage South Sydney Heritage Society to create local history centre attached to public library, provide restoration information service to public, publicise good examples of adaptation of building in conservation areas (especially for energy efficiency).

CI 22	Cultural Tourism	P&B	S	Existence of some heritage walks in Paddington & Newtown.	Investigate potential linking of South Sydney's heritage with cultural tourism to encourage retail expenditure.
CI 23	Council Properties	PW&S P&B	A	Major restoration of Paddington Town Hall and other Oxford St. buildings.	Ensure Council owned heritage items are properly maintained and contribute to local environment.
CI 24	Urban Consolidation	P&B	S,P	Recent LEPs identified opportunities for urban consolidation.	Prepare guidelines in areas where conflict may occur between heritage issues and urban consolidation policies.
CI 25	Regional Open Space Corridors	P&B PW&S DOP	N,C	No specific action. Member of City and East Open Space Management Group.	Enhance regional open space system extending from: (a) Alexandra Canal into Sydney Park, along Railway Embankment, linking Eveleigh, Prince Alfred Park, Belmore Park, Hyde Park and the Botany Gardens. (b) Moore Park, Kensington Golf Course, Southern Cross Drive and the Wetlands in Eastlakes and Kingsford Smith Airport. This will be linked to Councils Open Space Strategy (i.e. C&I 20).
CI 26-27	Landscape Code	PW&S P&B	S,P	Ad hoc provision of landscaping/tree planting etc.	Develop overall landscape code that details Council policy for DM/BA assessment and that reinforces the 'urban character' of the City's north sector and 'suburban character' of the City's south sector.
CI 28-31	Open Space Strategy	P&B PW&S	S,P	S.94 monies set aside for preparation of O.S. Strategy.	Prepare Open Space Strategy for the City that includes an inventory of all open space areas, determines the need for open space and assesses adequacy of present provision, develops green corridors to link regional and local open space, reinforce gateways and significant areas through appropriate tree planting, ensures continued development of Sydney Park, implements a comprehensive strategy for the Alexandra Canal precinct, ensures the effectiveness of local pocket parks and promotes ecologically sustainable development.

CI 32	Park Management Plans	PW&S	A	Management Plans prepared for Redfern, Victoria, Sydney, Alexandria Park.	Protect historic and cultural heritage of all open space in South Sydney through continued use of Park Management Plans and Guidelines.
CI 33-34	Street Tree Master Plan	PW&S	S,P	Ad hoc location & type of tree planting.	Prepare Street Tree Register and Master Plan for the city which details: guidelines for tree management, mechanisms for tree protection, planting details, and management specifications for use by developers and Council officers.
CI 35-36	Open Space Funding	PW&S P&B	S	New S.94 Plan requires contributions for all major projects on PWS Dept. Work Program.	Investigate alternative source of funding for open space improvement works including grants, private donations and S.94 Plan.
CI 37-42	Public Art	H&CS		Councils Public Art Policy introduced in 1994.	Promote Council's Public Art Policy through: assessment of public art opportunities in DA assessment, identification of sites to accommodate public art projects, create register of projects as part of cultural map for the City, maintain employment of Councils Community Arts officer to co-ordinate retention of artists for individual projects and establish public art training and awareness programs.
CI 43-44	Urban Villages Improvement Program	P&B PW&S H&CS	S,P, C,N	Various programs including: LATM schemes, Improvement Plans etc. are already underway, but with limited co-ordination.	Develop a urban village improvement program to include: traffic calming, streetscape improvement, guidelines for new urban village development and open space management, etc. zoning and bonus systems for neighborhood centres to encourage local shops, cafes, meeting places and community centres which are accessible via safe pedestrian, bicycle and public transport routes, (see LT 1 & 3), compatible with existing urban fabric and based on energy efficiency and thermal comfort principle standards in the DCP process. Target suburbs of Newtown, Darlington, Erskineville, Alexandria (part), Redfern, Waterloo (part), Surry Hills, Wollomooloo, Kings Cross, South Paddington, Centennial Park, Rosebery and Eveleigh, Ashmore Estate and Kimberley Grove.

CI 45	Community Activity Programs	H&CS P&B PW&S	N	Various community art projects, Cuisine on the Green, recycling promotion campaigns etc.	Facilitate development of community activity programs with community representative to foster community identity and well being through the following types of activities: * local markets in parks and streets * rubbish offensive program * local improvement program * walking groups to schools
CI 46	Darlington Urban Village	H&CS P&B PW&S	P,C	Darlington LATH under preparation.	Develop trial urban village for the Darlington Precinct to illustrate urban village concept.
COMMUNITY WELL-BEING STRATEGIES					
CW 1-6	Social Plan	H&CS P&B	S,P,N	Planning Strategy has identified list of community issues/objectives.	Develop Social Plan based on extensive community consultation which addresses the general and specific needs of the community, incorporates the social issues & strategies identified by the Peak and Local Area Teams, develops a community profile, reassesses the current provision of community services and facilities and develops management plans for each of Council facilities including: libraries, activity clubs and community centres.
CW 7-11	Health Plan	H&CS	S,P	Preparation of Health Plan Draft for adoption in 1994.	Finalise Health Plan for the City which incorporates the social plans underway. Community consultation program which investigates the following: appropriateness of environmental health standards, prevention of infectious diseases, quality of food, community health information, waste management, quality of public accommodation, housing & public buildings, pest control ie: insects/rodents, effective immunisation programs.

CW 12	Housing Policy	H&CS P&B	S,P	Interim Housing Policy adopted by Council 29.5.1990.	Develop housing policy for City which articulates the right of every resident in South Sydney area to attain secure and affordable housing, establishes a bench mark for a accountable level of housing costs, and aims to retain a diversity of affordable housing.
CW 13	Housing Strategy	H&CS P&B DOH	S,P	Recommendations of RRR Study (completed in 1991) adopted by Council.	Develop housing strategy for the City which would: raise awareness of affordable housing needs and housing stock available to meet those needs, review practices codes and plans to identify impediments to obtaining affordable housing e.g. car parking, achieve quality development through the development of flexible controls, identify and rezone land appropriate for affordable housing, implement funding for RRR study, determine an appropriate mix of residential and commercial uses in mixed zones, investigate incentives for provision of low cost housing by public sector including feasibility of rate rebates, promote integrated urban consolidation where existing infrastructure can meet demand of increased population and where urban design principles are not sacrificed.
CW 14	Food Policy	H&CS P&B PW&S F&A	S,P	Draft Food Policy adopted by Council & being distributed for public comment.	Finalise Council's food policy incorporating: <ul style="list-style-type: none"> * Availability of food supply. * Education for health eating. * Food quality, food diversity and accessibility. * Council's direct food services. * Environmentally sustainable food. * Comment from relevant organisations and individuals.
CW 15	Local Employment	H&CS P&B	S,P,M	No specification.	Develop LEP with aim of increasing local employment opportunities, specifically those initiatives which monitor the skills base of the local community and maintain local employment opportunities. This would involve: attracting land uses and industry which are compatible with the local skills base, utilising planning resources (e.g. zoning & incentives) to attract labour intensive industries to appropriate areas of the City, incorporation of protection measures in local environment plans and development control plans to ensure maintenance of existing local industries, office and shops, identifying incentives for local employers, analysing regional employment trends, and developing a local business register.

CW 16-20	Local Training Program	H&CS ES	M,A	<p>No specific action. Limited participation in work experience programs.</p>	<ul style="list-style-type: none"> * Lobby for assistance to establish local training programs to develop skills compatible with development and employment trends in local area, e.g. Australian Technology Park, Eveleigh. * Develop closer relationship with other organisations providing employment training in the area to develop innovative local training programs. * Review Council's employment procedures to give priority to local unemployed people. * Expand Council's work experience program to target the unemployed particularly unemployed people from disadvantaged backgrounds. * Identify and develop community support services which will assist local unemployed people (such as child care). * Encourage local high schools to incorporate skills based training to match the employment demand in South Sydney into their curricula.
CW 21	Special Needs Groups Employment Opportunities	H&CS	A		<p>Direct Council's Aboriginal Development Officer to develop a plan to increase employment opportunities for Aborigines living in South Sydney.</p>
CW22-24	Planning and Co ordination	H&CS	P	<p>Existing community service directories under review.</p>	<ul style="list-style-type: none"> * Map existing community services operating out of South Sydney and develop understanding of the role of such services and key target groups etc. * Council to take key role in planning for provision of services by maintaining close links with major funding sources. * Develop an efficient model of consultation with local community organisations and services.

CITY MANAGEMENT STRATEGIES

<p>CM 1</p>	<p>Regional Strategy</p>	<p>P&B PW&S</p>	<p>P</p>	<p>Regional planning issues addressed on individual basis, such as the Third Runway or regional road proposals. Liaison with SSRQC.</p>	<p>The major elements of a Regional Strategy to include: managing the City as 2 district sectors (i.e. north & south) bounded by the east-west corridor formed by Euston Road, McEvoy and Lachlan St., establishing a buffer zone between the 2 sectors comprising the proposed arterial roads, mixed land uses, and open spaces, establishing a strong physical and administrative boundary on the fringe of Sydney CBD to direct future growth in South Sydney, reinforcing a strong regional transport hierarchy, establishing the regional open space corridor from Hyde Park to Alexandra Canal, recognising and responding to the potential redevelopment of major cities in the city, e.g. ACI site, Eveleigh, Victoria Park, and Superannuation Board site in Rosebery, and recognising the significance that major institutions play in the city.</p>
<p>CM 2</p>	<p>City Wide Strategy</p>		<p>P</p>	<p>New growth currently accommodated in the 8 Planning Districts which make up the City. Within each District development potential is generally determined by residential character & traffic capacity.</p>	<p>The major structural elements to include: major new growth in South Sydney to be channelled to sites in the south sector, around railway stations, around significant open spaces, and on major redevelopment sites, the establishment of selected residential neighborhood in the north sector where only sensitive infill development is appropriate, the reorganisation of several community exchange precincts located in both sectors where only alterations and additions are considered appropriate and preservation of the precincts are paramount, acknowledging that mixed use precincts are viable buffer zones on arterial roads, surrounding the CBD, and as stand alone precincts in their own right, establishing 2 areas in the south sector based on existing function and development opportunities for light industry and high technology uses and for heavier, general industrial use.</p>
<p>CM 3</p>	<p>Local Strategy</p>	<p>P&B PW&S H&CS</p>	<p>P</p>	<p>Program of 24 LATM's currently in progress, along with establishing comprehensive heritage controls in LEPs. Various Park Improvement Plans, & individual commercial centre improvement plans also underway.</p>	<p>The major structural elements to include: reinforcing existing 'selected' residential neighborhoods/ urban villages through implementation of the transport hierarchy and urban village improvement program, establishing an integrated pedestrian/ bicycle and open space networks reinforcing residential neighborhoods with street shopping centres and corner shops, reinforcing the historic precincts and recognising the existence of various ethnic and cultural groups in South Sydney.</p>

CH 4	Comprehensive Local Environmental Plan	P&B	S,P	Development in City regulated by 5 District based LEPs & numerous other minor LEPs.	Prepare a single comprehensive set of planning controls for the City based upon the findings of the Strategy Plan and particularly Strategies CM 1-3 including: a minimalist approach to the statutory controls contained in the LEP, the location of all development standards in or accompanying DCP, the use of performance based controls for the regulation of particular land uses e.g. mixed uses and industry, the format and controls of an easy to read, plain English style document.
CH 5	Management Plan	Council MRC	P	1993/94 Management Plan based on Departmental priorities.	Incorporate the detailed recommendations of strategic plan in the new format management plan.
CH 6	Five Year Works Programs/ S.94 Plan	P&B PW&S H&CS F&A (MRC)	P,C	Current Works programs & S.94 Plans reflect only Departmental priorities.	Incorporate detailed strategies set out in the Strategy Plan with the next review of Council's Five Year Works Program and S.94 Plan.
CH 7	Information	MRC	N	State Government information distributed after final policy decision made.	Pursue regular provisions by State/Federal agencies of adequate information with respect to those agencies' objectives policies and activities.
CH 8	Regional Organisation	MRC SSROC	A,N	Council is a member of SSROC.	Present a coherent local government position on major issues affecting local communities and co-operate with regional organisations to negotiate inter government agreements and protocols.
CH 9	Philosophy	MRC	A	Council follows traditional consultative approach to its decision making.	Pursue philosophy of open and participatory democracy in all major decisions involve the planning process and related areas of Council's operations including: LATHs, Park Plans of Management, Streetscape Improvement Projects.

P - POLICY/PLAN C - CAPITAL WORKS N - NEGOTIATION S - FURTHER INVESTIGATION/STUDY A - ADMINISTRATIVE ACTION

APPENDICES



APPENDIX 1
APPENDIX 2
APPENDIX 3

APPENDIX I

ACKNOWLEDGEMENTS

A. SOUTH SYDNEY STRATEGY PEAK PLANNING TEAM

		Joel Johnson	South Sydney Council Public Works and Services Department (Parks Branch)
Jennifer Aaron	Facilitator		
David Ackroyd	South Sydney Council Health and Community Services Department (Up to Mid 1992)	Peter Kaupert	Southern Industrial Precinct Representative
Craig Bagley	South Sydney Council Planning and Building Department	Bruce Kemp	Eastern Districts Precinct Representative (December 1992)
Marg Barry	Inner Sydney Regional Council for Social Development	Chris King	NSW Department of Planning (From Mid 1992)
Ann Brown	Zetland/Rosebery Precinct Representative	Geoffrey Lee	Building Owners and Manager's Association
David Epstein	South Sydney Council Planning and Building Department	Frank Littlewood	Eastern Precinct Representative
John Foss	South Sydney Council Public Works and Services Department (Parks Branch) (To November 1992)	David Mutton	NSW Department of Planning (Up to Mid 1992)
Patrick Garry	South Sydney Council Health and Community Services Department (From November 1992)	Helen O'Loughlin	South Sydney Council Planning and Building Department (Up to January 1993)
Pat Gilbertson	South Sydney Council Planning and Building Department	Patrick Robinson	South Sydney Council Planning and Building Department (Up to December 1992)
Geoff Goodchild	Office of Economic Development, Premiers Department	Joanne Ryan	South Sydney Council Health and Community Services Department (From February 1993)
Robin Grimwade	Moore Park Precinct Representative	Ian Thompson	South Sydney Council Public Works and Services Department (Engineers Branch)
Rodney Hayes	Erskineville/Alexandria Precinct	Fred Turvey	Redfern/Waterloo Precinct Representative
Wendy Hodge	Western District Precinct Representative	John Wakefield	Surry Hills Precinct Representative
Sylvia Hrovatin	Sydney City Council		

**B. SOUTH SYDNEY STRATEGY AREA
PLANNING TEAMS**

* denotes Peak Planning Team representative

Redfern/Waterloo Precinct

Rev Fred Turvey*	South Sydney Community Aid Co-op Ltd
Elva Taylor	Factory Community Centre Inc.
Martin Ross	Disabled People International
Helen Hayden	South Sydney Chamber of Commerce
Betty Makin	Redfern Tenants Association

Zetland/Rosebery Precinct

Ann Brown *	Zetland Residents Action Group
Gary Williams	Zetland Residents Action Group
Jack Hall	Rosebery Residents Association
Sharon Doyle	Marrickville-South Sydney Bicycle Group
Simon Curley	Rosebery, Australian Labor Party

Southern Industrial Precinct

Peter Kaupert*	Chamber of Manufacturers of NSW
Glen Ilic	South Sydney Chamber of Commerce
Paul Fitzgerald	Earthworks Group Inc.
Bruce Ashley	Marrickville-South Sydney Bicycle Group
Matthew Hurst	Light Rail Association

Moore Park Precinct

Robin Grimwade*	Centennial Park Trust
Barbara Buckland	Paddington Gateway Working Party
John Fraser	South Paddington Association
Cedric Carle	The Paddington Society
David Baker	Centennial Park Resident's Association

Erskineville/Alexandria Precinct

Rodney Hayes*	Newtown/Erskineville Residents Committee
Loretta Dunn	South Sydney Inter Agency
Adrian Lancaster	Newtown Chamber of Commerce (Caycles)
Allen Treanor	Newtown/Erskineville Residents Committee
Maria Gazzard	Total Environment Centre

Western District Precinct

Wendy Hodge*	Health Promotion Unit RPAH
Richard Collins	Rimex Australia Pty Ltd
Sara Treatt	Darlington Residents Association
Jan Newby	Ethnic Communities Council of NSW
Margaret Vincent	Aboriginal Development Corporation

Surry Hills Precinct

John Wakefield*	Former New Left Party
Peter Murphy	New Left Party
Enid Cook	Surry Hills Neighbourhood Centre Co-op Ltd
Nicola Harwood	Surry Hills Library
Stephen Murray	Surry Hills Society

Eastern Districts Precinct

Bruce Kemp*	Crosswise / Kings Cross Darlinghurst Residents Action Group
Susan Barley	The Friends of the Finger Wharf Inc.
Stacey Miers	New Left party
Frank Littlewood	East Sydney Neighbourhood Association
Bruce Grant	C/- Lesbian and Gay Anti Violence Project

**C. SOUTH SYDNEY COUNCIL'S
PLANNING STRATEGY TEAM**

Craig Bagley	Manager (From January 1992)
John Cirillo	Strategic Planner (From November 1993)
Vince Connell	Strategic Planner (From November 1993)
David Epstein	Urban Designer
Pat Gilbertson	Transport Planner
Nick Horiatopoulos	Manager (Up to December 1991)
Helen O'Loughlin	Strategic Planner (Up to January 1992)
Patrick Robinson	Statutory Planner
Joanne Ryan	Social Planner (From February 1992)
Ken Welsh	Principal Transport Planner (Up to Mid 1991)
George Politis	Draughtsperson
Pedro Martinez	Graphics

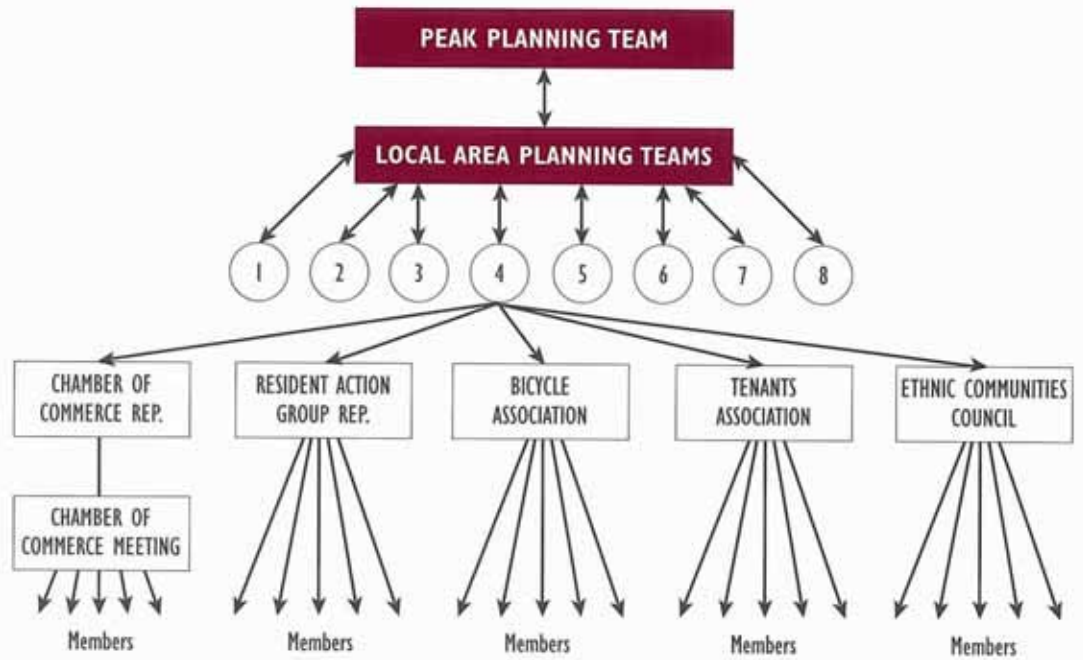
D. OTHER CONTRIBUTORS

Al Bonano	NSW Department of Planning
Harry Bechervaise	Chair Urban Design Sydney University
John Mant	Phillips Fox (Solicitors)

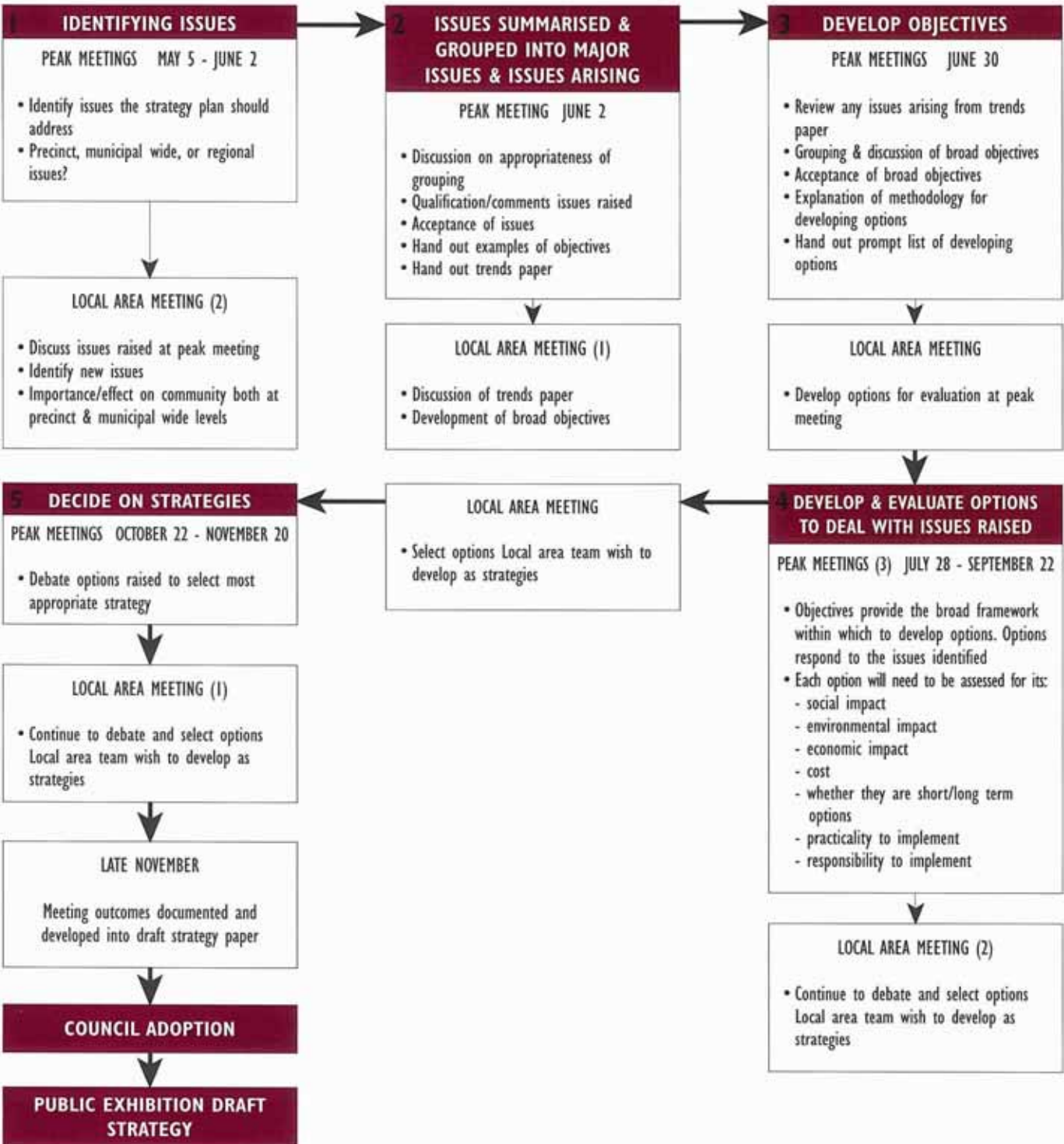
APPENDIX 2

PUBLIC PARTICIPATION PROCESS

INFORMATION DISSEMINATION & FEEDBACK



SOUTH SYDNEY STRATEGY PLAN: THE PROCESS

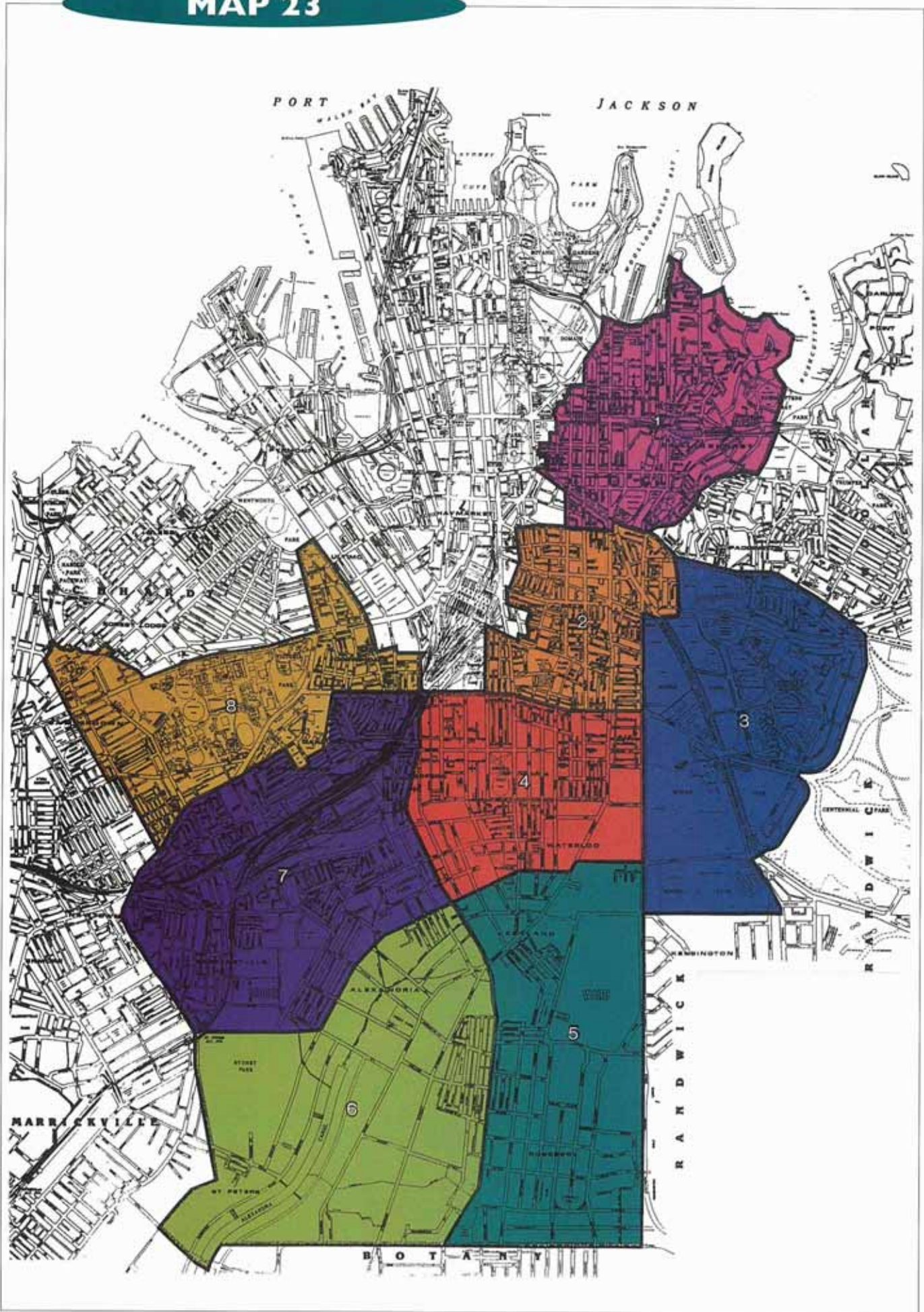


APPENDIX 3

LIST OF ABBREVIATIONS USED IN IMPLEMENTATION PLAN

A:	Administrative Action	P.W & S:	Public Works and Services Department, South Sydney City Council
BYC. ORG:	Bicycle Organisations		
C:	Capital Works	POLICE:	N.S.W Police Service
D.O.H:	N.S.W. Department of Housing	R.T.A:	Roads and Traffic Authority of N.S.W.
D.O.P:	N.S.W. Department of Planning	S:	Further investigation/study
D.O.T:	N.S.W. Department of Transport	S.S.R.O.C:	Southern Sydney Regional Organisation of Councils
E.P.A.:	Environment Protection Authority	S.T.A:	State Transit Authority
E.S:	Employment Services Department, South Sydney City Council		
F & A:	Finance and Administration Department, South Sydney City Council		
H & C.S:	Health and Community Services Department, South Sydney City Council		
M.R.C:	Management Review Committee		
N:	Negotiation		
P:	Policy/Plan		
P & B:	Planning and Building Department, South Sydney City Council		

MAP 23



KEY PLANNING DISTRICTS

MAP 23



Eastern Districts



Surry Hills



Moore Park



Redfern/ Waterloo



Zetland/ Rosebery



Southern Industrial



Erskineville/ Alexandria



Western Districts