

I suppose one key aspect you would like to hear about is the influence community consultation had on the project. My community was involved in consultation for both the Eastern Distributor and the Cross City Tunnel. We learnt from the Eastern Distributor and I believe our input had some positive outcomes – my community's involvement began in, I think, 1999. Both Sue Pynenburgh, SCEGGS, together with ESNA members attended meetings from that time. I can remember in the early days of the consultation people asking whether the XCT would provide the opportunity to reunite both sections of Hyde Park. I also asked why public transport was not planned to use the tunnel and was told that research showed people didn't like being in buses in tunnels. Many of the bike people were angry that their needs were not being considered. People who have come to the area more recently often do not grasp the multi-layered, organic and interactive nature of life in our area.


errors in transcripts and submissions

Before I describe some outcomes of the xct consultation, I must address one or two of the more extraordinary errors in some of the transcripts and submissions – not all of them or we would be here for a very long time. On page 1 of Jo Holder's submission (number 53) she describes DRAG as having been active in representing residents' rights for over 30 years. This is completely false – DRAG morphed out of action relating to SOS – Save Our St John's in 2003. I had the unfortunate experience of being turned away from one of their supposedly public meetings. On Sunday 13 March I arrived for a 4pm DRAG AGM at approximately 3.45pm but when unable to raise anyone, waited outside the apartment block for others to arrive. At 4.05pm Norman Thompson, who is one of Lee Rhiannon's advisers, arrived and asked me what I was doing there. I said I'd come to join the meeting. He then rang Jo Holder on his mobile, who said I was not allowed to attend the meeting. Norman went into the building and I waited to see who else turned up. One woman came from the Cross direction who may have been part of the group. A little later Julia Perry arrived. I waited outside the block for well over half an hour and those were the only people I saw who looked as though they were going to the DRAG AGM, seemingly a total of between 3 or 4 people with perhaps the addition of Jo Holder's partner, Philip Boulten QC. So much for suggesting that ESNA is unwilling to engage with its neighbours.

Turning to Julia Perry's submission on page 3 (submission 46) she describes recent closures as including Forbes and Burton streets at Taylor Square. This should perhaps more accurately read Bourke Street closure at Taylor Square, right on the doorstep of Julia Perry's home where she enjoys all the benefits of a traffic free environment. If she put her money where her mouth was, then this would surely be the first closure she would be campaigning to reopen. I would also suggest that consultation should include a study on which businesses and residents of Bourke Street at Taylor Square would like to see the closure reversed – certainly none of the ones we know would as they are enjoying the benefits, for both businesses and residents. I am always totally amazed at the reaction of any eatery or bar business which doesn't look at a road closure and say, great, another X tables on the footpath, somewhere else to cater for patrons who smoke and a more pleasant environment for all. You only have to go to the other end of Bourke Street to see the improved environment created compared to how it was with through traffic – that is if you knew what it was like before.

Julia was also quick off the mark to object to an ESNA draft suggested principles for traffic in residential streets and replied cc'ing rather than blind copying and inadvertently displaying the few members of a group dedicated to destroying any benefits to neighbourhoods as a result of effective traffic management. I have attached the email to this submission and also a table matching the names to submissions. You can see that like their meetings the submissions have striking similarities and are stacked to the hilt with an unhealthy obsession for trying to reopen the closure at Bourke Street. Most East Sydney residents refused to waste their time with the DRAG pseudo community meetings, but reports we had included the careful stage management and the advanced preparation of motions – so much for asking people what they wanted – and they have the nerve to criticize the XCT consultation.

We also heard Stacy Miers giving evidence yesterday, claiming that Residents of Woolloomooloo started in 1974 and denigrating a group of residents who truly have worked in their communities by dismissing their work as little more than reporting broken windows to the Department of Housing.



We have worked with people in Woolloomooloo for many years. Similarly ESNA has had contact with other resident activists in Ultimo, Surry Hills, Glebe, Paddington, Newtown and probably plenty of other places too. I can say that I remember a number of residents, particularly Woolloomooloo and Ultimo, but never saw DRAG and cohort at any of the XCT consultation meetings.

I think there is always a dilemma in engaging with a process which is far from perfect but when that's all you have to work within then sometimes its better to have a few positive outcomes rather than none. Also residents can't then be accused of not wanting to contribute and can keep up to speed with at least some of the information. For example, I note that it appears that Trish Muller who is speaking tomorrow has attended a total of 3 CLG meetings, the last one being in 2003 – perhaps that could be clarified tomorrow. I suspect that this means that although she is from Woolloomooloo she has not understood the implications of a review of the Bourke Street closure and any change would be likely to result in the dreaded G loop for Woolloomooloo – surely she could not be supporting the revival of the G loop for her community?

ESNA's feedback to the RTA requests that Woolloomooloo residents be made aware of this threat and they be included in the review consultation. It is totally untrue to say that ESNA seeks to push any of its problems into other areas, for example, when a council committee came up with proposed sites for illegal street prostitution in other residential areas, ESNA immediately alerted them since we do not see its displacement into other residential areas as a sustainable solution. If you are interested please refer to our website for more information.

consultation impacts

Let me return to something positive – consultation did improve some aspects over the ED including:

- closure of through traffic at Bourke Street on the north side of William Street has protected the communities of Woolloomooloo from the G loop with heavy traffic on residential streets and East Sydney from rat runs
- the removal of spoil was not on surface roads at night
- there was an increased awareness of damage to peoples' homes – it was not until Clover Moore fought for compensation for homes damaged through the construction of the Eastern Distributor that the issue was really taken seriously
- sound protection was put in place to protect residents from noise at the Eastern Distributor ramp
- the Bourke Street construction site was shielded by a shed designed to contain noise and dust

I also believe the years the Community Liaison Groups (CLGs) and Air Quality Community Consultative Committee (AQCCC) spent together forged and built trusting relationships and helped build a degree of social capital across neighbourhoods. For example, on the Central CLG East Sydney residents worked closely with Woolloomooloo residents to find a solution to remove the infamous formerly planned G loop which would have taken traffic past many more homes in Woolloomooloo had not the measures at Bourke Street been implemented.

These are some of the outcomes that were positive: however although there may have been many opportunities for voicing opinions whether those opinions were acted upon is another issue and I will return to that question.

macro issues

We have heard in this inquiry that benefits to date include:

- 30 000 vehicles a day no longer on the surface of city streets; and
- improved bus travel times

We have heard the potential for 90 000 plus vehicles to be removed from our surface roads – an intensely disappointing element of that outcome is that the government has consistently refused to filter the pollution from those vehicles. Instead we have stacks and portals dotted around the city pouring traffic fumes into areas where people live, work and play.

micro issues

I want to acknowledge and thank Clover Moore and the Greens, in particular Lee Rhiannon, for the work they have done to try to introduce tunnel filtration to improve the air quality for those close to the impact of the stacks and portals.

Lee has stated 'Evidence from overseas clearly demonstrates the benefits of tunnel filtration, yet this Government stubbornly refuses to filter any of its existing or new tunnels.'

It is therefore extraordinary to see that the Greens have waged a campaign against measures to mitigate traffic running through East Sydney and Woolloomooloo residential streets. They have opposed local resident wishes by mounting a campaign to promote traffic in local residential streets including press releases urging that local residential streets be reopened to traffic, based on the most incredible nonsense imaginable.

For example in relation to the Bourke Street closure at William Street, on page 69 of this inquiry on Tuesday 6 December Lee says:

'Are you aware that businesses in that vicinity have gone bankrupt? For example Joybellies café has closed as well as a backpackers hostel. Are you aware of this?'

Well, here are the facts on those two issues.

Backpackers are hardly known for their reliance on cars. The 389 bus passes within easy reach of all points in East Sydney and has improved journey times thanks to the measures in place. East Sydney enjoys probably some of the best transport options being within a five minute walk of trains and Oxford and William street buses and excellent arterial roads.

To claim that Joybellies cafe has gone bankrupt is totally outrageous. This property was sold in July 2005 and the person occupying at that time was keen to leave to go overseas. Since the Cross City Tunnel did not open until the end of August 2005, weeks later, it is simply impossible that Joybellies café ceased trading as a result of the closure of Bourke Street at William Street – it closed months before. Unfortunately these are not isolated examples of lies being spread by those who should know better.

Similarly, there are some rubbery tales surrounding Carrols Hardware. This business has been in its current location 2 years having moved from the other side of the road. Once William Street is completed there will be whole banks of pull off the road car parking spaces for all the businesses, something there has never been before – you can see them today on the almost completed northern side. It is also surprising to hear that Carrols Hardware is almost bankrupt when the building contractors have told us they are spending thousands of dollars weekly at the store. * A

You can see from the facts that Lee Rhiannon has brought into question the integrity of the Greens and this enquiry. Whether wittingly or otherwise, Lee Rhiannon has lied to a Parliamentary enquiry. Who would have thought that the Greens would be promoting traffic and pollution over pedestrians, cyclists and green (that is green with a little g) spaces? So rather than support communities in reclaiming streets for people, the Greens are promoting private vehicle movements in an area which abounds in public transport, alternative routes on arterial roads and has one of the highest pedestrian movements in Australia.

The Greens have revealed their vision for East Sydney – the Greens vision is that firstly, through traffic should continue to pollute and dominate residents, pedestrians and cyclists and that secondly, illegal street prostitution and its related impacts should be encouraged and

Jane Anderson
ESNA

A on page 5

I woke up early this morning and decided to go for a walk round to Bourke Street. I also walked down the rear access of Carrolls Hardware – why a hardware business would choose a premises where there is no provision for deliveries is beyond me. Please, if you have the time, go and look for yourselves.

sanctioned. We will make sure that everyone knows of your plans for our neighbourhood and of your alliance with Labor left.

I have asked Lee to meet my community several times without any response and now I can only beg her to recommit to the fundamental aims of the Green party. Please support East Sydney in its quest to be an even better place to live, work and play.

I have attached copies of the Greens' press release and a copy of a letter written to our local paper, The City News, by Chris Harris, the out of town Green Candidate for the upcoming state election.

By contrast, Councillor Shayne Mallard who has actually lived and worked in East Sydney over many years understands the political games and has rightly exposed this manipulation and unethical behaviour.

I want to thank Clover Moore for her support for many communities during both the Eastern Distributor and the Cross City Tunnel and her endeavours to achieve the best outcomes in decreasing surface traffic, promoting consultation with communities, gaining compensation for people whose buildings were affected by the Eastern Distributor and for campaigning for tunnel filtration to improve our air quality. You probably already know that East Sydney is one of the areas that has traditionally supported independent representation at local and state levels of government.

Let me draw to a close and since this enquiry seems to have focussed so much on Bourke Street, let me briefly recap concerns raised.

I am not sure why people said yesterday that illegal street prostitution has increased at the closure – that is not the experience I have heard from people who live there. It would seem the number of illegal kerb crawlers and voyeurs in their cars has fallen.

Far from hindering emergency vehicle movements, once the closure is completed it will provide a clear spine connecting William Street to Oxford Street for ambulances, the police and fire engines. It will have the added advantage of similarly providing a virtually dedicated bike throughfare. Again, look at the current measures in place on Bourke Street at Taylor Square to see provision for emergency vehicles and bikes. I was interested to hear Julia dismiss the idea of children playing on bilycarts when if she walks five minutes down the street she can see our neighbours' children playing soccer in the traffic free street.

We also heard from witnesses yesterday that the police didn't know the closure was happening. I don't know which police officer was spoken to but I can assure the Committee that the police were informed. In fact Kings Cross Police have sent a letter confirming their support for the present approved measure to remain in place.

We are talking about using an alternative road one block away – Crown Street, which has never been clearer of traffic in the eighteen years I have lived in East Sydney. I guess many people don't like change and as so many of the previous speakers have said we heard just the same

things being said about the Eastern Distributor when it first opened. By the way, the photos we were shown yesterday were taken shortly after the XCT opening and are now months old.

I often wonder how differently we would think of the XCT and ED if they were surface roads – would there be the same criticism of reducing traffic if new parallel roads were built where we could actually see them, or is it a case of out of sight, out of mind.

summing up

I would like to finish by returning to the stated outcomes for the Cross City Tunnel. These include:

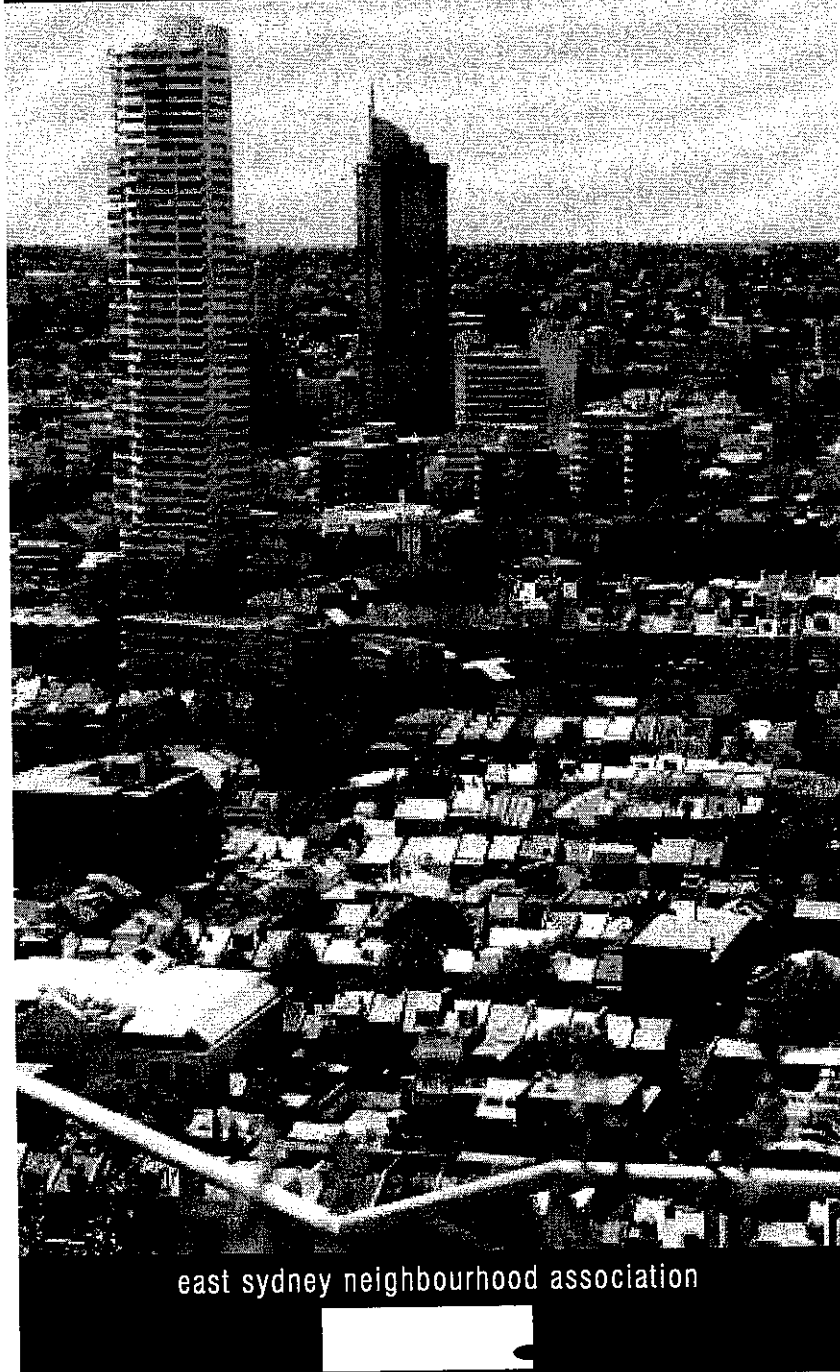
- improving the environmental quality of public spaces
- improving air quality
- reducing car dependency
- getting more people on public transport
- making space for cyclists and walkers
- reducing congestion
- moving towards public transport, bikes and pedestrian movements
- generally improving amenity

Whilst some small steps have been made, I believe we could be doing very much more, including filtering stacks, and I would like to ask all those who have any influence to use their power to make these aims become a reality - to help make Sydney a people centred and even better and more liveable city.

Attachments:

- map of East Sydney and environs
- ESNA Community Strategic Plan
- email listing core anti Bourke Street closure group
- table of submissions
- Greens Press Release
- Article in The City Paper, February 2006

East Sydney Community Strategic Plan



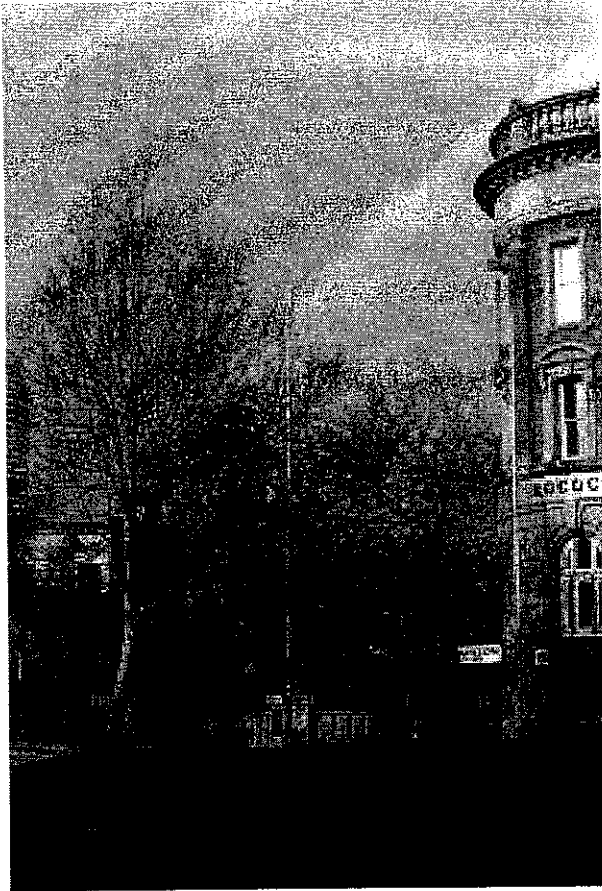
east sydney neighbourhood association



East Sydney Community Strategic Plan

east sydney neighbourhood association





Above: Oxford Square, at the corner of Oxford, Riley and Burton streets, East Sydney.

East Sydney Community Strategic Plan was prepared by the community of East Sydney which gratefully acknowledges the work of Gundo Frenda.

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Cover: East Sydney – aerial view looking east.

'...the designs of the New Urbanism integrate housing, shops, workplaces, parks and civic facilities into close-knit communities that are both charming and functional. Walkability is a key but cars are not excluded - neighbourhood streets are designed to keep local traffic off regional roads and to keep through traffic off local streets. Public places lie at the heart of these designs which set aside their most valued sites for parks, schools, churches, meeting halls and other civic uses. Affordability is also an important consideration- a wide range of housing types meets the housing needs of all levels of society...'

*The New Urbanism-
Towards an Architecture of Community,*
Mcgraw-Hill, 1994

Executive Summary

Planning philosophy - Vision Statement

The East Sydney Neighbourhood Association seeks common ground for a vision for East Sydney. This vision would have a fundamental regard for the heritage and residential character and amenity of the neighbourhood, the importance of William Street and Oxford Street as boulevard entries to the City and the need to change any perceived culture of the area as a homeland for the sex industry.

To this end we endorse the Central Sydney LEP and DCP provisions as they relate to the City Edge zone and the Residential zone.

Accordingly, we also support the South Sydney City 1998 LEP Objectives for those zones as they would relate to East Sydney, in particular the objective to facilitate the conservation of items and areas of heritage significance.

To ensure such heritage protection and improvement in the residential amenity and public domain, we seek an overview in the form of a Strategic Plan for East Sydney. The Strategic Plan would include the revival and completion of the programme of local street closures which were partly implemented by Sydney City Council in the 1980s; enhancement of the public domain by maximising the use of street closures as open space; a limit on developments by updated and enforced land-use zoning; conservation of heritage building frontages; and streetscape design, including tree planting and powerline bundling or burial.

Our Council would provide a level of support services, in the nature of cleaning and maintenance of streets and public spaces, commensurate with a showcase of diverse heritage architecture and demographically rich urban lifestyle.

We support a vision for William Street as potentially one of the city's great streets. The implementation of the Cross-City Tunnel project could provide the catalyst for the physical transformation of the street into a grand civic boulevard and an important City gate-

way. In relation to Oxford Street, Council would maintain its ownership and control of the heritage commercial buildings running along the north side of the street. The leasing policy applying to these properties, as well as more sensitive landscaping and signage on both sides of the street, would facilitate the transformation of the street into a more cosmopolitan and elegant point of entry to the City.

We seek the active involvement of the Council with the State Government and the Police Department in removing street prostitution from the environs of dwellings, schools, churches and hospitals where it is illegal. To protect the valuable heritage and residential character of the area it is necessary to remove this activity wherever it occurs in breach of the law, by whatever means are available.

Our vision is that East Sydney should evolve into an historic, mainly residential village with its community heart focused on small-scale commercial, retail and restaurant activity on Stanley Street and the lower end of Crown Street. Visitors and patrons would enjoy a clean, vibrant, but at the same time relaxing environment to offset the faster pace of the adjoining Central Business District.

We seek the encouragement of a community made up of a diverse cross-section of society, based upon respect by its members for each other and for their heritage environment.

Specific aims

- 1 Reinforce and enhance the residential environment of East Sydney.
- 2 Oppose the destruction and redevelopment of sound housing stock.
- 3 Retain and enhance the current status of the whole of East Sydney as a Heritage Conservation Area (LEP 1998), and conserve listed places and buildings of historical significance.
- 4 Divert commuter and through-traffic away from residential streets and onto the arterial roads which surround the area.

- 5 Divert any residual commuter and through traffic onto Crown Street and/or onto the No. 389 Bus Route- the two designated through routes which dissect East Sydney.
- 6 Divert any residual through-traffic onto commercial/retail street frontages and away from residential frontages.
- 7 Increase the extent and accessibility of local open space.
- 8 Conserve residential zoning in all neighbourhood streets.
- 9 Repair, enhance and expand the scarce public domain by:
 - tree planting
 - footpath repair and widening at crossings.
 - pedestrian walkways
 - road closures
 - shared traffic zones
 - aerial bundling of power lines
 - removal of uses such as prostitution and garbage storage which are detrimental to the public domain
- 10 Provide a buffer to surrounding arterial road traffic and enhance community identity by reinforcing the neighbourhood boundaries of East Sydney.
- 11 Improve the safety and amenity of pedestrians by pedestrian-affirmative treatment such as shared zones and shorter road crossings.
- 12 Provide new or embellish existing community focal points and civic spaces to increase the provision of public open space and opportunities for social interaction.
- 13 Remove illegal activities such as street prostitution, kerb-crawling and drug-dealing.
- 14 Confine the area covered in this study to that which is behind the buildings fronting the major arterial roads of Oxford, William and College streets.
- 15 Devise appropriate planning guidelines and controls for future development to ensure a compatible and harmonious relationship with the established environment.

Specific recommendations

Function

- Maintain and enhance the whole of East Syd-

ney as a designated Heritage Conservation Area and record, catalogue and protect all heritage sites listed on the Local Environmental Plan, Amendment 3 – Heritage Conservation (1998).

Land use and zoning

- Refuse all applications for non-residential usage in areas zoned Residential 2(b) and enshrine this policy in the Local Environmental Plan.
- Investigate non-complying non-residential usage and where no genuine and continuous existing-use rights (pre-planning instrument) exist, serve Notice to Comply.
- Whenever the opportunity arises, phase out and discourage existing non-compatible land use in residential zones, e.g. motor repair garages, and brothels.
- Do not approve any additional non-compatible land use irrespective of zoning, including motor-repair garages, car yards, large show rooms, brothels and large-scale commercial or government offices. Any increase in such usage is not compatible with East Sydney as a heritage residential village.
- Refuse all applications for trading or any business activity between midnight and 7.30 a.m.

Building form and redevelopment

- Include in the Local Environmental Plan the provision that the new height of any renovation or extension to an existing building shall not exceed the existing maximum ridge height of that building.
- Include in the Local Environmental Plan the provision that the total maximum height of any new building on vacant land shall be obtained by averaging the height of the closest surrounding existing buildings.
- Include in the Local Environmental Plan the provisions and limitations on Floor Space Ratios which are now prescribed in the Development Control Plan 1997 as it applies to the whole of East Sydney.
- Include in the Local Environmental Plan the provision that the front facade, including roof line of any heritage item listed in the LEP, Amend-

- ment 3, Schedule 2, shall be preserved.
- Ensure that the design and finishes of new and renovated buildings is compatible with the existing heritage buildings.

Vehicular and pedestrian traffic

- Make new road closures to through-traffic at:
 - Palmer Street south of Stanley Street
 - Burton Street west of Bourke Street
 - Liverpool Street east of Bourke street
 - St Peters Street east of Bourke Street
 - Bourke Street south of William Street
 - Forbes Street south of St Peters Lane.
- Create one-way traffic streets at:
 - Forbes Street south of Burton Street – one-way south-bound to Bourke Street
 - Bourke Street south of Burton Street – one-way north-bound from Forbes Street
 - St Peters Lane – reverse from one-way west-bound to one-way east-bound with bollards at Forbes Street.
- Re-locate stop sign at Bourke and Burton Street intersection.
- Narrow Bourke Street at its intersection with Liverpool Street and provide pedestrian crossings on both sides of Liverpool Street.
- Narrow both sides of Crown Street at its intersection with Liverpool Street
- Narrow both sides of Crown Street at its intersection with Stanley Street.
- Create a shared traffic zone along Stanley Street between Crown and Riley streets.
- Create a shared traffic zone along Palmer Street between Liverpool and Burton streets.
- Provide through-access for emergency vehicles on Liverpool Street at Whitlam Square.
- Place a full time 4-tonne maximum load limit on all through-traffic except for the No. 389 bus and emergency vehicles.

- Impose a full-time 40 kilometre per hour speed limit throughout the area.

Parking

- Install one-hour limited parking meters throughout the area
- Retain the existing Resident Parking Scheme to allow unlimited parking for residents.
- Introduce a system of half-day residential visitor permits to be displayed to parking attendants. Provide loading zones in appropriate locations.
- Ensure that the parking restrictions are effectively enforced.

The public domain

- Maximise area of park and landscaping created by new road closures and one-way streets to provide approximately 2560 square meters of new open space.
- Give an official name to each new area of open space so created in order to provide a degree of permanency.
- Design and construct new landscaped and integrated shared zones on Palmer Street, between Liverpool and Burton streets and on Stanley Street between Crown and Riley streets.
- Continue current infill tree-planting program to completion.
- Resume and complete aerial powerline bundling program.
- Design streetscapes to facilitate new tree plantings wherever safe and practicable, e.g. in blisters and widened footpaths.
- Do everything possible to remove street prostitution from the public domain in the whole of East Sydney.

Service and Maintenance

- Complete footpath repair program with superior paving on footpaths fronting the retail outlets on Crown and Stanley streets.
- Clean out stormwater pits.
- Continue current program of community consultation on domestic waste improvement programs, in particular:
 - Continue waste services audits of problem properties with owners/managers to tailor waste disposal solutions which are appropriate for each property.
 - Deliver domestic waste and recycling bins with address of property and collection day(s) either marked or painted on by Council to each household on request after letter dropping an invitation to do so.
- Ensure ordinance Inspectors investigate and prosecute regular waste dumpers.
- Implement Draft Commercial Waste Disposal Policy, especially with respect to bins left permanently in the public domain.

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1. Background

East Sydney, the area bounded by William, College, Oxford and Forbes streets, is in desperate need of a strategic urban plan to reflect its past and take it into the future.

The last planning study, entitled *Eastern District Planning Study – Environmental Study, East Sydney Precinct* was carried out in 1982, nearly twenty years ago, when the area was a part of the City of Sydney. Most of the recommendations made in that study, were implemented by the City shortly thereafter. These improvements were confined to the western village sector – the area west of Crown Street.

In 1989 East Sydney was removed from the jurisdiction of the City of Sydney and became part of the newly formed South Sydney Local Government Area.

It is unfortunate that until recently East Sydney has been almost totally and perhaps deliberately neglected by Council, perhaps so it could more easily be relegated to its historical perception as a 'red light' district – a suitable home for the sex industry in its various forms. This was done in the face of strong opposition from long-term residents. At the same time Council granted development approval to new, up-market residential developments like the Horizon and the Republic and also to non-residential usage which did not comply with its Local Environment Plan.

Many other changes have occurred since the last planning study. Oxford Street has become a major all-night entertainment strip, and East Sydney is now under pressure from its impact to the south, as well as from an ever-growing City to the west and from ongoing issues with Kings Cross to the east. The Eastern Distributor, which in 1982 was planned as a surface road and would have sterilised one third of the precinct and divided the suburb, was completed in 1999 as a tunnel. All roads within the precinct have now reverted to 'local' roads.

For the first time in forty years, East Sydney is now no longer torn apart by major arterial roads, and ur-

ban planning is therefore no longer dictated and dominated by the NSW Roads and Traffic Authority.

An Environmental Impact Statement for a cross-city tunnel under William Street has been made and was released by the NSW Roads and Traffic Authority in August 2000. The cross-city tunnel project will have a major, potentially beneficial, impact on East Sydney. Obviously its likely impact and any local area improvement plan (LAIP) connected with it, should be considered in relation to an overall strategic plan.

The East Sydney Neighbourhood Association and individual residents have for many years asked South Sydney Council to prepare a strategic plan for East Sydney. All such requests have been refused to date. Since the change in control of Council on 1 July 2000 the community has renewed its request.

In the meantime, and due to the urgency, the East Sydney Neighbourhood Association has proceeded with its own community input to a strategic plan.

As a first step it has produced a Vision Statement for East Sydney. This Statement sets out the philosophical framework for a strategic plan.

The Community Strategic Plan that follows is again a community initiative. Its aim is to provide the basis for a more detailed, professionally prepared strategic urban plan to be prepared by South Sydney Council.

This approach initiates community consultation and input and is entirely compatible with the concept of a *Locality Plan – a single plan for a local area, coordinating actions and containing all land use controls for a site*, contained in the current White Paper prepared by the NSW Department of Urban Affairs and Planning. (Refs 6 and 7).

2. History

Before the establishment of the colony in 1788, Wallamola, now known as Woolloomooloo Bay, was occupied by the Eora nation and used as an important gathering place for rituals and other purposes. (Ref. 3)

In its pristine state then, Woolloomooloo Bay extended much further inland, almost to what is now Cathedral Street. Much of Woolloomooloo is founded on reclaimed land.

The whole area which is now East Sydney was part of the Palmer Estate – a 100-acre grant to First Fleet Commissary John Palmer, who built Woolloomooloo House on the site of the Aboriginal ceremonial ground in 1800. The southern boundary of this original grant was what is now Oxford Street and its eastern boundary what is now Forbes Street. (Ref. 12).

It is interesting to note that the eastern, southern and western boundaries of the original Palmer estate coincide very closely with today's boundaries of East Sydney.

Building of the Darlinghurst Goal, on the south eastern edge of East Sydney, commenced in the 1820s. It remains as one of Sydney's most important architectural locations to date.

In 1830 William Street was constructed to replace a walking track which linked Sydney Town with the grand villa estates on Woolloomooloo Hill (now Potts Point).

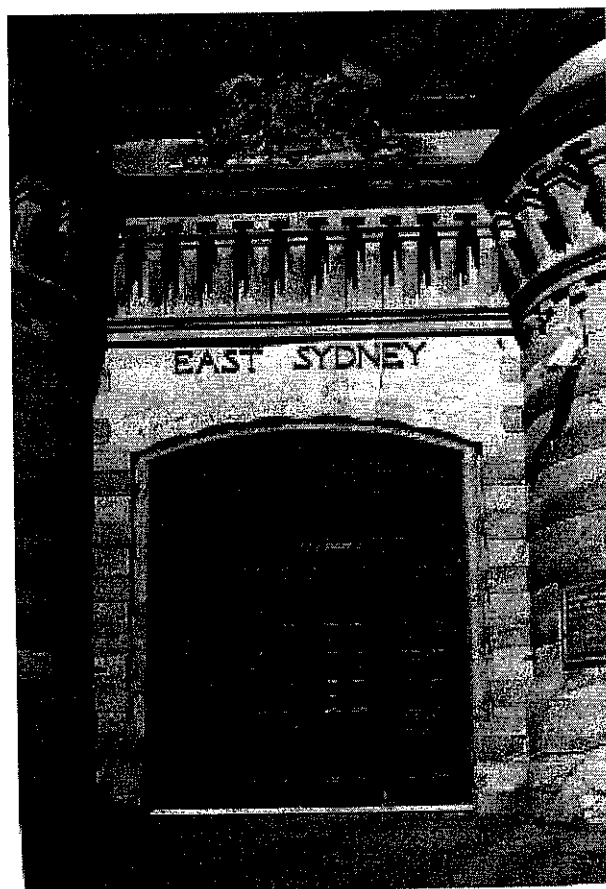
The cessation of convict transportation in 1840 caused a shortage of low-cost labour and this, together with a severe drought in 1841-42 caused an economic depression. By the mid-1840s however there was an influx of new free settlers and a renewed demand for housing, which resulted in the sub-division of the villa estates and grants. By the mid-1850s the last remnant of Palmer's estate had been sold.

East Sydney Technical College (formerly Darlighthurst Gaol). The western (Forbes Street) entrance.

Burdekin Square, bounded by William, Crown, Stanley and Palmer streets, was the exception. Originally part of the Palmer Estate, it had been sold to Burdekin, probably after 1830. Burdekin died in 1844. For the next 22 years Burdekin Square was tied up in litigation which was not resolved till 1866. This may explain why the buildings on this site to day are substantially different from those in other parts of East Sydney.

The discovery of gold near Bathurst in 1851 resulted in boom conditions in Sydney and by the 1880s most blocks had been built upon. The area remained a fashionable address till the mid 1860s but fell into disrepair soon thereafter with the exodus of the gentry to the suburbs.

For much of the latter part of the 19th and the first half of the 20th centuries East Sydney–Woolloomooloo was a working class ghetto.



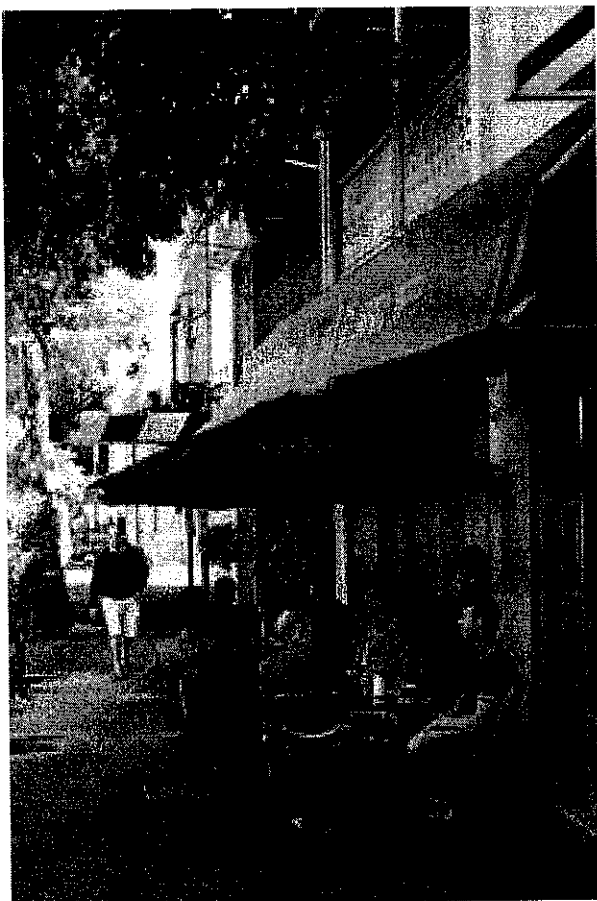
During the 1920s and 1930s the area was the home of the 'Darlinghurst Push' – the most infamous vice gang of the times.

In the late 1940s it was still the cheap rents and proximity to the City centre that attracted large numbers of migrants – especially Italians – to the area, particularly around Stanley Street. Some of Sydney's best-loved Italian cafes remain in the area, having started out as eating houses for Italian migrants far from home. (Ref. 13)

Co-incidentally by the mid 1950s the area had reached its zenith as a 'red light' district with a proliferation of small 'home industry' brothels especially in Palmer Lane, Chapel Street and Woods Lane. There was then virtually no street prostitution.

Street prostitution as such came to East Sydney in the late 1970s. In 1969 the State Government had closed down the open-door brothels in Palmer Lane,

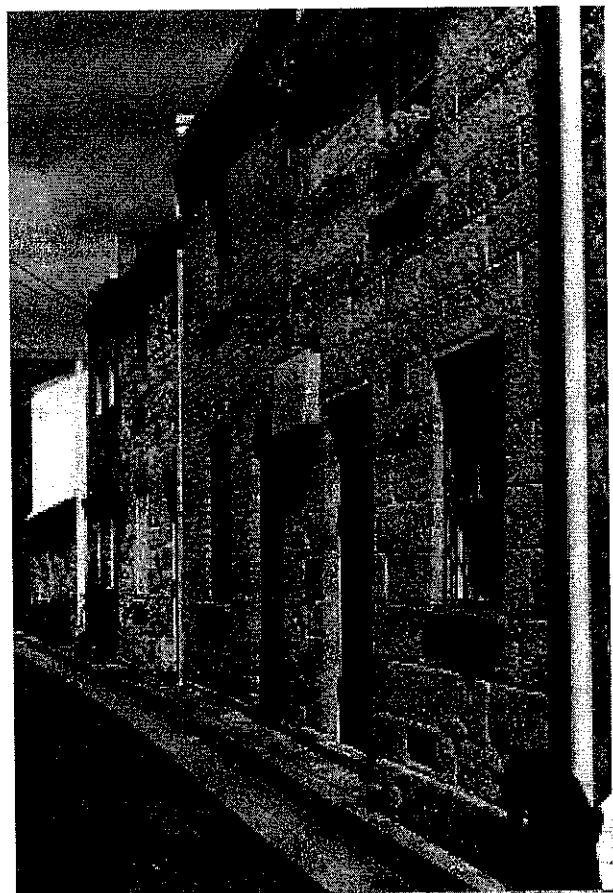
Stanley Street – since the late 1940s a focus of Sydney's Italian community.



Chapel Street and Woods Lane, causing the sex workers to cruise the neighbouring streets in cars to pick up clients. In 1979 the offences of loitering and soliciting for the purpose of prostitution were decriminalised. At the same time there was a huge increase in heroin addiction, which led to an explosion of street prostitution in our residential streets. In 1983 after public controversy about street prostitution in East Sydney and Darlinghurst, the Prostitution Act was amended to prohibit soliciting for prostitution in residential streets. The authorities failed to enforce the law, however, and over the twenty-year period since street prostitution started in East Sydney, the street sex worker developed an unfounded sense of 'territory'. The residents are now reclaiming the streets.

Since the 1980s, along with a general trend towards inner-city living, East Sydney is gradually regaining its appeal as a desirable place in which to live.

Woods Lane – former red-light district now quiet, pleasant, urban enclave of heritage buildings.



3. Existing conditions

3.1 Location and topography

East Sydney occupies the upper portion of a valley formed by the sandstone ridges of Darlinghurst Hill and Potts Point to the east, and Hyde Park and The Domain to the west. Its watershed is terminated to the south by a ridge now occupied by Oxford Street.

From south to north the valley floor runs approximately through the intersections of Burton–Palmer, Crown–Liverpool and Stanley–Yurong streets. A freshwater stream once occupied the valley floor.

For the purposes of this Community Strategic Plan, the area known as East Sydney is bounded by College, Oxford, Forbes and William streets. It is approximately square in shape and measures about 500 meters east–west and north–south. Its approximate area is 0.32 square kilometres (Ref. 1), and is located between Kings Cross and the CBD. (See Plan No. A)

3.2 Residential population

The 1996 Census provides a snapshot of the profile and lifestyle of the people who live in East Sydney (Ref. 1). On census night there were 2765 persons living within the 0.32-square-mile area of East Sydney. There were 1476 dwellings of which 1252 were occupied, giving an average occupancy of 2.2 persons per dwelling.

There are around 600 mostly two-storey terrace houses and around 850 newer apartments (dating from 930s to 2001) in East Sydney. On the assumption that there are 2.5 residents per house and 1.5 per apartment there are now about 3000 residents.

There is no recent comparative data of population trends and demography. The most recent study is by the Council of the City of Sydney in 1981 (Ref. 16). However, the East Sydney Precinct used in that study had different boundaries (it extended south of Oxford Street). Thus, even though the figures on total population may not apply, it is still valid to assume that trends in population numbers and its age distribution would apply in the present study as shown in Table 1.

It is possible that the population has now stabilised, as there are few if any large sites available for redevelopment.

Since mid 1960s there has been a notable shift in demographics towards a younger population (15–39) in East Sydney. An analysis of Australian Bureau of Statistics data from the 1996 Census shows that only 10.4% of East Sydney’s population are aged 65+, compared with a State average of 15%. Only 4.7% are aged 0-14, compared with the NSW average of 22%. About 48% are aged 20–39. This may be partly due to the attraction of the inner city for young sin-

Table 1
East Sydney population trends 1961–2001

Years	Trend	Possible reason
1961–66	8.2% decrease	move to suburbs
1967–71	55.0% decrease	move to suburbs; RTA land resumptions
1972–76	41.8% increase	oil price increase; trend back to inner-city living; change to younger age distribution
1977–85*	24.0% increase	younger age group; city living; gay community
1985–2001	15.0% increase	as above and new housing construction

* Ref. 16

gles, reflected in the increase in the stock of apartments rather than houses. Apartments tend to attract singles rather than families.

The emergence of Oxford Street as an entertainment venue for the gay population is also a reason for an increase in residential population. The presence of a large gay population is borne out by the statistics from the 1996 Census. Thus 63% of the population of East Sydney are male, 64% of the population have never married and 87% of the never-married, separated or divorced are male.

Although there has been a steady increase in owner-occupied housing, the proportion of renters and hence the proportion of transient population is still very high.

3.3 Zoning

The current land-usage zoning for the area as designated on South Sydney Council's LEP 1998 (Ref. 18) is shown on Plan No 2.

There are five zoning categories in East Sydney.

- Zone 2(b): medium density residential zoning – generally in the central core of the area where terrace houses dominate
- Zone 3: business – confined to the William Street and Oxford Street frontages

Oxford Street looking west from Taylor Square, at the south-eastern corner of East Sydney. Oxford Street forms the southern boundary of East Sydney and is the main late-night entertainment strip.



- Zone 5: special uses – generally as described below
- Zone 6(a): local recreation – hard to find on the map!
- Zone 10: mixed use – large blocks of generally north of Stanley Street and south of Liverpool Street

3.4 Land use

3.4.1 Residential

The distribution of land used for residential purposes is shown in two categories on Plan No. 3:

- Residential – house containing not more than two dwellings, generally a terrace house with basement flat
- Residential – apartment block, flats or flatettes; number shown on plan designates the number of separate dwellings in block.

Other than along the William and Oxford street frontages and in the north-western corner of the area, residential usage greatly dominates the precinct.

At its central core, bounded by Forbes, Liverpool, Yurong and Stanley streets, East Sydney consists almost entirely of heritage Victorian terrace houses.

William Street looking east from the corner of College St, at the north-western corner of East Sydney. Williams Street forms the northern and College Street the eastern boundary of East Sydney.



The taller apartment blocks, including the 6-storey complex which comprises the Republic 2, tend to be located between Burton and Liverpool Streets. Two of these at 19–31 and 49–61 Burton Street as well as several terrace houses between 331 and 353 Bourke Street are owned by the Department of Housing and let as low-income housing.

There are around 600 terrace houses (some with dual occupancy) and 850 apartments in East Sydney. The 1996 census recorded a total of 1475 dwellings in the area (Ref. 1).

3.4.2 Non-residential

Non-residential land use as on October 2000 is shown on Plan No. 3 in the following categories:

- Retail – food and beverage: restaurant, coffee shop, hotel
- Retail – other: shop, art gallery, gym, surgery, brothel, furniture showroom.
- Commercial – office, consultancy, agency.
- Light industrial – car repairer, car-hire depot, parking station, sub-station, bakery, light manufacturing (Beehive Industries).
- Special use – school, hospital, church, charity, community centre.
- Park, open space or vacant site.

In each block the percentage street frontage which is currently used for retail, commercial or industrial purposes is shown numerically and graphically on Plan No. 4.

Many buildings have their street-level frontage used for non-residential purposes, but with residential usage above.

Retail

Retail activities are at present mostly confined to the Oxford and William street frontages and to Stanley Street between Riley and Crown as well as the western lower end of Crown Street.

The William Street frontage is home to the car-rental industry and car-sales show rooms. All the main car hire companies have a presence here. They use some of the locations at the rear as vehicle holding depots.

The northern Oxford Street frontage is comprised of diverse retail activities including hotels, restaurants, clothing, food bars etc.

The main cluster of retail activity within East Sydney is on Stanley Street between Riley and Crown streets, and around the corner from this strip on the western side of Crown Street down to William Street. Restaurants are dominant, especially along Stanley Street.

There are at least twenty retail outlets in the recently completed Republic development, bounded by Liverpool, Palmer, Burton and Bourke streets. The southern frontage of Liverpool Street between Bourke and Palmer Streets is now fully comprised of shopfronts. This, along with the dominantly non-residential usage of Liverpool Street between Palmer and Crown streets, will create a new commercial focus on Liverpool Street between Bourke and Crown Streets. (See Plan No. 4)

The remaining retail activity tends to be scattered with some 'drag around' from Oxford Street at the south end of Crown Street, and the western ends of Burton and Liverpool streets. There are five kitchen and general furniture showrooms.

There are several known brothels.

Commercial

Several multi-story commercial buildings are located on College Street near Whitlam Square (facing Hyde Park).

There is some clustering of multi-level commercial office usage at the top of Riley Street and along the southern side of Liverpool Street between Riley and Palmer streets.

Centrelink occupies a large block at 137–153 Crown Street.

Medium-sized architectural, advertising, financial, legal, modelling and casting agencies are mostly located on or close to Crown Street.

Small-scale, mostly terrace house-based commercial activity is very common throughout East Sydney. In keeping with a general trend, many residents now work from home as genuine home businesses, for which no development approval is required. The total number of home businesses operating in East Sydney is difficult to quantify for two main reasons:

- such usage may not be easily determinable (e.g. upstairs bedroom used as office)
- in many instances it is difficult to distinguish between home businesses and other small-scale commercial activity which may or may not be operating with Council approval.

The residential character of East Sydney is under great pressure from commercialisation by stealth. This has occurred both with and without Council approval. A favourite ploy is for a business to operate discretely for a number of years without approval, and then to seek Council approval by claiming existing-use rights.

It is fair to say that Council has, in the past, shown insufficient resolve to retain the residential cohesiveness and neighbourhood of East Sydney.

Light industrial

Nearly all the industrial activity in East Sydney is connected with the motor-car industry.

The only clustering is for car-parking (some connected with car hire as noted above) in the north-western corner of East Sydney at 54-56, 70-86 and 99-107 Riley Street and the rear of 22-38 Yurong Street.

Nearly all the remaining industrial site usage is by car repairers at:

- 166 Bourke Street
- 213-217 Bourke Street
- 208-210 Palmer Street
- 177 Palmer Street

- 222-224 Liverpool Street
- 198 Liverpool Street
- 7-13 Burton Street

Beehive Industries, a charitable enterprise, occupies a large Council-owned site at 137-155 Palmer Street

The other industrial sites, shown on Plan No 3, are:

- a sub-station at 264 Bourke Street
- the Eastern Distributor ventilation stack at 180-184 Stanley Street

Special use

As shown on Plan No 3, the site covered by the Sydney Church of England Girls Grammar School (SCEGGS) at 159-163 and 165-215 Forbes Street in the north eastern corner dominates this usage.

The other large site is occupied by the Caritas Centre, a psychiatric hospital, at 299 Forbes Street (at the corner of Burton Street).

The other special usage sites scattered in the area are much smaller and their usage is varied. The most important are:

- Vincentian Village, a charity for the homeless at 41-43 Stanley Street and 40-50 Francis Street.
- Haymarket Foundation Clinic for the homeless at 165A Palmer and 221-227 Bourke Street.
- church and charitable church use at 3-9 and 19-21 Stanley Street
- Frances Newton Pre-School at 271-275 Bourke Street and 222 Palmer Street.
- Skin and Cancer Clinic at 277-279 Bourke Street.
- Heffron Community Hall at the corner of Burton and Palmer streets.
- Baptist Tabernacle at 39 Burton Street.

Parks, open space and vacant sites

This is a very important category because the area covered by parks and open space is an important indicator of the public domain and the vacant sites

indicate the potential for new building development in the area.

The greatest cluster of vacant sites, shown on Plan No. 3, is bounded by Palmer, Stanley and Bourke streets and Sutton, Wisdom and Barnett lanes. All these sites are presently owned by the RTA and either occupied by the William Street ramp of the Eastern Distributor or about to be sold by the RTA as building sites. A number of development applications are with Council at the time of writing. The total area available for redevelopment will probably not exceed 1700 square meters.

The remaining three vacant sites are very small, at 195-197, 230 and 232 Palmer Street. None of these exceeds 140 square meters in area.

East Sydney only has one small park and two very small pocket parks at:

- 225-245 Palmer Street – the Albert Sloss Reserve which covers about 1 200 square meters
- 306 Palmer Street – a fenced off grass plot about 200 square meters in area
- 237-241 Bourke Street – a plot about 350 square meters in area.

Thus the total area covered by parks in East Sydney is approximately 1 750 square meters only.

Some open space was created in the mid 1980s by road closures along Riley and Yurong streets and at the western end of Burton Street. Landscaping at these sites has added approximately another 900 square meters of open space to the area.

Zoning-land use anomalies

It is interesting to compare this planned land usage on Plan No. 2 with actual (and presumably Council-approved) land usage shown on Plan No. 3.

The most striking anomalies are:

- The southern side of Stanley Street, between Riley and Crown streets is Zone 2B: residential,

yet its actual usage is almost entirely retail i.e. Zone 10: mixed usage. (oral communication with Council indicates that the zoning has been changed).

- The northern side of Liverpool Street between Crown and Palmer streets, similarly zoned Residential 2B, is almost entirely commercial and light industrial (Zone 10).
- The southern side of Liverpool between Palmer and Bourke streets, zoned 2B: Residential, has now been entirely re-constructed as retail. (Zone 10)
- Francis, Yurong and Palmer streets, current zoning 2B: Residential, now have some approved and/or unapproved commercial (Zone 10) activities.
- Crown Street, between Liverpool and Stanley streets, currently both sides zoned 2B: Residential – actual street frontage use is 59% non-residential (Zone 10).

Many other anomalies exist for individual sites. An indication of the extent of non-residential usage in areas zoned Residential 2B is shown on Plan No. 4.

3.5 Built form

As shown in Plan No. 1, by far the greatest number of buildings in the East Sydney area are two-storey Victorian residential terrace houses.

Commercial and residential buildings in excess of 10 storeys (total height more than 25 meters) are confined to the College and Oxford street frontages around Whitlam Square (the south-western corner of East Sydney). On Francis Street, near College Street, there is a newly converted 15 storey apartment building (Lumina Apartments) with a church on its ground floor. One 12-storey apartment block is located on the corner of Stanley and Yurong streets and one 8-storey block is on Riley Street near William Street.

All other buildings are 6 storeys or less. There are six 6-storey apartment blocks and one 6-storey school building (total height approx 18-20 meters) scattered through the area. Three of these apartment blocks are in the Republic Stage 2 project.

There are eight 4–5-storey blocks (total height 12–15 meters), again, scattered through the area (6 residential, 2 commercial).

The Oxford Street frontage has 3-storey heritage buildings at front, four storeys at rear, (total height 12–16 meters), retail at street level and commercial above.

The William Street frontage has mostly 4-storey (total height 15–18 meters) neglected, but potentially attractive, older commercial buildings.

East Sydney is a low-rise heritage residential precinct with slightly higher commercial buildings at its southern and northern boundaries and with high-rise confined to the western (City) fringe.

3.6 Village sectors

Since the opening of the Cahill Expressway in the late 1950s, planning in East Sydney has been dominated by vehicle traffic. This resulted in the creation of major one-way arterial roads along Crown and Bourke streets and the sterilisation of the land area between these streets for the future requirements of a major surface arterial road (the Eastern Distributor).

The result was that the village of East Sydney was effectively partitioned into three distinct, north–south trending village sectors which are still obvious to-day. The salient features of these are:

- Western Sector (west of Crown Street) – non-residential activity mainly on and south of Stanley Street; re-development potential south of Stanley Street; sector benefited from the 1982 Environmental Plan, implemented in the following years resulting in minimisation of through-traffic; other than at the Whitlam Square end of Liverpool Street, this plan implemented fully resulting in a notable improvement to the local residential amenity.
- Central Sector (between Crown and Bourke Streets) – non-residential focus now along Liverpool Street due to newly completed Republic 1 development; major new development imminent or about to be completed i.e. Republic 2

and on RTA owned land at No 100 Stanley Street; contains the only three small vacant blocks in East Sydney (195–197, 230 and 232 Palmer Street). There has been no strategic plan for this area for decades.

- Eastern Sector (between Bourke and Forbes Streets) – entirely residential, school or hospital use; no non-residential activity; major re-development planned by SCEGGS. There has been no strategic plan for this area for decades.

3.7 The public domain

The public domain generally covers all areas of a community outside the built environment to which the public has a right of access. It is taken to include all roads, laneways and footpaths, pedestrian and landscaping embellishments of these, landscaped setbacks on private land, and public open space in the form of parks, pocket parks and street closures. (Ref. 19)

3.7.1 Parks, pocket parks

As noted in Section 3.4 above, East Sydney only has one small park and two pocket parks at:

- Albert Sloss Reserve, (at 225–245 Palmer Street) which covers about 1200 square meters
- 306 Palmer Street, a fenced off grass plot about 200 square meters in area
- 237–241 Bourke Street, a plot about 350 square meters in area

The Albert Sloss Reserve, East Sydney's only park, is topographically uninviting and poorly accessible from Palmer Street – the main pedestrian thoroughfare. It is much more inviting when approached from the back lanes i.e. Kings Lane and Langley Street. Unfortunately pedestrians hardly use these lanes.

At the time of writing all three of these areas appeared to be well kept and clean.

The pocket park at 237–241 Bourke Street is being used as a venue for street prostitution.

The total area of park in the suburb of East Sydney is approximately 1750 square meters.

3.7.2 Street closures

The public domain has been improved with the addition of open space generated by street closures by the City of Sydney in the early to mid 1980s. All of these are in the western village sector, west of Crown Street at:

- Yurong Street south of Stanley Street
- Riley Street south of William Street
- Riley Street north of Liverpool Lane
- Burton Street north of Oxford Street

The first three of these are in residential streets and landscaped and well maintained, partly by local residents.

The last, on Burton Street, is poorly maintained and surrounded by restaurants, clubs and commercial interests. It is being used as a haven for street alcohol consumption and as an illegal storage point for commercial waste and waste receptacles. Parts of it have been leased to restaurants to provide outdoor seating.

It is estimated that these closures have added approximately 900 square meters of open space to the public domain.

3.7.3 Total open space

As noted above, the total area of parks and pocket

Table 2
Open space in East Sydney and surrounds

East Sydney	0.09 ha/1000 persons
Woolloomooloo	0.88 ha/1000 persons
Darlinghurst	0.16 ha/1000 personb
Kings Cross	0.53 ha/1000 persons

(Ref. 15)

parks is approximately 1750 square meters and the area landscaped after the 1980s road closures at Yurong, Riley and Burton Streets has added approximately another 900 square meters to give a total of 2650 square meters.

With an estimated 3000 residents (Section 3.2), there are approximately 0.09 hectares of open space per 1000 residents, well below the guidelines issued by the Department of Urban Affairs and Planning at 2.83 hectares per 1000 persons (Ref. 15).

East Sydney has much less open space than surrounding precincts (Table 2).

Clearly, East Sydney has a critical shortage of open space.

3.8 Streetscape

3.8.1 Trees

The number and species of existing trees in each street is shown in Table 3. There were 393 trees as of January 2001 and there is room for 365 more. Thus East Sydney has only 51% of possible planting, whereas the average for the whole of South Sydney LGA is around 70% (Ref. 7).

Considering the very low proportion of open space and the high pollution from both surface vehicles and the northern exhaust stack of the Eastern Distributor, this low percentage of tree planting is an item of serious past neglect.

A tree planting program is currently in progress.

3.8.2 Aerial bundling

Aerial bundling of uninsulated electrical power lines with insulated cables allows mature street trees to grow around them. Without bundling, such trees have to be pruned regularly to keep them from touching the lines. Since the trees are normally located directly under the power lines, pruning leaves them with their hearts cut out and out of balance.

South Sydney Council and Sydney Electricity jointly have an ongoing program of aerial bundling.

The extent of existing bundling is shown in Table 3 for each street. Streets in which bundling is absent or incomplete are also listed together with the recommended priority for future bundling. The priority given is based principally on the traffic volume in a particular street (hence the chances of a collision with a telegraph pole) but also on the proximity of existing trees to power lines.

For reasons already stated above, each tree has great environmental value in East Sydney and hence the programme of aerial bundling should not, as in the past, be given such a low priority.

3.8.3 Footpaths

Until recently, many, if not most, of the footpaths were in an appalling and hazardous state of neglect.

During February 2001 Council commenced a programme of footpath upgrading throughout its local government area and East Sydney has benefited greatly from this.

In addition, construction of the Republic 2 is almost complete and the total upgrading of footpaths surrounding the block bounded by Liverpool, Palmer, Burton and Bourke streets is now in progress.

The footpath along the whole of the eastern side of Bourke Street, as well as along its western side north of Liverpool Street, is still in very poor condition.

3.8.4 Roads

Road surfaces throughout East Sydney are generally in good condition.

3.8.6 Stormwater pits

East Sydney broadly forms the sides and floor of a steep north-south valley, and hence during heavy rain there can be large volumes rainwater run-off, flowing at high velocity.

It is essential therefore that stormwater pits located on street corners should be functional to ensure the staged removal of surface run-off and to minimise any hazard to pedestrians during heavy rain.

In some locations blocked stormwater pits have caused flooding in basement apartments and houses located below street level e.g. corner Burton and Palmer streets and Liverpool and Riley streets.

At the time of writing, there were 14 blocked stormwater pits in East Sydney. Many have been blocked for years and Council has been informed of the situation

This is clearly unsatisfactory.

Oxford Square (corner Riley and Oxford streets) before and after commercialisation. East Sydney has a critical shortage of open space. Street closures in the mid 1980s increased the total open space per person, but the ratio is still well below DUAP guidelines, and even this precious public domain is being increasingly given over to commercial interests.

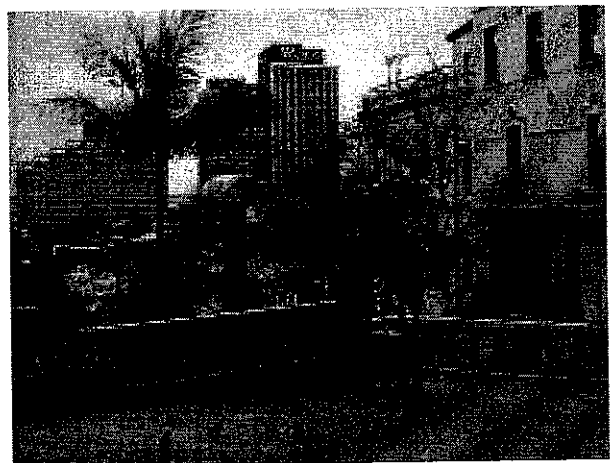


Table 3
Existing trees, missing trees and aerial bundling priority in East Sydney, January 2001

Street	Tree type	No. existing	No. missing	Aerial bundling priority
Yurong	Brush Box, Flowering Gum	22	40	Low
Riley	Jacaranda, Brush Box, Golden Rubinia	46	26	Medium (Existing bundling Kings Ln. to Liverpool St.)
Crown	Flowering Gum, Plane, Brush Box	58	46	High
Palmer	Brush Box	55	37	High (Existing bundling Foley St to Kells Ln)
Bourke	Poplar, Maple	37	58	Low (Existing bundling Burton St to St Peters St)
Thomson	Jacaranda, Golden Rubinia, Brush Box	15	3	High
Forbes	Brush Box, Flowering Gum, Plane	59	40	Medium
Stanley	Brush Box, Poplar, native (pink flowers)	27	30	High
St Peters	Golden Rubinia	2	12	Low
Francis	Paper Bark	30	Nil	low
Liverpool	Brush Box, Golden Rubinia	34	46	High
Burton	Plane, Golden Rubinia, Poplar	36	29	High
Totals		391	368	

Notes

- 1. New trees have been planted in several streets since 1/1/2001
- 2. Recommended priority for aerial bundling is a function of tree height and vehicular traffic volume.

3.8.7 Domestic, commercial and itinerant waste placed in the public domain

The lack of cleanliness of East Sydney streets has been a problem for a long time. For some years residents have been doing the work of Council Ordinance Inspectors – identifying the source of indiscriminately and/or illegally dumped waste and challenging the perpetrators. This was being done at some personal risk.

Problems with waste in the public domain of East Sydney tend to fall into one or more of the following groupings:

- Domestic waste generated by certain residential buildings, like boarding houses, flatettes and large houses turned into flats, where no waste disposal system that actually works is in place. Residents can therefore not be held responsible for disposing of waste illegally.
- Waste containers stored permanently in the public domain because there are no on-site storage facilities eg block of flats corner Stanley and Yurong streets; architects office at No 2 Liverpool Lane and restaurants at the Oxford Street end of Burton Street.
- Waste dumping sites, where waste from several premises is dumped indiscriminately, e.g. cnr Burnell Place and Liverpool Lane.
- Commercial waste collections by several contractors which arrive on different days and at different times, so that there is always some waste in the streets somewhere.
- Domestic waste not placed in correct containers and not put out at the right time, e.g. recyclable waste placed out just after collection on Monday morning will be in the street for a whole week.
- Recyclable waste mixed with non-recyclable waste, sometimes by passing pedestrians, is thus

rendered 'untouchable' and theoretically never collected.

- Litter, needles and excrement generated by pedestrians going to and from entertainment venues, by street sex workers, their clients and pimps.

To its credit, Council is now aware of these problems, has addressed some of them and is working towards solving some of the others.

The public domain in East Sydney is inadequate and until recently has been shamefully neglected.

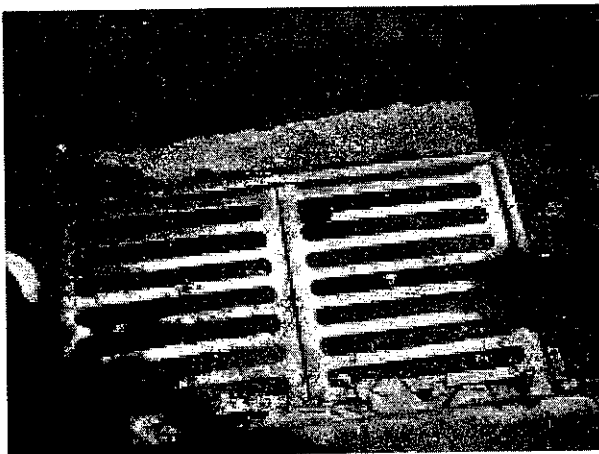
3.9 Heritage

The heritage aspects of East Sydney are addressed in the Local Environmental Plan 1998 (Amendment No 3) – Heritage Conservation. (Ref. 18)

This Plan designates the whole of East Sydney as a Heritage Conservation Area which contains over 200 numbered Heritage Items. These Items are listed in Schedule 2 of the Local Environmental Plan.

There are many streets with virtually intact Victorian terrace houses. Numerous sites are of significant heritage value.

Stormwater pits blocked, sometimes for years, and rendered ineffective in the steep-sided valley that forms the topography of East Sydney. During heavy rain large volumes rainwater run-off, flowing at high velocity have caused flooding in basement apartments and houses located below street level



3.10 Pedestrian and vehicular traffic

3.10.1 Pedestrian traffic

The existing pedestrian network in East Sydney is based on the grid-like street pattern running north-south and east-west with street block an average of 130 metres long and 65 metres wide – not a significant obstacle to pedestrian movement. The main street pattern is supplemented by a parallel system of lanes, many of which present interesting vistas and form intimate pedestrian walkways.

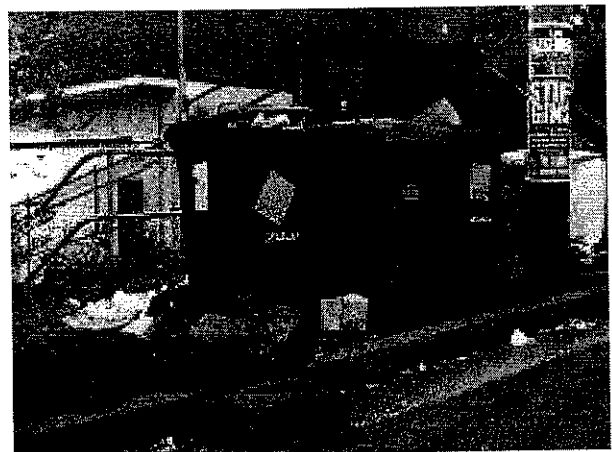
'East Sydney is one of Sydney's pre-eminent walking environments. It provides easy walking access to the City as well as to Victoria Street and Oxford Street. Being able to walk to a wide range of activities and facilities is one of the major attractions of the area and a prime reason behind the increasing property values.

'The area has lost jobs continuously in recent years, but the daily number of walking trips with an origin in the area increased from around 16,500 in 1981 to over 26,000 in 1991, indicating its importance for pedestrians.'

(Ref. 13, p. 23)

The main concentration of pedestrian traffic is along Liverpool, Crown and Stanley streets. Forbes Street is much used by TAFE students and SCEGGS pupils.

Inappropriate disposal of waste, and waste containers stored permanently in the street, disfigure the public domain of East Sydney – garbage attracting more garbage.



The main problems which pedestrians in East Sydney experience are:

- vehicular traffic
- rough, uneven, dangerous footpaths (Council repairs in progress, Bourke Street still very poor).
- pools of rainwater due to blocked stormwater drains
- barren, unfriendly streetscape (mainly along Liverpool Street)
- dangerous intersections (e.g. Liverpool and Bourke streets, where the pedestrian crossing is on the wrong side, and Liverpool Street at Whitlam Square which is the number two pedestrian black spot in Sydney.)
- personal risk from drug dealers and associated criminal elements, drugged street prostitutes and their minders

3.10.2 Vehicular through-traffic

The recent history of vehicular non-local traffic movements through East Sydney has been determined by the following traffic design measures:

Pre-Cahill Expressway (opened circa 1958)

Traffic principally along major east-west arterial roads – Oxford and William Streets – leading to and from the City; traffic through East Sydney streets dominantly east-west to avoid congestion on these arterial roads.

Post-Cahill Expressway but pre-Eastern Distributor (circa 1958–1999)

Crown Street and Bourke Street, once relatively quiet residential streets, become major one-way through traffic arteries; traffic volumes increase to:

- 29,000 vehicle movements per day along Crown Street
- 43,300 vehicle movements per day along Bourke Street
- 10,500 vehicle movements per day along Liverpool Street
- East Sydney is trisected by traffic. (Refs 10 and 17)

Post-Eastern Distributor (opened December 1999):

- Dramatic initial decrease in north-south traffic, especially along Bourke Street (now closed at Taylor Square); Crown Street remains through-road (now 2-way) but with less traffic; Since opening day, a gradual build-up in traffic, especially southbound along Bourke Street as more and more drivers discover new shortcuts and rat-runs through local residential streets.

The only other significant traffic management scheme was implemented by the City of Sydney in the mid-1980s as part of the Environmental Study- East Sydney Precinct (Ref. 14). It was confined to the area west of Crown Street with road four closures at Riley (2), Yurong (1) and Burton (1) Streets. These closures, now landscaped and a welcome addition to the scarce public domain, remain in place to date and have made a notable difference to residential amenity in this western third of East Sydney.

The Eastern Distributor has been fully operational (including the William Street ramps) for less than a year and not all LAIP traffic control measures (mostly speed humps) are in place, hence the pattern and volume of through-traffic are still changing.

The following are some of the main ongoing problems caused by through-traffic:

- Except for the closure of Bourke Street at Taylor Square and the closure of Palmer Street at William Street (made necessary by the Eastern Distributor ramp), all streets east of Crown Street remain open to through-traffic.
- Two-way through-traffic along Bourke Street, either to bypass congestion along William Street or as a short-cut to southern suburbs, is on the increase.
- Liverpool Street and Burton Street, east of Bourke Street are being used as entry and exit points for through-traffic from the eastern suburbs.
- There is excessive Friday and Saturday night-time use of Bourke and Liverpool streets to access entertainment venues at Kings Cross.

- Stanley, Bourke, Liverpool, Forbes, St Peters and Burton streets are used as street prostitution routes and/or circuits by kerb-crawlers and voyeurs, especially at night.
- The intersection of Liverpool Street at Oxford Street is dangerous and facilitates a large volume of through traffic. (RTA Whitlam Square Sub-study is in progress)
- The intersection of Liverpool and Bourke streets is dangerous, both to cars and pedestrians.
- The intersection of Liverpool and Forbes streets is dangerous, partly because cars travelling east uphill on Bourke Street are not visible from Forbes Street.

3.10.3 Local vehicular traffic

Origin within East Sydney

There is a heavy reliance on walking as a means of travel to work by residents – 35% walk to work compared with the Sydney statistical average of 5.3%, and only 16% travel to work by car (1996 census, Ref. 1). Car ownership is a low 25% (Ref. 15, p. 68).

Many of the older apartment blocks have no on-site parking and in recent years the upsurge in persons working from home has further decreased the need for a car.

Conversely, the construction of the Horizon apartment block has added, and the imminent completion of the Republic and Lumina apartments will add, to vehicles based in East Sydney.

Destination East Sydney

Although no figures are available, it appears that the percentage of persons who drive to East Sydney to work, to shop or to visit restaurants or bars is relatively low. This percentage is still high enough, however, to take up all available parking by around 9 am on weekdays.

Twice on each weekday there is a large influx of vehicles along Forbes and Stanley Streets resulting from parents dropping off or collecting their sons or daughters from Sydney Boys Grammar School or SCEGGS.

3.10.4 Parking

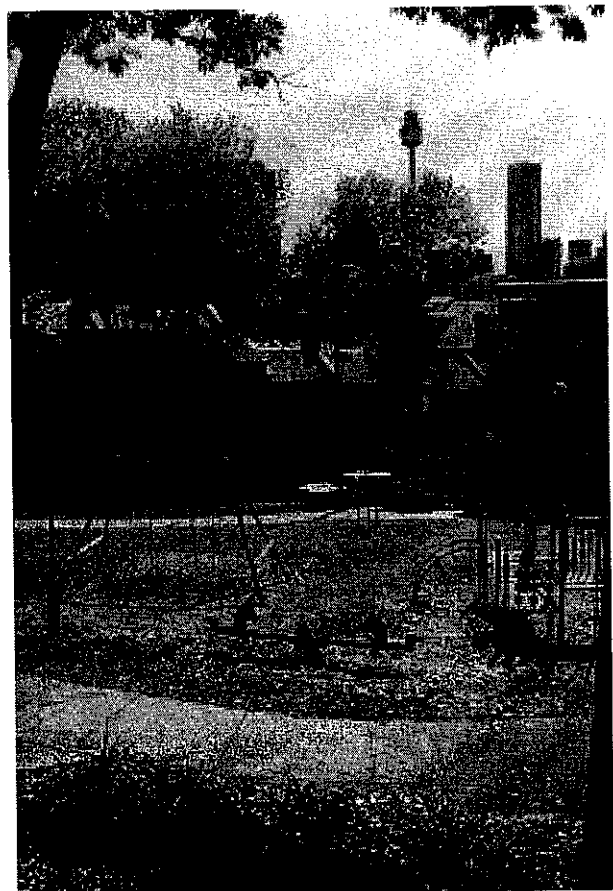
A Resident Parking Scheme operates throughout the area.

For some time now South Sydney Council has been implementing a policy whereby developers are prevented from providing excessive off-street parking in their developments. In addition, occupants of these new developments are prevented from applying for Resident Parking Permits.

The aim of this policy is to keep cars out of the area and to induce persons to use public transport.

The completion of the Eastern Distributor has allowed the removal of clearway parking restrictions along Crown and Bourke streets. Continuous parking is now available on both sides of these streets and this has

Albert Sloss Reserve – East Sydney's only park – located behind Heffron Hall, Burton Street, is topographically uninviting and poorly accessible from Palmer Street – the main pedestrian thoroughfare.



added substantially to the available on-street parking stock.

The elimination of the following anachronistic signage will also add to the stock of parking spaces:

- Bourke Street between St Peters Street and St Peters Lane
- Yurong Street
- Liverpool Street
- Francis Street

There is strong competition for all available parking, and residents are commonly disadvantaged in specific locations where the owners of visiting vehicles maintain a vigil and rub off chalk marks made by parking attendants. Other locations are under 24-hour pressure due to the proximity of all-night venues on Oxford Street.

The imminent installation of parking meters on Oxford Street will add to the pressure already on East Sydney.

The demand for parking comes from the following sources:

- residents
- commuters seeking all day parking
- visitors to East Sydney retail
- daytime parking for East Sydney employees
- students attending TAFE
- commercial and trade vehicles servicing East Sydney
- persons visiting residents
- persons visiting venues outside East Sydney

3.11 Illegal activities

There are several known illegal brothels.

East Sydney has a major problem with illegal street prostitution, especially along Bourke, Liverpool, Forbes and Stanley streets.

Under Sections 19 and 19A of the *Summary Offences Act 1988*, street prostitution and kerb-crawling 'near

or within view from a dwelling, school, church or hospital' is an offence.

It is widely acknowledged that street prostitution in East Sydney is intimately connected with drug-taking and drug-dealing. It places both the street workers and residents in considerable danger. There have been several murders in the last three years.

In addition, residents suffer from anti-social behaviour such as all night noise from circling kerb crawlers, shouting and fighting, human excrement, litter, used needles, personal abuse and verbal and physical assault.

Any strategic plan for East Sydney must address the removal of street prostitution from residential streets.

Thomson Lane, formerly a haven for anti-social activities including break-ins, street prostitution and drug-dealing and use, now reclaimed after sustained efforts by residents and their families .





4 Proposed urban plan

4.1 Planning philosophy - Vision Statement

The East Sydney Neighbourhood Association seeks common ground for a vision for East Sydney. This vision would have a fundamental regard for the heritage and residential character and amenity of the neighbourhood, the importance of William Street and Oxford Street as boulevard entries to the City and the need to change any perceived culture of the area as a homeland for the sex industry.

To this end we endorse the Central Sydney LEP and DCP provisions as they relate to the City Edge zone and the Residential zone.

Accordingly, we also support the South Sydney City 1998 LEP Objectives for those zones as they would relate to East Sydney, in particular the objective to facilitate the conservation of items and areas of heritage significance.

To ensure such heritage protection and improvement in the residential amenity and public domain, we seek an overview in the form of a Strategic Plan for East Sydney. The Strategic Plan would include the revival and completion of the programme of local street closures which were partly implemented by Sydney City Council in the 1980s; enhancement of the public domain by maximising the use of street closures as open space; a limit on developments by updated and enforced land-use zoning; conservation of heritage building frontages; and streetscape design, including tree planting and powerline bundling or burial.

Our Council would provide a level of support services, in the nature of cleaning and maintenance of streets and public spaces, commensurate with a showcase of diverse heritage architecture and demographically rich urban lifestyle.

We support a vision for William Street as potentially one of the city's great streets. The implementation of the Cross-City Tunnel project could provide the cata-

lyst for the physical transformation of the street into a grand civic boulevard and an important City gateway. In relation to Oxford Street, Council would maintain its ownership and control of the heritage commercial buildings running along the north side of the street. The leasing policy applying to these properties, as well as more sensitive landscaping and signage on both sides of the street, would facilitate the transformation of the street into a more cosmopolitan and elegant point of entry to the City.

We seek the active involvement of the Council with the State Government and the Police Department in removing street prostitution from the environs of dwellings, schools, churches and hospitals where it is illegal. To protect the valuable heritage and residential character of the area it is necessary to remove this activity wherever it occurs in breach of the law, by whatever means are available.

Our vision is that East Sydney should evolve into an historic, mainly residential village with its community heart focused on small-scale commercial, retail and restaurant activity on Stanley Street and the lower end of Crown Street. Visitors and patrons would enjoy a clean, vibrant, but at the same time relaxing environment to offset the faster pace of the adjoining Central Business District.

We seek the encouragement of a community made up of a diverse cross-section of society, based upon respect by its members for each other and for their heritage environment.

4.2 Specific aims

- 1 Reinforce and enhance the residential environment of East Sydney.
- 2 Oppose the destruction and redevelopment of sound housing stock.
- 3 Retain and enhance the current status of the whole of East Sydney as a Heritage Conservation Area (LEP 1998), and conserve listed places and buildings of historical significance.

- 4 Divert commuter and through-traffic away from residential streets and onto the arterial roads which surround the area.
- 5 Divert any residual commuter and through traffic onto Crown Street and/or onto the No. 389 Bus Route- the two designated through routes which dissect East Sydney.
- 6 Divert any residual through-traffic onto commercial/retail street frontages and away from residential frontages.
- 7 Increase the extent and accessibility of local open space.
- 8 Conserve residential zoning in all neighbourhood streets.
- 9 Repair, enhance and expand the scarce public domain by:
 - tree planting
 - footpath repair and widening at crossings.
 - pedestrian walkways
 - road closures
 - shared traffic zones
 - aerial bundling of power lines
 - removal of uses such as prostitution and garbage storage which are detrimental to the public domain
- 10 Provide a buffer to surrounding arterial road traffic and enhance community identity by reinforcing the neighbourhood boundaries of East Sydney.
- 11 Improve the safety and amenity of pedestrians by pedestrian-affirmative treatment such as shared zones and shorter road crossings.
- 12 Provide new or embellish existing community focal points and civic spaces to increase the provision of public open space and opportunities for social interaction.
- 13 Remove illegal activities such as street prostitution, kerb-crawling and drug-dealing.
- 14 Confine the area covered in this study to that which is behind the buildings fronting the major arterial roads of Oxford, William and College streets.
- 15 Devise appropriate planning guidelines and controls for future development to ensure a compatible and harmonious relationship with the established environment.

4.3 Activities and uses

4.3.1 Role and function

The desired role and function for East Sydney is:

- to maintain and enhance its heritage and residential character
- its continued evolution into an historic, mainly residential village
- that its commercial heart be focused on small-scale retail and restaurant activity along Stanley Street, the lower end of Crown Street and the middle part of Liverpool Street
- that its community heart is focused on Heffron Hall and the Albert Sloss Reserve – its only existing community centre and park
- to encourage the existing diverse population mix and maintain the existing stock of public housing
- to cater for existing and increasing home office usage
- to promote and encourage the respect of members of our community for each other and for their heritage environment
- to discourage illegal and non-compatible industries.

4.3.2 Relationship to adjoining areas

The relationship to the adjacent CBD to the west, to William Street to the north and to the all-night entertainment precincts of Oxford Street to the south and Kings Cross to the north-east are extremely important.

The desired relationship with surrounding precincts is:

- to protect residents and visitors from anti-social and criminal behaviour often associated with all-night entertainment venues
- to encourage the development of William Street as a world class pedestrian-friendly boulevard serving as a pedestrian gateway to East Sydney
- to offset the fast pace of the adjoining CBD and Kings Cross by offering a calm, clean and relax-

- ing environment to overseas and other visitors and patrons
- to discourage the undesirable effects of businesses fronting Oxford and William Streets, e.g. commercial waste dumping; patron car-parking on local roads; and the usage of the north-western corner as car yards for the car rental industry.
 - to protect East Sydney from through-traffic to surrounding destinations.

These aims are all compatible with the desired outcome of preserving and enhancing East Sydney as historic heritage urban village.

4.3.3 Land use

Existing land use has been described in a previous section (See also Plan No. 3).

Based on the guidelines and objectives outlined above, current land use in East Sydney can be grouped into two categories:

Compatible land use

Residential: single dwelling - this is the most desirable land use and the large existing stock of Victorian terrace houses is the basis for the existing zoning of the whole precinct as a Heritage Conservation Area. It also forms the basis of our vision to preserve East Sydney as a historic heritage village. Strategic planning should encourage the preservation and usage of these residential dwellings by providing a resident safe, unpolluted and friendly public domain.

Park, open space - there is a drastic shortage of land being put to such use in East Sydney. Increasing the open space in the public domain is an important element of any strategic plan for the area.

School, church or hospital - only compatible if already existing.

Residential: multi-storey - with the imminent completion of the Republic 2, there will be a compatible scattering of these housing blocks through the pre-

cinct. Their existing appeal is enhanced by an overall absence of clustering and a wide range of construction styles covering almost a century. However, other than conversion of the few existing multi storey commercial buildings for residential usage **wholly within the existing building envelope** and with full on-site parking, no more should be approved.

Residential: home business (office, consultancy, agency) - due to changing work methods and its proximity to the City, an increasing number of our residents work from home. This is especially apparent in the north western quarter of the area. All owners/ participants in the business live permanently on the premises. No development approval is generally required for such usage.

Residential: local business - to provide goods and services for **local** residents and with not more than two employees who do not live permanently on the premises, e.g. the corner store. New approvals in this category should be restricted to areas not zoned Residential 2(b). There are a few retail businesses in this category that have been in residential areas for many years and these probably have existing use rights. It is very desirable that they revert to residential only, whenever the opportunity arises.

Retail: food and beverage, small to medium scale - a number of these establishments already exist and, with appropriate zoning to restrict their indiscriminate proliferation, (discussed in the next section) are an integral part of the character of the area. No development approvals for 24-hour trading should be granted anywhere within East Sydney.

It is desirable that any existing establishments which are now in Residential 2(b) zoned streets should revert to residential usage when the opportunity arises.

Retail: shop, art gallery, small to medium scale - as for retail above.

Commercial: East Sydney is home to a number of small to medium-scale commercial enterprises such as architects' and designers' offices, advertising, cast-

ing and modelling agencies, solicitors' and accountants' offices.

Such usage, if limited, is compatible with the vision for East Sydney as a dynamic historic village.

However, this category of usage attracts outside employees with cars and clients with cars into an area where there already is a shortage of on-street parking. A cluster of premises so used will create street frontages that become dead zones at night.

It is not desirable that this commercial usage be encouraged or expanded beyond the volume which already exists in the area.

Under no circumstances should commercial usage be approved in areas zoned Residential 2(b)

Non-compatible land use

Industrial - there are eight car repair businesses scattered through the area. They are listed in Section 3.32, Light industrial, above and their locations are shown on Plan 3. All have been established in the area for many years and take advantage of existing-use rights by virtue of their being in operation before a planning instrument prohibiting them was in place.

They are not compatible with the dominantly residential character of East Sydney for the following reasons:

- Most of the employees and their clients live outside the area, bring their cars into the area and park them in surrounding streets all day with impunity.
- Clients' cars are often parked across footpaths and obstruct the pedestrian way.
- Some operators pollute the residential environment with excessive noise and/or industrial fumes.

The majority of these businesses operate in areas zoned Residential 2(b) and it is highly desirable that these in particular be phased out when the opportunity presents itself.

A smaller number of these motor garages may be compatible as 'local businesses' to serve the local community.

The ventilation stack for the Eastern Distributor on the north-eastern corner of Palmer and Stanley streets causes increased pollution in East Sydney, especially when the prevailing winds are from the north-east.

Car yards - these are mostly vehicle holding pens located at the William Street end of Riley Street and are related to the major car-hire companies with offices in William Street. They are in a block zoned Mixed Use 10. It is likely that this land is already too valuable to be used for car parking and its redevelopment in the near future is likely.

Large showrooms - three reasonably large furniture showrooms operate at 223-225 and 255-263 Liverpool Street and at 209-211 Bourke Street.

They do not attract large crowds of patrons and their locations are in appropriately zoned areas - Business 3 or Mixed Use 10.

Although these existing showrooms do not appear to present a problem, it would be undesirable to have any additional ones in the area. They are not compatible with the concept of an urban heritage village.

Commercial brothels - there are several known brothels in the area. Nearly all are located in small terrace houses but only one of them, at 93 Crown Street is in a zone where a commercial business could be permitted (Mixed Use 10). The others are in Residential 2(b) zones and would need to claim to be Local Businesses - i.e. providing goods and services to local residents!

Clustered home business brothels - home business brothels do not require development approval and a number of these are already operating in the area.

When a number of these establishments are clustered in a particular street or area, then they create a 'red light' district with further undesirable consequences.

In the absence of any register or approval system, Council only becomes aware of such clustering after it is already too late to prevent it.

Street Prostitution in the public domain - under Sections 19 and 19A of the *Summary Offences Act 1988*, soliciting for prostitution 'near or within view from a dwelling, school, church or hospital' is an offence.

There is therefore no place in East Sydney where street prostitution is legal.

The solution to illegal street prostitution is complex and needs to be addressed in a number of ways, including traffic management to close down existing kerb-crawling circuits and prevent new circuits arising. It also needs to be addressed by changes to Council's Sex Industry Policy.

Council's Sex Industry Policy is a planning document. Our Association has proposed that the Policy be amended to require that brothels, not cars should service the activity (street sex-worker brothels) and that these be located by reference to the criminal law, i.e. not 'near or within view from a dwelling, school, church or hospital' (Sections 19 and 19A of the *Summary Offences Act*). The sex workers could then work directly in front of the brothels, away from residential streets. This would effectively move the activity from being car-based and thus greatly improve the safety of the sex workers while decreasing the community conflict that presently exists in our residential streets.

It should be noted that there are no locations in East Sydney which meet such criteria but that there are many industrial and commercial locations in the South Sydney Local Government area that do. Such locations conform precisely with the policy behind Sections 19 and 19A of the *Summary Offences Act*, as outlined in the Second Reading Speech for the 1983 legislation which was later incorporated into the Act.

Large-scale commercial or government offices - Centrelink at 137-153 Crown Street is an example of a government office which is not only located in an area zoned Residential 2(b), but has a scale totally out of context to the area.

Medium-scale private commercial offices are located at 144-150 and 152-162 Palmer Street and at No 255-263 Liverpool Street, but these at least are located in an area appropriately zoned Mixed Use 10.

4.3.4 Zoning

Too many of the once dominantly residential buildings of East Sydney have already been lost both to approved and unapproved non-residential usage.

Large blocks of the East Sydney north of Stanley Street and south of Liverpool Street are currently zoned for Mixed Use 10. This is in addition to the appropriate business zoning for buildings fronting Oxford and William streets - Business 3.

In addition, there have been numerous Council approvals for non-residential usage in areas where one or both sides of the street are zoned Residential 2(b) so that some street frontages in these residential areas now contain greater than 50% of both approved and unapproved non-residential usage.

It must be pointed out here that with rate-pegging, which has been in place for many years, the only way in which Council can substantially increase the rates collected on a particular property is to approve it for non-residential use. This results in a one-off rate increase of almost 600% (i.e. residential rate is 0.2015% of land value while non-residential rate is 1.1928%) (Ref. 23).

One common ploy is for an owner to use a building quietly for commercial purposes for a year or more and then to claim existing use rights to have this non-complying usage approved by Council.

The rate windfall incentive to approve such non-residential usage may be difficult for Council to resist.

The current (LEP 1998) land use zoning for East Sydney is shown on Plan No 2. The extent to which actual Council-approved land use conflicts with specified zoning is discussed in Section 3.4, Zoning anomalies, above. These anomalies principally relate to blocks in areas now zoned Residential 2(b) where

the dominant actual street level usage is non-residential (Mixed Use 10).

This applies in particular to:

- the southern side of Stanley Street between Crown and Riley streets, where 88% of the frontage is retail (shops and restaurants)
- the southern side of Liverpool Street between Palmer and Bourke streets, now 100% newly approved retail street frontage (Republic 1).
- the northern side of Liverpool Street between Palmer and Crown streets, where 75% of street frontage is non-residential (the remaining 25% is the side of a residential building fronting Palmer Street).
- Crown Street between Liverpool and Stanley streets, now dominated by Centrelink, has 59% non-residential frontage

There should be **no more approvals for non-residential usage in areas zoned Residential 2(b)**. In these streets Council should encourage the reversion of commercial buildings back to housing, especially where such commercial usage is illegal.

4.3.5 Development potential

The potential for new building development in East Sydney is extremely small.

The greatest cluster of vacant sites, shown on Plan No. 3, is bounded by Palmer, Stanley and Bourke streets and Sutton, Wisdom and Barnett lanes. All these sites are presently owned by the RTA and either occupied by the William Street ramp of the Eastern Distributor or about to be sold by the RTA as building sites. A number of development applications are with Council at the time of writing. The total site available for re-development will probably not exceed 1,700 square meters.

The remaining three vacant sites are very small: at 195–197, 230 and 232 Palmer Street. None of these exceeds 140 square meters in area.

As the whole of East Sydney is a Heritage Conservation Area, there is no potential for the demolition of

existing buildings. Except perhaps for the area in the north-western sector bounded by Yurong Street and Yurong, Crown and Stanley lanes (zoned Mixed Use 10), redevelopment potential is mostly limited to extensions to and refurbishment of existing buildings.

4.4 Building form

4.4.1 Building height and scale

The existing built form is discussed in some detail in Section 3.5 above and recorded on Plan No. 1.

East Sydney is a Heritage Conservation Area that comprises dominantly low-rise (2–3 storey) Victorian residential buildings with slightly higher commercial buildings at its northern and southern boundaries. High (above 7 storey) buildings are confined to the western (City) fringe, mostly around Whitlam Square.

As mentioned above, there is virtually no vacant land available for new construction and all existing buildings are protected from demolition by virtue of their location in a Heritage Conservation Area. In addition there are around 400 listed heritage buildings spread uniformly through the area. Almost any development is likely therefore, to be for a listed heritage building, or in very close proximity to a listed heritage building.

There should be no increase in the height of existing buildings above their existing ridge height.

Any buildings constructed on the three or four vacant sites available should be at a height which is the average of the immediately adjacent buildings and at a similar scale.

4.4.2 Building facades and shopfronts

Any refurbishment of or extension to existing buildings and any new development should take into account the character of the local area by responding to the details and proportions of existing development. New shopfronts or building facades should be sympathetic in proportion, scale and material to nearby buildings.

The use of heritage colours or the lighter colours which derive from Sydney sandstone should be encouraged.

4.4.3 Sites for special design consideration

All heritage listed buildings and any new buildings merit special design consideration.

The frontages (including roof lines) of all buildings which are listed as Heritage Items in LEP 1998, Amendment 3, should be preserved. No new dormer windows should be approved where the existing roof line of a number of adjoining heritage items remains intact.

4.5 Heritage conservation

4.5.1 Heritage Conservation Areas

The whole of East Sydney is a designated Heritage Conservation Area and it should remain so designated.

4.5.2 Heritage Conservation Items

As mentioned above, there are approximately 200 sites and buildings listed as Heritage Items in South Sydney City Council's LEP 1998, Amendment 3, Schedule 2. All these items should be preserved. Any development approvals should require that the front facade (including roof line) should be restored. Heritage colours or similar should be specified for painted facades.

The existing list should be used to derive a hierarchy based on the heritage significance of individual items and to produce a catalogue containing a detailed description of each item.

Some items may well be worthy of listing in the national register.

4.6 The public domain

The public domain generally covers all areas of a community outside the built environment to which the public has a right of access. It is taken to include all roads, laneways and footpaths, pedestrian and landscaping embellishments of these, landscaped setbacks on pri-

vate land, and public open space in the form of parks, pocket parks and street closures. (Ref. 19)

4.6.1 Parks, squares and spaces.

East Sydney has approximately 2,650 square meters of open space made up of one park, two pocket parks and four road closures.

With an estimated 3,000 residents (Section 3.2), there are approximately 0.09 hectares of open space per 1,000 residents, well below the guidelines issued by the Department of Urban Affairs and Planning at 2.83 hectares per 1,000 persons (Ref. 15).

East Sydney has a critical shortage of open space and there are very few opportunities to redress this.

The Palmer Street Park opportunity identified in Reference 14 would have added approximately 1,800 square meters of park to the area. However, the whole of this area is now occupied by the William Street portal and exhaust stack of the Eastern Distributor. Any remnant vacant land is being sold by the RTA as building sites.

New pocket parks

The two existing pocket parks at 306 Palmer Street (approximately 200 square meters) and 237-241 Bourke Street (approximately 350 square meters) are not very successful as they tend to attract undesirable and illegal activities and do not integrate well with the surrounding community. Only two opportunities for new pocket parks exist:

- Vacant land at No 231 Bourke Street (approximately 170 square meters) – this adjoins and could be integrated with the existing pocket park at 237-241 Bourke Street and there is merit in doing this because the total park area would then be around 520 square meters. The land is privately owned and Council would have to buy it.
- Vacant land at 230 and 232 Palmer Street (approximately 250 square meters) – again, this is private land which the Council would have to buy.

Strip parks

Opportunities for strip parks along roadways are limited because existing road carriageways are mostly required for two-way traffic and parking.

However, one such opportunity may be created along Bourke and Forbes streets south of Burton Street by making this portion of Forbes Street one-way south-bound and this section only of Bourke Street one-way north-bound. A strip park could be created along the eastern side of Bourke Street and the western side of Forbes Street.

The landscaping could flow from and be integrated with Taylor Square. Approximately 500 square meters of open space could be created this way. An example of this type of treatment already exists along Victoria Street, Darlinghurst, opposite St Vincent's Hospital.

4.6.2 New road closures

The creation of landscaped open space through the closure of selected local roads is the only way of adding significantly to the available public open space in East Sydney. As discussed above, earlier closures in the 1980s were confined to the western village sector, west of Crown Street, because at that stage the Eastern Distributor was intended to be a surface road.

No treatment was made west of Riley Street, although the closure of Liverpool Street east of Bourke Street was recommended by Council.

Six new road closures, all east of Crown Street, are proposed. The potential area of open space which could be created by these closures is given in brackets:

- Palmer Street, south of Stanley Street (400 square meters)
- Burton Street, west of Bourke Street (600 square meters)
- Bourke Street, south of William Street (320 square meters)
- Liverpool Street, east of Bourke Street (600 square meters)

- St Peters Street, east of Bourke Street. (240 square meters)
- Forbes Street, south of St Peters Lane (400 square meters)

Total area: 2,560m²

All these closures have the advantage that they do not have an existing driveway or road immediately adjacent, and hence the opportunity exist to create the relatively large areas of open space indicated.

These closures, when implemented will double the area of open space from 2650 square meters to 5 210 square meters, or 0.17 hectares per 1000 persons – much closer to the 2.82 hectares per 1000 persons recommended by the Department of Urban Affairs and Planning.

Open space created by road closures is highly desirable since it is open on four sides and therefore is much more approachable by and interactive with the community than pocket parks which may be surrounded by buildings on three sides, e.g. the pocket park at 306 Palmer Street. Each area of open space so created should receive a name. This will provide a degree of permanence.

The merits of suggested closures at these locations are discussed in the following Section 4.7, Vehicle circulation, access and parking.

4.6.3 Shared zones

The concept of shared zones – a section of road where all users have equal rights – is very popular in European cities and has been utilised by South Sydney Council at several locations, e.g. at Roslyn Street, Kings Cross, west of Ward Avenue.

There are two excellent opportunities for shared zones in East Sydney:

- On Stanley Street between Crown and Riley streets. This section is the commercial heart of East Sydney, dominated by several well known restaurants with *al fresco* dining. The zone would

be shared by pedestrians, diners, cars and the No. 389 bus service. Consideration might be given at a later stage to extending this zone along Crown Street between Stanley and William Streets and thus to integrate it with a future William Street boulevard (see Plan No. 6).

- On Palmer Street, between Liverpool and Burton streets and west along Burton Street to Crown Street (see Plan No. 6). This would be the community-recreational heart of East Sydney. It would integrate the Albert Sloss Reserve, our only park, with the public square that forms a part of the Republic development. The Burton Street frontage would link the Palmer Street zone with the Heffron Community Hall and the Baptist Tabernacle opposite. The road closures at Burton Street west of Bourke and Palmer Street south of Stanley would help to protect this dominantly residential area from all but the most determined through traffic.

Desirable features of these shared zones would be:

- equal rights for all users
- maximum 10 kilometre per hour speed limit
- no kerbing that separates footpath from carriage-way
- no parking
- good quality paving
- trees and landscaping where possible and practicable
- not more than 300 vehicle movements per day (an RTA requirement).

4.6.4 Street landscape strategy

All streets and landscaping of open space should be coordinated by an overall landscape strategy including a streetscape manual.

A Streetscape Masterplan is being prepared by Council and when completed will most probably address all of the following issues.

Trees

South Sydney Council already has a comprehensive

Street Tree Master Plan for the whole Local Government Area (Ref. 7). This should be integrated with the new open space created as a result of this Community Strategic Plan.

A survey of existing trees made by East Sydney residents in November 2000 revealed that there were then 392 trees along its streets, but there were gaps in which 365 more trees could be planted (see Table 3).

Since that date, Council has initiated a tree-planting program with Yurong, Liverpool and Hargrave streets completed and Forbes Street in progress. It is understood that planting throughout East Sydney will be completed within two years.

Aerial bundling of powerlines

Aerial bundling of powerlines is an important factor in streetscape improvement. When powerlines are bundled (insulated), trees can grow around them and do not require periodic savage pruning in order to prevent contact arcing or other damage to the lines.

Streets with unbundled powerlines and suggested priority for future bundling are listed in Table 3. The highest priority is given to streets where trees are already touching power lines and where vehicle traffic volumes are high, i.e. where the probability of a car colliding with a power pole is higher. Crown Street therefore, merits the highest priority for aerial bundling.

Again, it is understood that the whole of East Sydney will be bundled within two years.

Underground burial of powerlines

Underground burial of all powerlines has been in the news recently and has received State government backing, so far in principle only. It is the ultimate long-term desirable solution for East Sydney. The main obstacle to its implementation is cost.

Burial should commence with streets in which power poles are at greatest risk from vehicle impact, i.e.

Crown Street and the No. 389 bus route, followed by Liverpool Street.

Footpaths

Commendably, many of the most neglected footpaths have been re-paved in recent months. Large sections of the footpaths along both sides of Bourke Street, however, are still in a dangerous state of disrepair.

It is desirable that quality paving be used for footpaths with dominantly commercial frontage, i.e.:

- along Liverpool Street between Bourke and Crown Streets to complement the recently completed section fronting the Republic 1 development
- along Crown Street between Liverpool and William streets, which could also be done in a style which is the same as that already used in the Republic development.

Superior footpath paving in these dominantly commercial zones will promote street activity and create a more comfortable environment for the pedestrian in these streets that carry through-traffic (Ref. 4).

Raised thresholds (speed humps) versus footpath widening

Over the past year there has been a proliferation of speed humps in the areas covered by the Eastern Distributor Local Area Improvement Program (LAIP). Whereas these may achieve some slowing of vehicular traffic, they do absolutely nothing for the volume of traffic using these streets or for the noise created by it.

Slowing of traffic can also be achieved by means of footpath widening, as identified in Reference 19, i.e. *'Given that there is a relationship between road width and travel speed, the footpath widening would both reduce traffic speed as well as improve pedestrian conditions...'* The same internal South Sydney Council minute recommends that work on 'two raised thresholds ...be deferred'.

It is strongly recommended that no more speed humps be constructed as part of the Eastern Distributor LAIP, and that the money saved be put aside until a strategic plan for the whole of East Sydney is adopted.

4.6.5 Waste and cleansing services.

The desirable outcome obviously is to have clean streets, free of improperly presented waste and with containers brought in soon after collection.

For the past year the Waste Services Department of South Sydney Council has been working with the community to address the problem and significant improvement has occurred already. Residents are aware of this and encouraged by it. More and more residents are presenting household waste properly, are picking up litter left by pedestrians and are sweeping the footpath in front of their residences.

The net result is that the job of Council employees is made easier and everybody wins.

Some new initiatives have been discussed with Council staff and some are ongoing. The most important of these are:

- Continue Waste Services Audits of problem properties with their owners/managers to tailor waste disposal solutions which are appropriate for each property (a community initiative).
- Deliver domestic waste and recycling bins with the address of the property and collection day(s) painted on by Council to each household on request after letter-dropping an invitation to do so. Bins are already supplied free but many residents do not know this or are unable to collect bins (community can help with letter drop and distribution of bins).
- Ordinance inspectors to investigate and prosecute regular dumpers, e.g. at corner of Liverpool Lane and Burnell Place.
- Implement the Draft Commercial Waste Disposal Policy, especially with respect to bins left permanently in the public domain.

4.7 Vehicle circulation, access and parking

4.7.1 Through-traffic

Guidelines

The specific aims of this Community Strategic Plan are listed in Section 4.2 above, and those which relate to through-traffic are repeated below:

- To reinforce and enhance the residential environment of East Sydney.
- To maintain reasonable access for residents and businesses, but to discourage outside patrons from parking in residential streets
- To divert commuter and through-traffic away from residential streets and onto the arterial roads which surround the area.
- To divert any residual commuter and through-traffic onto Crown Street and/or onto the No. 389 bus route – the two designated through-routes which dissect East Sydney.
- To divert any residual through-traffic onto commercial/retail street frontages and away from residential frontages.
- To provide a buffer to surrounding arterial road traffic and enhance community identity by reinforcing the edges of East Sydney.
- To improve the safety and amenity of pedestrians by slowing traffic speeds and by pedestrian-affirmative treatments such as shared zones and shorter road crossings.
- To design carriageways and street parking in a manner whereby tree-planting and landscaping in local streets can be maximised.

Desirable outcome

East Sydney, which covers an area of only approximately 0.32 square kilometres (just over 500 metres by 500 metres) is transected by two designated through-routes which will be so designated for many years to come and are incorporated as such in the present Community Strategic Plan:

- 1 the north–south through route along Crown Street, and

- 2 the east–west through route along the No. 389 bus route along Burton, Bourke, Stanley and Yurong streets.

Given that the Eastern Distributor and soon the Cross-City Tunnel are major arterial roads designed to carry through-traffic which might otherwise have used the residential roads of East Sydney, there is now no need to cater for through-traffic on any other streets in East Sydney. These streets can now revert to residential traffic use and can act as *cul de sacs* leading onto the two designated through-routes which transect the area.

Through-traffic would thus also be kept along routes with dominantly commercial/retail frontages, where it is wanted, and away from dominantly residential streets, where it is not wanted.

In addition, a portion of Liverpool Street between Bourke and Crown streets would also remain as an additional connecting link between these through-routes. This portion of Liverpool Street is dominated by commercial and retail frontages (average 73%, see Plan No. 4). Through traffic would be welcomed by merchants along this strip.

All this can be achieved by the proposed five road closures and two one-way streets (excluding the Whitlam Square Sub-study) detailed below.

The culture of 'no more road closures'

There is currently a perceived culture among traffic planners that there should be no more closures of local (residential) roads to through-traffic. Given that there are now numerous road closures in place in other Local Government Areas as well as in many parts of the South Sydney LGA and that these closures are not only popular with residents but seem to cause very little inconvenience to motorists, this attitude is most surprising.

What are the likely reasons for this? What has changed?

Some possible reasons are:

- closures of inappropriate roads in the past, e.g. long narrow roads without a turning circle and poor access for emergency vehicles.
- pressure from commercial interests which rely on vehicle-based passing trade
- confusion of the re-opening to traffic of shopping malls with the closure of residential local streets, i.e. confusion of commercial with residential interests – they are not the same!
- concerns about personal safety – that through traffic improves personal safety from attack by assailants (but not from being run down)
- the structure of Traffic Committees, which comprise one representative from Council, Local Member of State Parliament, Police and the Roads and Traffic Authority, but where the RTA has the final say if there is not unanimous agreement on any issue.

(That is, the RTA can veto any proposed road closure. If the RTA does not like a proposal, its representative can vote against it thus creating a lack of unanimity, and then have the final say, i.e. the RTA always attains its desired outcome. Given the charter of the Authority – to maximise traffic flow – one would not expect it to side with the residents.)

- objections from organisations operating emergency vehicles – these would naturally want all roads to be open to through-traffic.
- pressure from vocal, influential individuals and small groups who do not live in the area but want to use its residential streets as arterial roads or 'rat runs'.
- the view held by some planners that road closures encourage and act as a focus for anti-social behaviour.

This view implies that anti-social behaviour will expand in direct proportion to the amount of public open space. There appears to be no evidence to support this view. There is however, strong evidence that much of this activity is generated within and near some of the all-night venues which surround East Sydney. It must surely be desirable to contain it in close proximity to these venues, rather than to encourage it to spread into the nearby residential streets.

All of the more reasonable issues raised above can be and have been addressed by means of appropriate planning measures contained in this Community Strategic Plan.

In hindsight it appears that just as closures of local roads to through-traffic was the flavour of the decade with traffic planners in the 1980s so was 'no more road closures' the flavour of the decade with planners in the 1990s.

Hopefully the new millennium will bring a more balanced approach.

Proposed road closures

1 Palmer Street south of Stanley Street

- to protect this historic residential street from through-traffic
- to create an approximately 400 square meter area of new open space fronting a recently converted 16-unit apartment block on the corner and deconsecrated heritage church opposite
- to create a residential *cul de sac* with easy vehicular access to the through-routes on Crown and Bourke streets via Liverpool Street
- to conserve and enhance the central residential village zone between Crown and Bourke streets.

2 Burton Street west of Bourke Street

- to protect this residential street from through-traffic (only 6% of street frontage between Bourke and Crown streets is non-residential)
- to create up to 600 square meters of new open space outside an established public housing apartment block and the Republic development opposite.
- to protect and enhance the proposed shared community zone on Palmer and Burton streets
- to provide safer access for vehicles entering the large underground garage which is part of the Republic development

- to improve the safety of the intersection at Bourke and Burton streets
- to conserve and enhance the central residential village zone between Crown and Bourke streets
- to implement this closure as recommended by the consultants to the RTA on the Eastern Distributor Local Area Improvement Program (Ref. 10).

3 Liverpool Street east of Bourke Street

- to implement the closure as recommended by the then Sydney City Council in 1982 (Ref. 15)
- to implement the closure as also recommended by the consultants to the RTA on the Eastern Distributor Local Area Improvement Program (Ref. 10)
- to remove one of the most dangerous intersections anywhere in the Eastern Suburbs, with regularly occurring small to medium-scale vehicle collisions. (With this closure and a Stop sign retained at the north-western corner of Liverpool Street there would be a dramatic improvement in safety for both vehicles and pedestrians.)
- to separate Mixed Use 10 zoning and street frontage use along Liverpool Street from Residential 2b zoning and street frontage use
- to provide up to 600 square meters of new open space in a location where there is a great shortage of open space
- to improve the safety at the intersection of Liverpool and Forbes Streets. (At present vehicles travelling east (uphill) along Liverpool Street towards the intersection are obscured from view of drivers on the northern side of Forbes Street. Forbes Street is a major pedestrian way for SCEGGS pupils.)
- to protect and enhance the amenity of this wholly residential eastern village sector between Bourke and Forbes streets.

4 St Peters Street east of Bourke Street and bollards on Forbes Street near St Peters Lane

- to implement recommendation by the Police Department and South Sydney Council

to eliminate a street prostitution sex circuit past the Forbes Street entrance to the Sydney Church of England Girls Grammar School (SCEGGS)

- to create at least 440 square meters and possibly up to 800 square meters of new public open space
- to protect and enhance the amenity of this wholly residential eastern village sector between Bourke and Forbes streets
- to provide a safe drop-off point at the William Street end of Forbes St, free of through-traffic, for pupils at SCEGGS.

5 Bourke Street at William Street

- to remove a high volume of through-traffic which now uses Bourke Street to gain access to William Street. (Very few vehicles use Bourke Street to gain access to the southbound ramp of the Eastern Distributor.)
- to provide a safe drop-off point at the William Street end of Bourke Street, free of through traffic, for pupils at SCEGGS
- to provide 320 square meters of new open space
- to provide a buffer between the major arterial William Street and the residential streets of East Sydney.

Proposed one-way streets

1 Forbes Street south of Burton Street - one-way south-bound to Bourke.

- an area with current low traffic volume fronting the Caritas Psychiatric Hospital and East Sydney TAFE.
- to allow the establishment of a strip park which could be integrated with the Taylor Square development.

2 Bourke Street south of Burton Street - One-way north-bound to Burton Street

- to allow the establishment of a strip park which could be integrated with the Taylor Square development

- to improve the safety at the intersection with Burton Street by erecting a Stop sign for north-bound traffic crossing Burton Street. (With the closure of Burton Street recommended above, through traffic, and the No. 389 bus, could then proceed from Burton Street into Bourke Street without a Stop sign.
- to integrate the strip parks thus created with Council's Master Plan for Taylor Square and with related community activities, e.g. market stalls.

Whitlam Square Sub-study

The Whitlam Square Sub-study is an unresolved remnant of the Eastern Distributor LAIP process.

The RTA has provided additional funds to its consultants, ARUP Transport Planning, to help solve the following problems in consultation with the community:

- To improve safety at the eastern intersection of Liverpool and Oxford streets.
- To eliminate a regular occurrence whereby a single pedestrian walking along Oxford Street and crossing at Liverpool Street can force a whole line of unsuspecting vehicles to be trapped illegally on the diamond crossing.
- To remove east-bound through-traffic along Liverpool Street from East Sydney.
- To devise and implement public domain improvements in conjunction with the proposed redevelopment of properties on both of the eastern corners of Liverpool Street.

After conducting vehicular and pedestrian traffic surveys, the consultants, Arup Transport Planning, proposed the following options:

- Option 1: Do nothing
- Option 2: Close Liverpool Street at Hargrave Street
- Option 3: Make Liverpool Street one-way west bound
- Option 4: Close Liverpool and Francis streets.

These options were advertised by letter drops and questionnaires to households in the surrounding area. A community workshop to discuss these options was conducted by the consultants on 1 August 2001.

Although the results of polling by questionnaire had not been published at the time of writing (November 2001), it is understood that over 70% of respondents are in favour of Option 4, including over 100% of residents in Francis Street. (A Hulse, Arup Transport Planning, personal communication). There were 162 replies from 530 questionnaires distributed – a very high response rate.

The matter must now go to the traffic committees of both Sydney City and South Sydney Council for their approval and recommendation.

Through-traffic access for emergency vehicles

The NSW Ambulance Service – An ambulance base is located at St Vincents Hospital, near the Emergency Ward on Burton Street just east of Victoria Street and well to the east of East Sydney. Vehicle journeys to call-out locations are in emergency mode. Southern, eastern and northern destinations can be reached most directly without passing through East Sydney.

Westerly destinations (the CBD) can be reached via Victoria or Darlinghurst Roads and then via Oxford or William Streets. There is a problem in that both Victoria Road and part of Darlinghurst Road are one-way (in opposite directions) and an ambulance can be caught in a line of stationary vehicles without the possibility of crossing into the oncoming lane to overtake such traffic.

Ambulance drivers therefore demonstrate a particular preference for using the residential streets of East Sydney as a less congested route.

Under the plan here proposed, ambulances will continue to have east-west through access along the No 389 Bus Route, which goes right past the ambulance base in Burton Street, and north-south through access along Crown Street from either the Liverpool

Street or Stanley Street intersection. Their speed and safety will be enhanced by the improvements proposed here at three dangerous intersections at Liverpool/Forbes, Liverpool/Bourke and Bourke/Burton Streets. The removal of through-traffic will further assist their passage.

Any proposed treatment proposed as part of the Whitlam Square sub-study at the Whitlam Square end of Liverpool Street could be designed to give 'emergency vehicles only' access in both directions.

It should be said that first aid paramedics are increasingly using motor cycles and hence much less affected by traffic congestion along the shortest route.

NSW Fire Brigade –The fire station at Kings Cross is in a hub at the intersection of Victoria Street and Darlinghurst Road, with direct access in all directions. There is another fire station in Castlereagh Street in the CBD.

There should be no need therefore to use the residential streets of East Sydney as through roads, especially for the non-emergency return trips after a call-out.

As described above for ambulances, emergency access for fire brigade vehicles through East Sydney is available if necessary.

NSW Police Service –There is a major Police Centre in Surry Hills just south of Oxford Street and a Police Station at Kings Cross. There would be few occasions when police vehicles would need to travel through East Sydney other than along Crown Street, the designated through-road.

It is important that the operators of emergency services, when consulted by Council, should be encouraged to adopt a co-operative manner, one that departs from their perceived previous attitude of 'every road should be a through-road'. This attitude appeared to be present in the response received, from the ambulance service in particular, to the Eastern Distributor Local Area Improvement proposals made by the consultants to the RTA.

4.7.2 Local traffic network

Origin within East Sydney

As noted previously, many residents do not have cars. For some time now, Council has had a policy whereby off-street parking provided by new developments is kept to a minimum. The aim of this policy is to induce people to walk or to use public transport.

The traffic control measures outlined above would create sections free of through-traffic along Forbes, Bourke, Liverpool and Palmer streets in the central and eastern village sectors of East Sydney which would complement the existing through-traffic-free streets in the western village sector (created in the 1980s).

These measures will enhance local road safety and decrease the competition for limited parking. All the streets recommended for closure are wide enough to allow for generous turning circles at the closed off ends.

Vehicle entry and exit points to and from East Sydney would be along the designated through routes – Crown Street, Burton Street, Stanley Street and to a lesser extent (with traffic control measures in place) along Liverpool and Palmer streets. Progress of local traffic would be improved by the absence of competing through-traffic.

Outside traffic with destination East Sydney.

Persons seeking all-day parking – Other than for access to existing off-street parking locations, this traffic should be prevented through appropriate parking controls.

Visitors with vehicles to East Sydney retail –Visitors should be encouraged to use public transport. Some visitors with vehicles can be accommodated in existing parking stations and by means of specific parking control measures along streets with appropriately zoned retail frontages, i.e. sections of Liverpool and Yurong streets and possibly the whole length of Crown Street.

East Sydney employees with vehicles – Employees should be encouraged to use either public transport or a parking station if their employer can not provide off-street parking.

Students attending TAFE with vehicles - Students should be encouraged to use public transport.

Commercial and trade vehicles servicing East Sydney - See Section 4.74, Parking, below.

Dropping off or picking up pupils at SCEGGS – The measures outlined above will create two zones with no through-traffic in Forbes and Bourke streets at both school entrance gates. This will greatly enhance the safety of pupils. The proposed through-traffic control measures will ease parent vehicle congestion before and after school by making it easier to enter and leave the area. The proposed closure of St Peters Street at Bourke Street will provide a new area of public open space which would be of great benefit to the school.

Persons with vehicles visiting residents – See Parking in following Section 4.74

4.7.3 Bicycle routes

The location of East Sydney in a valley with fairly steep sides makes it less attractive to bike riders than other nearby areas.

The safety of bike riders will nevertheless be enhanced considerably by virtue of decreased through-traffic and the elimination of a number of highly dangerous intersections.

4.74 Parking

Desirable outcomes

- To retain the current Resident Parking Scheme which operates effectively.
- To encourage persons who do not live in the area to not bring their vehicles into the area but to use public transport instead.
- To cater for deliveries to commercial activities in

areas where these activities comply with land-use zoning.

- To cater for tradespeople and visitors.
- To ensure compliance with parking regulations.
- To minimise night-time disruption from adjacent all-night entertainment venues.

The case for parking meters

The installation of parking meters is supported because:

- They are soon to be installed along main streets surrounding East Sydney thus causing more parking pressure on East Sydney parking.
- They will discourage illegal parking by non-residents or by those residents who are not eligible for a Resident Parking Permit.
- They eliminate the practice of rubbing-out chalk marks.
- They place a value on inner-City parking, making it a privilege not a right.
They provide much needed revenue to Council.
- They discourage local garages and other businesses from filling up nearby streets with clients' cars.

Recommendations

- Install one-hour limited parking meters throughout the area
- Parking meters in some locations may need to operate for 24 hours per day.
- Retain the Resident Parking Scheme to allow unlimited parking for residents.
- Introduce a system of half-day resident visitor permits to be displayed to parking attendants. One way of doing this is by means of a once-only useable scratch card on which the day/date/year and am or pm are scratched out. These could either be purchased from Council (with a limit per household, or a few issued free on request to residents and a limited number of additional cards purchased, or any combination thereof).
- Provide Loading Zones in appropriate locations.
- Replace any inapplicable parking signs.

- Ensure that the scheme is adequately enforced by regular policing.

4.8 Public transport

4.8.1 Buses

The area is well served with bus routes.

The No. 389 Route – Circular Quay to North Bondi – crosses the area diagonally. It is a frequent service with many useful stops along the route, e.g. Paddington, Bondi Junction etc.

There are many other bus routes along both William and Oxford streets.

4.8.2 Trains

Kings Cross and Museum stations, both located outside the area, are only an easy 5-10 minute walk from anywhere in East Sydney, giving access to all metropolitan Sydney and beyond.

4.8.3 Light rail

Light rail formerly operated along what are now the bus routes (including the No. 389 route).

Although no light rail currently operates, there is provision for a light rail system along William Street between the CBD and Kings Cross as part of the improvements to William Street resulting from the construction of the Cross City Tunnel.

4.9 Pedestrian circulation

4.9.1 Pedestrian routes

As noted in Section 3.10 above 'The area is one of Sydney's pre-eminent walking environments' (Ref. 13)

The major pedestrian routes are:

- east-west across the area along Liverpool Street
- north-south along Forbes Street, largely used by SCEGGS and TAFE students.
- north-south along Crown Street especially between William and Liverpool streets (Centrelink is on this route.)
- east-west Stanley Street café strip between Yurong and Crown streets.

Desirable outcome

Safe, unpolluted pedestrian ways in a pleasant public domain.

Recommendations

- Implement through-traffic control measures outlined above.
- Complete current street tree planting and aerial powerline bundling program.
- Clean out blocked stormwater pits.
- Construct road-narrowing blisters along key pedestrian routes with marked pedestrian crossings, in preference to speed humps.
- Improve personal safety by removing illegal and antisocial activities – street prostitution in residential streets, kerb-crawling, pimping and drug-dealing.
- Complete current footpath improvement program – especially along Bourke Street.

4.9.2 Pedestrian and vehicle conflicts

- Intersection of Bourke and Liverpool streets – This is the most dangerous intersection in the whole area, both for pedestrians and the occupants of vehicles. There is no pedestrian crossing at the northern crossing at Bourke Street where most of the pedestrians walking along Liverpool Street cross. Along with the recommended closure of Liverpool Street east of Bourke Street, Bourke Street should be narrowed and a pedestrian crossing placed on both the northern and southern crossings.
- Intersection of Liverpool and Forbes streets – Raised thresholds in place here but there is no pedestrian crossing in any direction. Safety at this crossing will be enhanced by the recommended closure of Liverpool Street east of Bourke Street.

- Intersection of Crown and Liverpool Streets – Traffic lights are in place but Crown Street should be narrowed at both ends of the intersection to shorten the distance to be crossed by pedestrians.
- Intersection of Stanley and Crown streets – traffic lights are in place. Construction of Eastern Distributor LAIP measures will improve pedestrian safety.
- Intersection of Liverpool and Oxford streets at Whitlam Square – This is a major location of pedestrian and vehicle conflict. A single pedestrian crossing Liverpool Street on the pedestrian crossing at the eastern end of the intersection can force a whole line of vehicles to be trapped on the diamond crossing at Whitlam Square. The blind approach by vehicles from Wentworth Avenue makes it a dangerous intersection for pedestrians. This issue is being addressed by the Whitlam Square Sub-study.

4.9.3 Shared zones

Proposed shared zones on Palmer and Stanley streets are discussed in section 4.6.3 above.

Within these zones, pedestrians and vehicles would have equal rights of passage.

4.10 Social impact

4.10.1 Population mix

As outlined in Section 3.2 above, East Sydney already has a mixed and very diverse population spanning all ages and socio-economic groups. Since 1977 there has been an increase in the young urban professional 20–39-year age group and this trend is likely to continue. Indeed, similar trends have been observed in other inner city suburbs (Ref. 5, p. 95). There is a disproportionately small percentage of young children which is partly offset on school days by the influx of pupils to SCEGGS and Sydney Boys Grammar School located respectively in the eastern and western village zones.

The recommendations made in this Community Strategic Plan will enhance the residential amenity of East Sydney by improving personal safety and the public

domain while decreasing traffic hazards, noise and other pollution. In particular there would be:

- no more high-rise development.
- minimised through-traffic
- a safe pedestrian environment
- improvement in street neighbourhoods through the creation of streets which are open to local traffic but discourage through traffic
- commercial usage curbed and confined to designated streets thus limiting 'dead zones' in residential streets after dark
- clean tree-lined streets with a number of new areas of open space
- improved environment for pupils enrolled at SCEGGS.

It is therefore also likely that more young families will be attracted to the area.

The existing large stock of public (low-income) housing located mainly north of Burton Street will be protected. In addition there are several boarding houses and older flats which are currently protected from redevelopment (including change of residential usage by a State Environmental Planning Policy (SEPP 10)). In addition, as the owner of tenanted properties in the area, Council could ensure that the rents on these properties remain affordable.

The desirable outcome is for East Sydney to be enhanced as a vibrant and mixed residential heritage village, with its community made up of a diverse cross section of society, based upon respect for its members for each other and their heritage environment.

4.10.2 Community focus

Stanley and Crown street intersection - village heart

This area is already the retail, mainly food and beverage, focus of East Sydney. The restaurants and cafes in Stanley Street are well known. The N. 389 bus route is along this portion of Stanley Street and is one means of public transport which allows visitors to enter and leave venues without bringing their cars.

The proposal to create a shared zone, initially along Stanley Street, will enhance this as a community node where residents and visitors can interact in a pedestrian-friendly space.

The location would function as a community focus for residents and their friends as well as patrons and shoppers.

Palmer Street community square

The proposed shared zone on Palmer Street will link the Albert Sloss Reserve (East Sydney's only park), Heffron Community Hall and the pre-school in its lower ground floor with the new public square provided by the Republic development and retail venues fronting the square.

Clockwise from below: Liverpool Street pedestrian crossing at Whitlam Square – a dangerous crossing for both pedestrians negotiating fast-moving traffic and drivers queuing across the intersection; Until recently, many, if not most, of the footpaths were in an appalling and hazardous state of neglect. During February 2001 Council commenced a programme of footpath upgrading throughout its local government area and East Sydney has benefited greatly from this; Liverpool Street – daily debris from drug-addicted street sex workers.



5 Summary of principal recommendations

Function

- Maintain and enhance the whole of East Sydney as a designated Heritage Conservation Area and record, catalogue and protect all heritage sites listed on the Local Environmental Plan, Amendment 3 – Heritage Conservation (1998).

Land use and zoning

- Refuse all applications for non-residential usage in areas zoned Residential 2(b) and enshrine this policy in the Local Environmental Plan.
- Investigate non-complying non-residential usage and where no genuine and continuous existing-use rights (pre-planning instrument) exist, serve Notice to Comply.
- Whenever the opportunity arises, phase out and discourage existing non-compatible land use in residential zones, e.g. motor repair garages, and brothels.
- Do not approve any additional non-compatible land use irrespective of zoning, including motor-repair garages, car yards, large show rooms, brothels and large-scale commercial or government offices. Any increase in such usage is not compatible with East Sydney as a heritage residential village.
- Refuse all applications for trading or any business activity between midnight and 7.30 a.m.

Building form and redevelopment

- Include in the Local Environmental Plan the provision that the new height of any renovation or extension to an existing building shall not exceed the existing maximum ridge height of that building.
- Include in the Local Environmental Plan the provision that the total maximum height of any new building on vacant land shall be obtained by averaging the height of the closest surrounding existing buildings.
- Include in the Local Environmental Plan the pro-

visions and limitations on Floor Space Ratios which are now prescribed in the Development Control Plan 1997 as it applies to the whole of East Sydney.

- Include in the Local Environmental Plan the provision that the front facade, including roof line of any heritage Item listed in the LEP, Amendment 3, Schedule 2, shall be preserved.
- Ensure that the design and finishes of new and renovated buildings is compatible with the existing heritage buildings.

Vehicular and pedestrian traffic

- Make new road closures to through-traffic at:
 - Palmer Street south of Stanley Street
 - Burton Street west of Bourke Street
 - Liverpool Street east of Bourke street
 - St Peters Street east of Bourke Street
 - Bourke Street south of William Street
 - Forbes Street south of St Peters Lane.
- Create one-way traffic streets at:
 - Forbes Street south of Burton Street – one-way south-bound to Bourke Street
 - Bourke Street south of Burton Street – one-way north-bound from Forbes Street
 - St Peters Lane – reverse from one-way west-bound to one-way east-bound with bollards at Forbes Street.
- Re-locate stop sign at Bourke and Burton Street intersection.
- Narrow Bourke Street at its intersection with Liverpool Street and provide pedestrian crossings on both sides of Liverpool Street.
- Narrow both sides of Crown Street at its intersection with Liverpool Street
- Narrow both sides of Crown Street at its intersection with Stanley Street.

- Create a shared traffic zone along Stanley Street between Crown and Riley streets.
- Create a shared traffic zone along Palmer Street between Liverpool and Burton streets.
- Provide through-access for emergency vehicles on Liverpool Street at Whitlam Square.
- Place a full time 4-tonne maximum load limit on all through-traffic except for the No. 389 bus and emergency vehicles.
- Impose a full-time 40 kilometre per hour speed limit throughout the area.
- Continue current infill tree-planting program to completion.
- Resume and complete aerial powerline bundling program.
- Design streetscapes to facilitate new tree plantings wherever safe and practicable, e.g. in blisters and widened footpaths.
- Do everything possible to remove street prostitution from the public domain in the whole of East Sydney.

Parking

- Install one-hour limited parking meters throughout the area
- Retain the existing Resident Parking Scheme to allow unlimited parking for residents.
- Introduce a system of half-day residential visitor permits to be displayed to parking attendants. Provide loading zones in appropriate locations.
- Ensure that the parking restrictions are effectively enforced.

The public domain

- Maximise area of park and landscaping created by new road closures and one-way streets to provide approximately 2560 square meters of new open space.
- Give an official name to each new area of open space so created in order to provide a degree of permanency.
- Design and construct new landscaped and integrated shared zones on Palmer Street, between Liverpool and Burton streets and on Stanley Street between Crown and Riley streets.

Service and Maintenance

- Complete footpath repair program with superior paving on footpaths fronting the retail outlets on Crown and Stanley streets.
- Clean out stormwater pits.
- Continue current program of community consultation on domestic waste improvement programs, in particular:
 - Continue waste services audits of problem properties with owners/managers to tailor waste disposal solutions which are appropriate for each property.
 - Deliver domestic waste and recycling bins with address of property and collection day(s) either marked or painted on by Council to each household on request after letter dropping an invitation to do so.
- Ensure ordinance Inspectors investigate and prosecute regular waste dumpers.
- Implement Draft Commercial Waste Disposal Policy, especially with respect to bins left permanently in the public domain.

6 Timetable for implementation

Stage 1 Service and maintenance improvements to the public domain

These are ongoing programs. Some of the recommendations made are currently in progress. There is good liaison between the community and Council staff.

Stage 2 Strategic Planning Studies by Council following on from this report

This can be started immediately as one of the first tasks of the newly formed Public Domain Working Group of South Sydney Council. Additional cost likely to be less than \$60 000 as numerous RTA sponsored traffic counts are already available, and new ones will be made as part of the Cross City Tunnel data.

Stage 3 Land Use, Zoning, Built Form and Redevelopment

Most of these recommendations are a matter of policy which, if adopted by Council, could be implemented immediately. The more complex items may follow on from recommendations made in Stage 2.

Stage 4 Traffic, parking

The recommendations on road closures, one-way streets and shared zones should be used as a basis for the RTA funded Local Area Improvement Program (LAIP) which will form part of the construction of the Cross City Tunnel. These measures can therefore not be implemented until after tunnel construction is completed, especially in view of the local traffic disruption expected during construction. Immediately after construction, however, temporary barriers can be put in place at low cost, with later public domain improvements to follow. If the Cross City Tunnel is not built,

then these measures should be put in place immediately after completion of Stage 2.

Stage 5 Public domain improvements

As noted above, some public domain improvements like infill tree planting, powerline bundling, cleaning stormwater pits and waste management are ongoing as part of Stage 1. Improvements related to traffic management measures in Stage 4 can be made progressively after initial measures are in place.

Each tree has great environmental value in urbanised East Sydney – yet they continue to be vandalised by savage pruning by Energy Australia. Aerial bundling of cabling is an important part of proposed streetscape improvement.



Bumper-to-bumper traffic, along Bourke Street – supposedly a local road, but used as a rat run to avoid the Eastern Distributor toll.



7 Sources of funds

Funding from current Council Budget

Stages 1 and 3, part of Stage 2 above

Funding from 2001–02 Council Budget

Part of Stage 2 above – approximately \$60,000. Part from \$50,000 allocated to William Street Mainstreet Program; part from \$112,000 Cross City Tunnel LAIP allocation.

Funding from the Roads and Traffic Authority Local Area Improvement Program

All of Stage 4 and much of Stage 5 if Cross City Tunnel constructed.

Additional Council funding

Part or all of Stages 4 and 5 (if Cross City Tunnel does not proceed)

Much of Council income which is not derived from rates, annual charges and investment income is sourced from voluntary or levied charges on proposed developments.

As a wholly designated Heritage Conservation Area and related recommended constraints on major developments made above, the availability of such funds in the future is extremely limited perhaps to the Whitlam Square end of Liverpool Street and to the block bounded by Yurong Street and Yurong, Crown and Stanley lanes.

Section 94 contributions

Contributions from recently completed major projects such as The Horizon, The Republic Stages 1 and 2 and the Moran Building and Lumina conversion to apartments were apparently not expended on public domain improvements in East Sydney. If expended

elsewhere, these funds should be repatriated to East Sydney. A full accounting is sought.

There are likely to be very few additional major sources of Section 94 funds available in East Sydney.

Section 79c works

Extremely limited potential – possibly adjacent to William Street.

Floorspace bonus

As a voluntary source of funds this is extremely limited in East Sydney. To comply with recommendations made in this report, any floor space bonuses granted must be within the existing building ridge height. Some potential exists in the two areas noted above.

The potential to increase the height of the 3–4 storey heritage buildings fronting the southern side of William Street is questionable.

Change from residential to non-residential rating

Allotments for which rating is thus changed attract a rate increase of almost 600% (e.g. from residential to commercial usage).

In theory any increase thus derived is balanced out by a smaller allowed annual rate increase for the whole LGA (due to rate-pegging) and hence there would be no net gain. It is possible though that increased rates derived in one are countered by a decrease elsewhere by rezoning from non-residential to residential, e.g. at Green Square. Assurances have been given that the potential for increased rates is never a factor when Council considers approval of a change to non-residential usage.

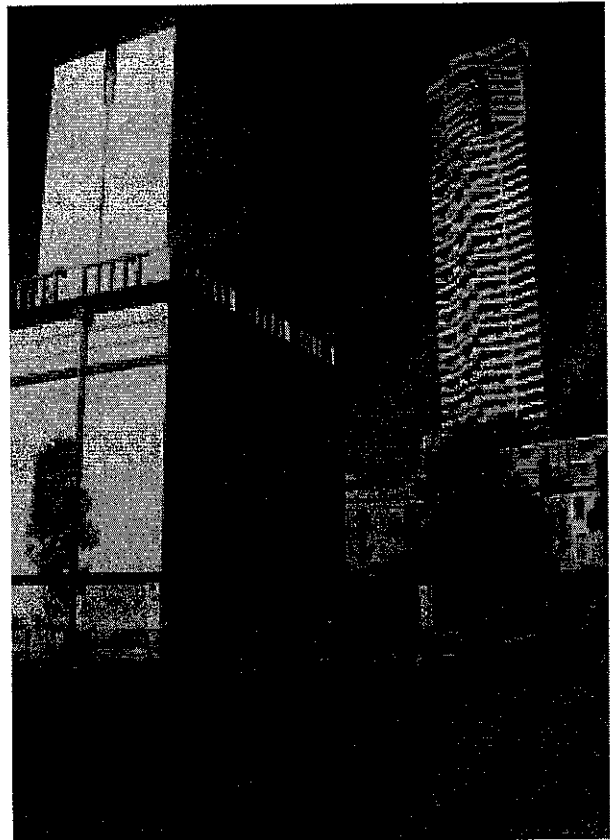
Investment Income

Council owns a number of commercial properties in the area, especially fronting Oxford Street. Some of this income could be re-invested in local public domain improvements.

Funds on deposit

According to the Council's own Woodward Inquiry (Ref. 24) there is a net annual outflow of \$6.5 million from that portion of North Ward which is north of Oxford Street. It is understood that there are now approximately \$50-60 million on deposit. A small proportion of these funds could be used to improve the area from which they were accumulated.

Two unwelcome icons in East Sydney – the Horizon apartment building is totally out of scale with the existing built form; and the Eastern Distributor ventilation stack is totally unfiltered.



Liverpool and Bourke streets – the most dangerous intersection in East Sydney for vehicles and pedestrians.



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Appendix 1 New Urbanism - What is it and does it apply to East Sydney?

'Road closures are out – they're against the principles of New Urbanism.' 'New Urbanism says that the pedestrian is king!' 'Cul de sacs are out!' 'We're all off to Melbourne for a conference on New Urbanism!'

These are just a few quotes from conversations and meetings held with architects, Councillors and Council staff during the preparation of this document.

So what is this 'New Urbanism?' Why is it suddenly the flavour of the month if not the decade? And how does it really apply to East Sydney?

Many of the answers can be found in a series of essays contained in a book entitled 'The New Urbanism – Towards an Architecture of the Community' edited by Peter Katz and published by McGraw Hill Inc in 1994.

The following notes were prepared from these essays. The reader is referred to the original publication for a more comprehensive insight.

New Urbanism is a concept that evolved in the United States of America in the late 80s to early 90s. It is a reaction to the five-decade long proliferation of soulless suburbs and the progressive alienation of individuals and family units who live in them.

For the past 50 years the move to the suburbs has been driven by a desire to leave the congested, polluted and dangerous life in the inner cities. A desire for sunshine; clean air; a return to nature with one's own spacious home; happy family with strong family values; a friendly caring community – The American Dream. The motor car became a daily escape capsule.

The move to the suburbs was aided and abetted by the less noble profit seeking motives of petroleum interests, greedy developers, and short-sighted, sometimes corrupt public officials. Inadequate planning

segregated areas into single-purpose zones. Planners found it easier to establish regulatory frameworks in which private developers could make their own decisions about neighbourhood designs. Anything was negotiable. Many suburbs became little more than dormitories. Local communities had no cohesion and became enclaves of selfish, alienated and lonely family units and individuals.

Any pedestrian in the suburbs of Los Angeles would know of this suburban alienation. When walking, even on a beautiful day, are there no other pedestrians, and the pedestrian is viewed with abject suspicion by the occupants of passing cars, by guards at the entrances of housing estates, and by passing police, who slow their cars down to a crawl so they can have a good look at the possible miscreant. Many of the suburbs now are soulless collections of deserted-looking houses, punctuated every few kilometres by huge parking lots which surround impersonal shopping centres. There is an almost total reliance on the motor car, which is now polluting the very suburbs created to escape city pollution.

New Urbanism was spawned by a heartfelt longing for the village communities of the 1920s and the best values of the American Dream. It is however, more than a mere longing for the past. It embraces reality and new technology. The increasing trend to working from home is seen as positive – persons working from home are more likely to shop and play locally. Savings which result from a decrease in the necessity to use a motor car will increase housing affordability.

The guiding principle of the New Urbanism is deceptively simple:

'Community planning and design must assert the importance of public over private values'

This principle serves as a reference in the wide ranging layers of decision-making, from regional to single

buildings. It can be applied equally to planning new communities on the urban edge as well as to inner-city infill sites.

The Neighbourhood, the District and the Corridor are the fundamental organising elements of the New Urbanism.

Neighbourhoods are urbanised areas with a balanced mix of human activities and housing, e.g. a single neighbourhood standing free and surrounded by open space is a village. Districts are areas dominated by a single activity, e.g. the cinema district.

Corridors are connectors and separators of neighbourhoods and districts.

Neighbourhoods should have the following desirable qualities:

- A centre – preferably a public space, activated by locally oriented civil and commercial facilities. These places should not be relegated to leftover sites at the edge of neighbourhoods.
 - An edge – open space, cultivated land, or (in high-density urban areas) a transport corridor.
 - An optimum size – approximately a 5-minute walk (300–400 metres depending on terrain) from centre to edge.
 - A balanced mix of activities – dwelling, shopping, working, schooling, recreation.
 - Diverse but balanced housing types and affordability for all incomes.
 - A fine network of interconnecting pedestrian-friendly streets in which walking, bicycling and public transport are viable alternatives to driving. Streets should be designed so that the rights of cars do not dominate those of the pedestrian.
 - Roads and traffic management should be designed to keep local traffic off regional roads and through-traffic off local streets. Public transport through the neighbourhood or terminating at the neighbourhood centre is compatible.
 - Blocks should be square or rectangular, optimally 75 x 180 metres and bounded on all sides by public spaces.
- Trees along sidewalks are a critical element, especially in inner-urban neighbourhoods.
 - Architecture should respond to the surrounding fabric of buildings and spaces and to local traditions. Buildings should be seen as statements in time and space – not as items to be consumed and discarded. Floor space ratios should not be building-specific but should reflect building envelope guidelines which apply to the whole neighbourhood. Buildings should be either reflective of the neighbourhood fabric or be monumental.
 - Parking should be determined on a neighbourhood basis – it should not be building-specific.

The District is functionally specialised but commonly has multiple activities to support its primary identity, e.g. the Sydney CBD, or, within it, the George Street cinema district; the Kings Cross or Oxford Street entertainment districts.

The corridor connects neighbourhoods and districts or determines their boundaries, e.g. Oxford, William and College streets.

Is East Sydney a Neighbourhood?

Anyone familiar with East Sydney will recognise that many of the core qualities listed above are present in East Sydney.

East Sydney/ Darlinghurst Hill has an edge, defined by the Oxford Street, William Street, College Street and Darlinghurst Road corridors. It is surrounded by the Kings Cross and Oxford Street entertainment districts to the north-east and south; by the Central Business District to the west; and by the St. Vincent's hospital district to the south-east. Its size corresponds to approximately a ten-minute walk east-west and an eight-minute walk north-south.

It already contains a balanced mix of activities and housing, including low-income housing. Many of its residents work from home or walk to work.

Its block size and street layout correspond almost exactly with the ideals of New Urbanism.

It has low car ownership and good public transport through the area and along its edges.

Its architectural fabric is dominantly Victorian heritage terrace housing, with a number of newer larger buildings of diverse architectural type.

On the other hand, East Sydney is at least partially deficient in the following ideals of the New Urban Neighbourhood:

- It does not have a clearly defined centre. It has a poorly defined commercial centre along Stanley Street and a poorly resourced community centre around the Albert Sloss Reserve (which contains Heffron Hall). One of the problems is that East Sydney residents conduct many of their activities in the various districts which form the edges of and surround the neighbourhood.
- It suffers from through-traffic which should be confined to the surrounding transport corridors.
- It is deficient in trees and open space.
- Many of the planning decisions are still on a building per-building basis and therefore not always reflective of a building envelope for the whole neighbourhood.

The whole of East Sydney has rightly been designated a Heritage Conservation Area.

It already has in place an historic layout and architecture which corresponds to the modern New Urban concept of an inner urban Neighbourhood.

With some additional attention to open space and trees, to building and traffic planning, and the enhancement of its community centre around the Albert Sloss Reserve, East Sydney could easily become a model example of a New Urbanism.

All of the necessary measures to achieve this are addressed in the preceding document – East Sydney Community Strategic Plan.

G.A.Frenda
27 September 2001



Appendix 2 A Strategic Plan for East Sydney

Record of preparation and community consultation

The community project to prepare a strategic plan for East Sydney commenced in May, 2000 after the then South Sydney Councillors yet again refused to prepare one.

The process was undertaken by the Committee of the East Sydney Neighbourhood Association.

Table A2-1 shows the time line of the steps involved.

Inviting input from the wider community

The existence of and access to the Discussion Document was advertised widely throughout the community of East Sydney. The purpose was to provide

maximum information to and obtain feedback from the approximately 3000 residents and stakeholders. The process extended over a 3-month period from mid-June to mid-September 2001.

The following methods were adopted:

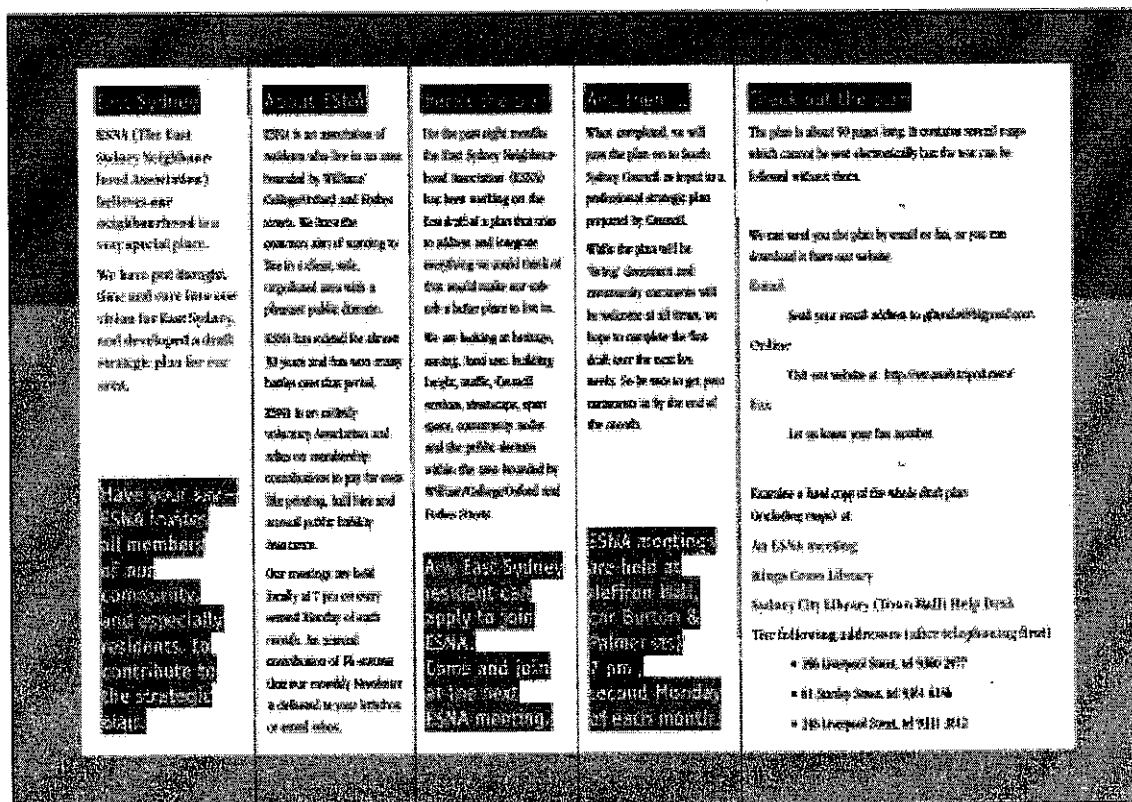
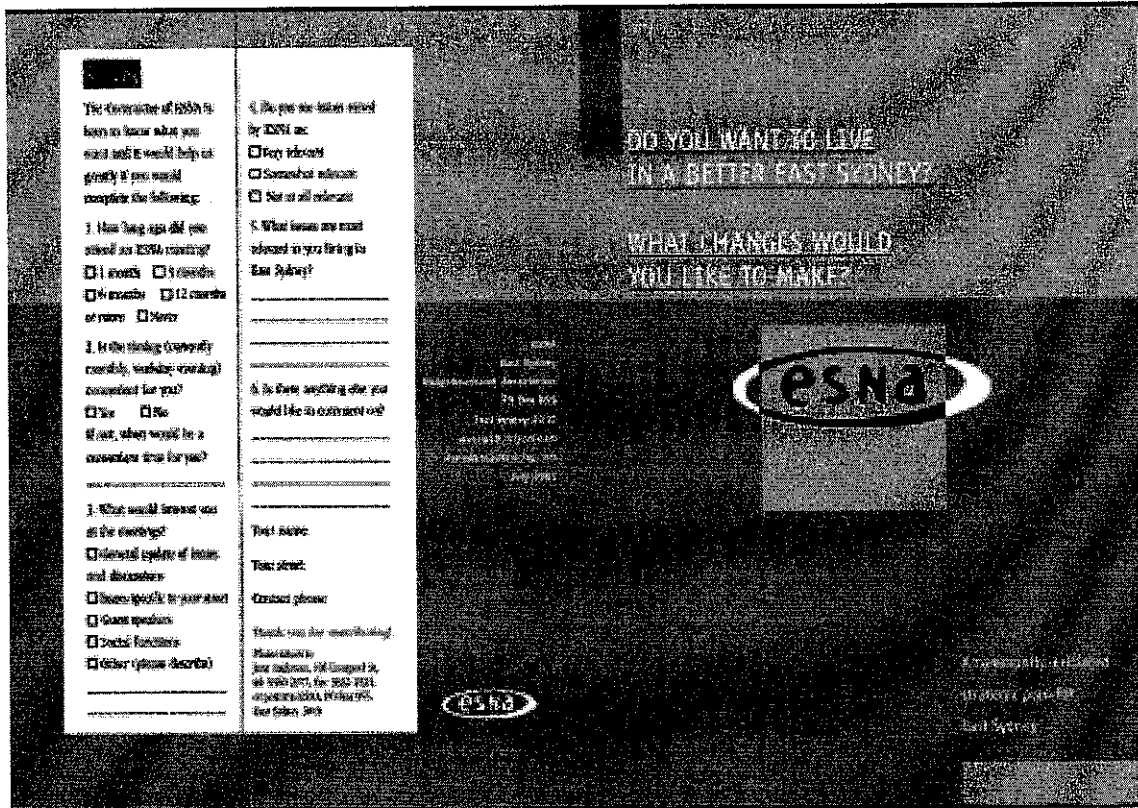
1. leaflet drop to every household in East Sydney, advertising methods of examining the Discussion Document and inviting comment (see Figure 1)
2. transmission of electronic copy of the Discussion Document to 47 local e-mail addresses with invitation to comment (see Figure 2).
3. editorial and paid advertisement (8 x 18 cm advertisement) in the local independent newspaper, *The Paper*

Table A2-1

Timeline: Preparation of a Community Strategic Plan for East Sydney

Date	Process
June, 2000	Preparation of Vision Statement to act as philosophical framework for a strategic plan to follow
July to December 2000	Base plan; field work to map existing land use, building form, blocked stormwater pits, existing trees and aerial power line bundling; meetings with Council staff
January to June 2001	Preparation of text for Discussion Document; DUAP <i>Plan First</i> workshops; intense input and discussion by ESNA Committee
mid-June to mid-September 2001	Three months of intense advertisement throughout the community; community feedback; special public meeting on 13/08/01
September 2001 to February 2002	Updating discussion document to reflect community input; layout, photography; preparation of Appendices.
March 2002	Release of Community Strategic Plan; formally hand Strategic Plan to South Sydney Council

Figure 1
Leaflet distributed to every household in East Sydney, calling for comment on the Discussion Document, East Sydney Community Strategic Plan (shown smaller than actual A4 size)





4. editorial in ESNA's monthly newsletter, *ESNA News*
5. Posting an electronic copy of the Discussion Document on ESNA's website at <http://esnaweb.tripod.com/>
6. Advertising the existence of and access to the Discussion Document for two months on Bligh eNews published by the Member for Bligh, the Hon. Clover Moore.
7. Making hard copies of the Discussion Document (including maps) available for public examination at:
 - Kings Cross Public Library
 - Sydney City Public Library (Town Hall)
 - three private homes (by appointment) in East Sydney.

Analysis of Community Response

Table A2-2 lists the responses to the Discussion Document received from the community. Given the volume and variety of advertisement, the volume of community response was relatively low. This may be because the Community Strategic Plan is not controversial, e.g. a new proposed development, but seeks an overall improvement in the quality of life in East Sydney, i.e. many residents probably agree with its aims but have no further comment to make.

There were, nevertheless three strong groups of respondents:

- A number of residents in Francis Street want no change to any measures which might affect Francis Street.
- A number of residents feel strongly that there should be no further alienation of land currently zoned Residential 2(b), even in blocks where approved non-residential use exceeds 50% of street level frontage, i.e. no further re-zoning to Mixed Use 10.
- Many respondents objected to the ongoing problem of street prostitution in the residential streets of East Sydney.

Figure 2

Text of e-mail accompanying transmission of Discussion Document (East Sydney Community Strategic Plan) to 47 local e-mail addresses

Dear Community Member,

Attached for your information, contribution or comment is the first draft of a community initiated Strategic Plan for East Sydney.

This plan has been prepared by the committee of the East Sydney Neighbourhood Association, following many years of unsuccessfully asking our Council to prepare such a plan.

The broader reasons that make an integrated approach to planning both necessary and urgent for East Sydney are given in the Background section of the attached document.

We are determined to seek wide consultation within our community by whatever means available with our limited resources. The aim is to arrive at a Strategic Plan which truly reflects the aspirations of the overall majority of the residents of East Sydney.

Although the hard copy of the Plan contains maps, no maps are being sent with this transmission, due to the technical difficulties of scanning, large memory required and long transmission time. However, to anyone familiar with the streets of East Sydney (or even with a Sydney Street Directory), the text alone will be found to be sufficient.

As a member of our community we invite your participation.

Please send your contribution either by return E-mail, by facsimile to 9380 7004 or in writing to ESNA, PO Box 955, Darlinghurst 2010.

The community consultation process will continue for at least the next three months. When completed, the final document will be handed formally to South Sydney Council.

Best wishes, and happy reading (the meat is a little dry, but the bones are good)

ESNA Committee

The objections by residents in Francis Street are primarily related to the Whitlam Square Sub-study, a remnant problem of the Eastern Distributor Local Area Improvement Program which aims to control through-traffic and improve pedestrian safety at the intersection of Liverpool and Oxford streets. Since then, the Whitlam Square Sub-study, which is funded by the RTA and being conducted by consultants, has pro-

gressed through the community consultation stage. A majority of surrounding residents (including a majority of residents in Francis Street) support the plan for full closure of both Francis and Liverpool streets. The proposals are currently (9 October 2001) with the traffic committees of South Sydney and Sydney City Councils.

Table A2-2
Response to calls for community input to Discussion Document (East Sydney Community Strategic Plan), June-September 2001

Community Member	Street	Comment/Concern	Outcome
F. Littlewood	Francis	23 points including correction of errors; by far the most thoughtful and detailed response received from non-ESNA-committee member.	Detailed response to all points; text modified; some points partially answered by Whitlam Square Sub-study
Petition signed by 12 persons: Littlewoods, Wilsons etc	Francis	Map error in existing traffic direction in Francis St; Objection to planned traffic flow in Francis St..	Map corrected; other matters addressed by current Whitlam Square Sub-study.
S. McNab; J. Anderson	Crown	Opposed to any re-zoning from 2(b) to Mixed Uses 10; wants non-residential use to revert.	Motion put to general meeting on 13 August 2001 and carried. Plan modified to remove recommendation for re-zoning.
P. Dorrian; C. Humphries R. Lovell; D. Sale	Palmer, Forbes, Thomson	Street prostitution and street cleansing.	Addressed in strategic plan
P. Bours; C. Michie	Forbes; Palmer	Appreciation/support	
J. Wilson; K. Valkenburg; J. Skinner; B. Brown; Gay & Lesbian Rights Lobby	Various	Request for E-mail copy of Strategic Plan	Plan forwarded.

Earlier detailed input from some ESNA committee members was already incorporated in First Draft of text and not tabulated here.



The second issue, zoning, was addressed at a spirited public meeting on the 13 August 2001, which was well attended by residents from all parts of East Sydney (no single street or locality dominated). The majority opinion was that there should be no further alienation of Residential 2(b) land use and the text and maps of the Community Strategic Plan have been amended to reflect this.

The problem of street prostitution is the single major issue in our community. It is addressed in the Community Strategic Plan and is currently being addressed by the South Sydney Council Committee on Street Prostitution.

Appendix 3 About the East Sydney Neighbourhood Association (ESNA)

Objective, aims and activities

Who are we?

ESNA is an association of residents who live in an area bounded by William/College/Oxford and Forbes streets. We have the common desire to live in a clean, safe, unpolluted area with a pleasant public domain and respect the heritage of our neighbourhood. ESNA has existed for almost thirty years and has won many battles over that period. We are an entirely voluntary Association and rely on membership contributions to pay for costs like printing, hall hire and annual public liability insurance. Our meetings are held locally at 7 pm every second Monday of each month. An annual contribution of \$6 ensures that our notices are delivered to your letterbox or email inbox.

We have created a Strategic Plan to enhance the residential amenity of East Sydney. We have looked at heritage, zoning, land use, building height, traffic, Council services, streetscape, open space, community nodes and the public domain within the area bounded by William/College/Oxford and Forbes Streets.

What is our objective?

To conserve the residential amenity and residential character of the East Sydney locality by representing the interests of the residents and ratepayers.

What are our aims?

- 1 Reinforce and enhance the residential environment of East Sydney.
- 2 Oppose the destruction and redevelopment of sound housing stock.
- 3 Retain and enhance the current status of the whole of East Sydney as a Heritage Conservation Area (LEP 1998) and to conserve listed places and buildings of historical significance.
- 4 Divert commuter and through traffic away from residential streets and onto the arterial roads which surround the area.
- 5 Divert any residual commuter and through traffic onto Crown Street and/or onto the No 389 Bus Route- the two designated through routes which dissect East Sydney.
- 6 Divert any residual through traffic onto commercial/retail street frontages and away from residential frontages.
- 7 Increase the extent and accessibility of local open space.
- 8 Conserve residential zoning in all neighbourhood streets.
- 9 Repair, enhance and expand the scarce public domain by:
 - 9.1 tree planting
 - 9.2 footpath repair and widening at crossings.
 - 9.3 pedestrian walkways
 - 9.4 road closures
 - 9.5 shared traffic zones
 - 9.6 aerial bundling of power lines
 - 9.7 removal of uses such as prostitution and garbage storage which are detrimental to the public domain
- 10 Provide a buffer to surrounding arterial road traffic and enhance community identity by reinforcing the neighbourhood boundaries of East Sydney.
- 11 Improve the safety and amenity of pedestrians by pedestrian affirmative treatment such as shared zones and shorter road crossings.
- 12 Provide new or embellish existing community focal points and civic spaces to increase the provision of public open space and opportunities for social interaction.
- 13 Remove illegal activities such as street prostitution, kerb crawling and drug dealing.
- 14 Confine the area covered in this study to that which is behind the buildings fronting the major arterial roads of Oxford, William and College Streets.
- 15 Devise appropriate planning guidelines and con-



trols for future development to ensure a compatible and harmonious relationship with the established environment.

What are our activities?

- 1 Represent the views of residents to South Sydney Council, Sydney City Council and the NSW Government and their consultants.
- 2 Organise meetings, workshops and discussion groups of residents on local issues.
- 3 Represent residents on state and local government inquiries and committees.
- 4 Prepare reports and submissions
- 5 Inform and consult residents by means of advertisements, newsletters, leaflet drops and electronic mailing
- 6 Liaise and communicate with other communities to exchange ideas and expertise.

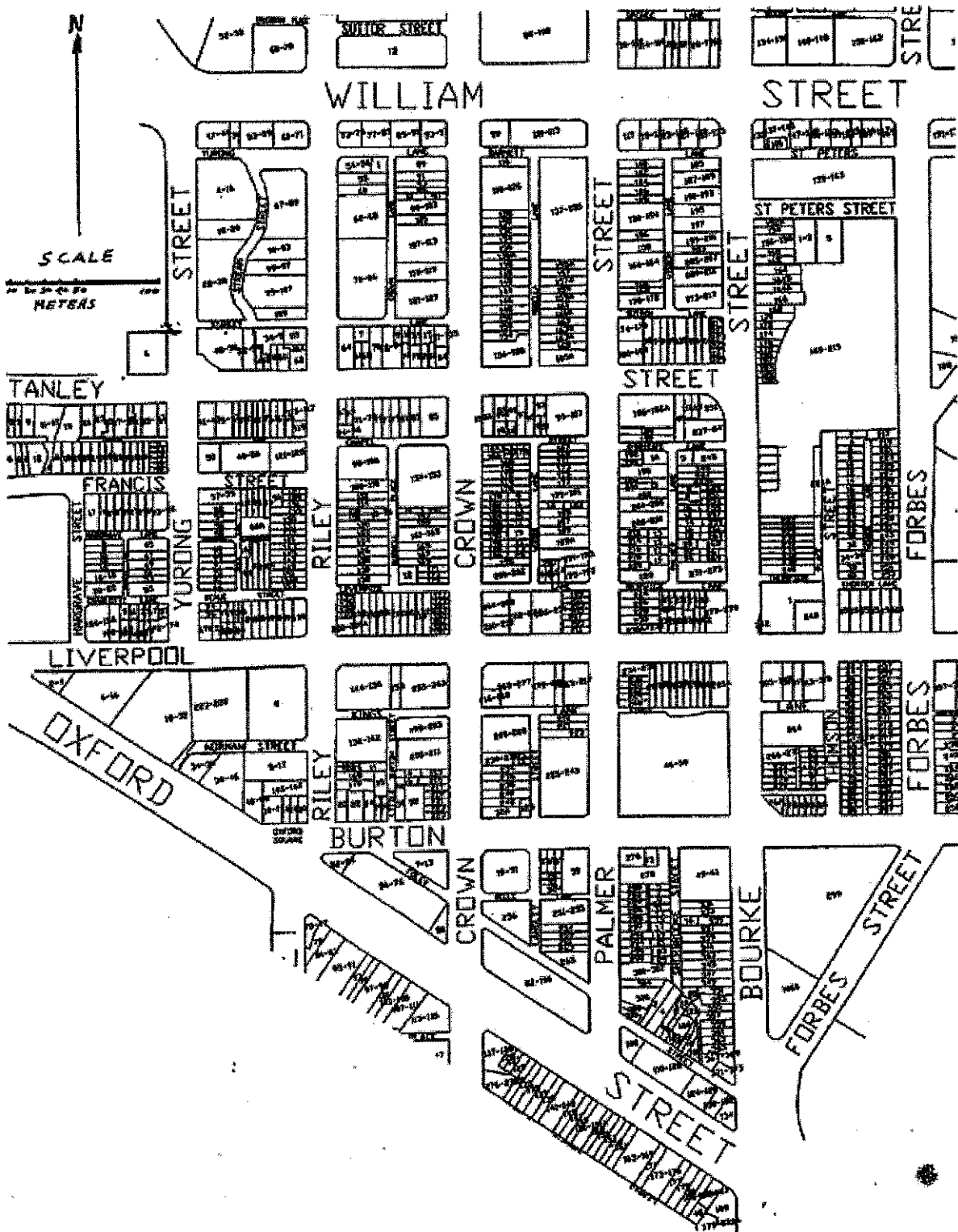
ESNA believes our neighbourhood is a very special place.

We have put thought, time and care into our vision for East Sydney, and in developing this strategic plan we have attempted to address and integrate all aspects which would make our suburb a better place to live.

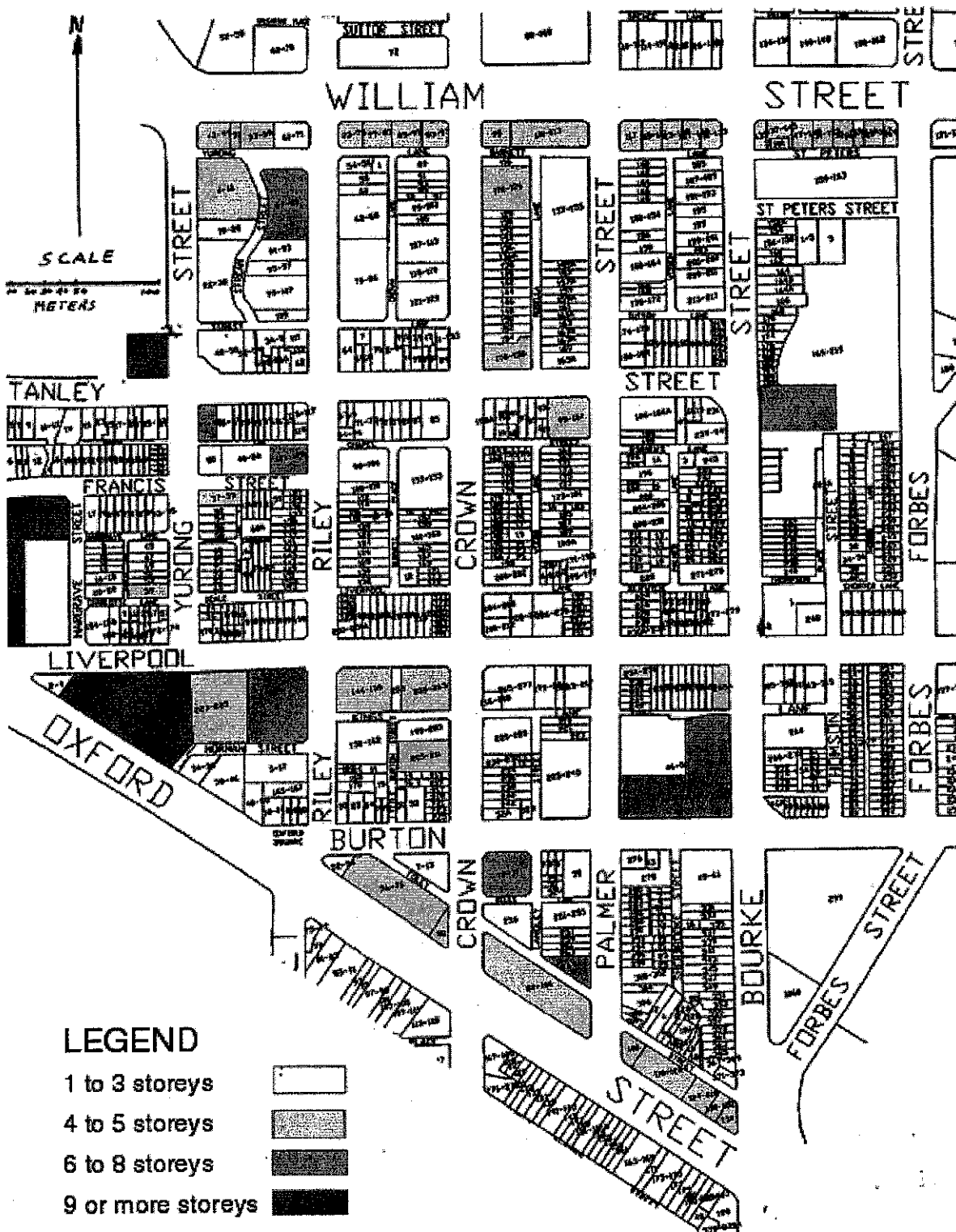
If you would like to add anything, please contact us.

Appendix 4 Plans

- Plan No. A Allotment plan
- Plan No. 1 Built form
- Plan No. 2 Existing zoning
- Plan No. 3 Land usage
- Plan No. 4 Percentage commercial retail and industrial road frontage
- Plan No. 5 Existing routes for through-traffic
- Plan No. 6 Strategic plan proposed traffic routes



EAST SYDNEY VILLAGE		
ALLOTMENT PLAN	DATE	PLAN NO.
	27/01/2006	A

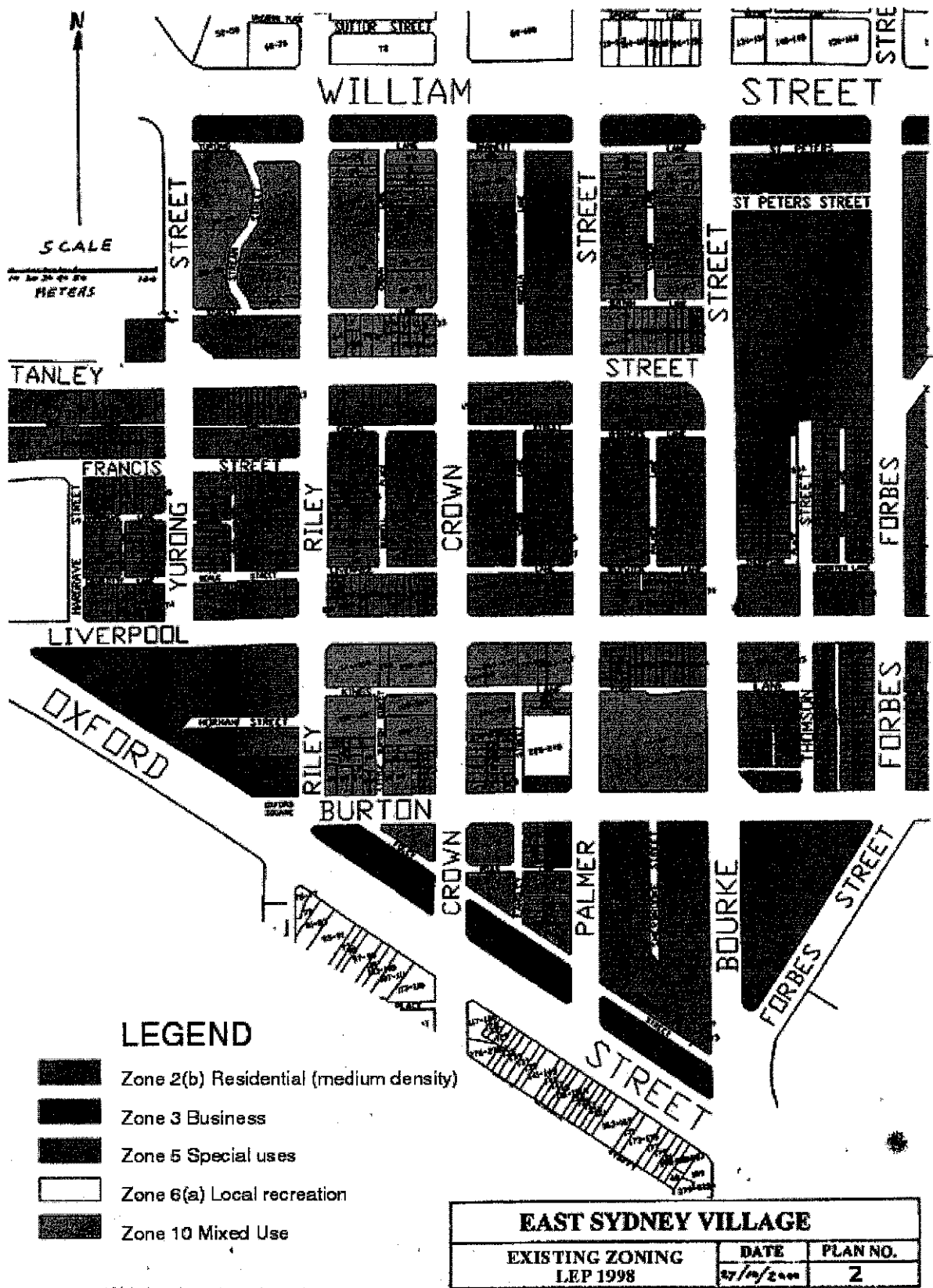


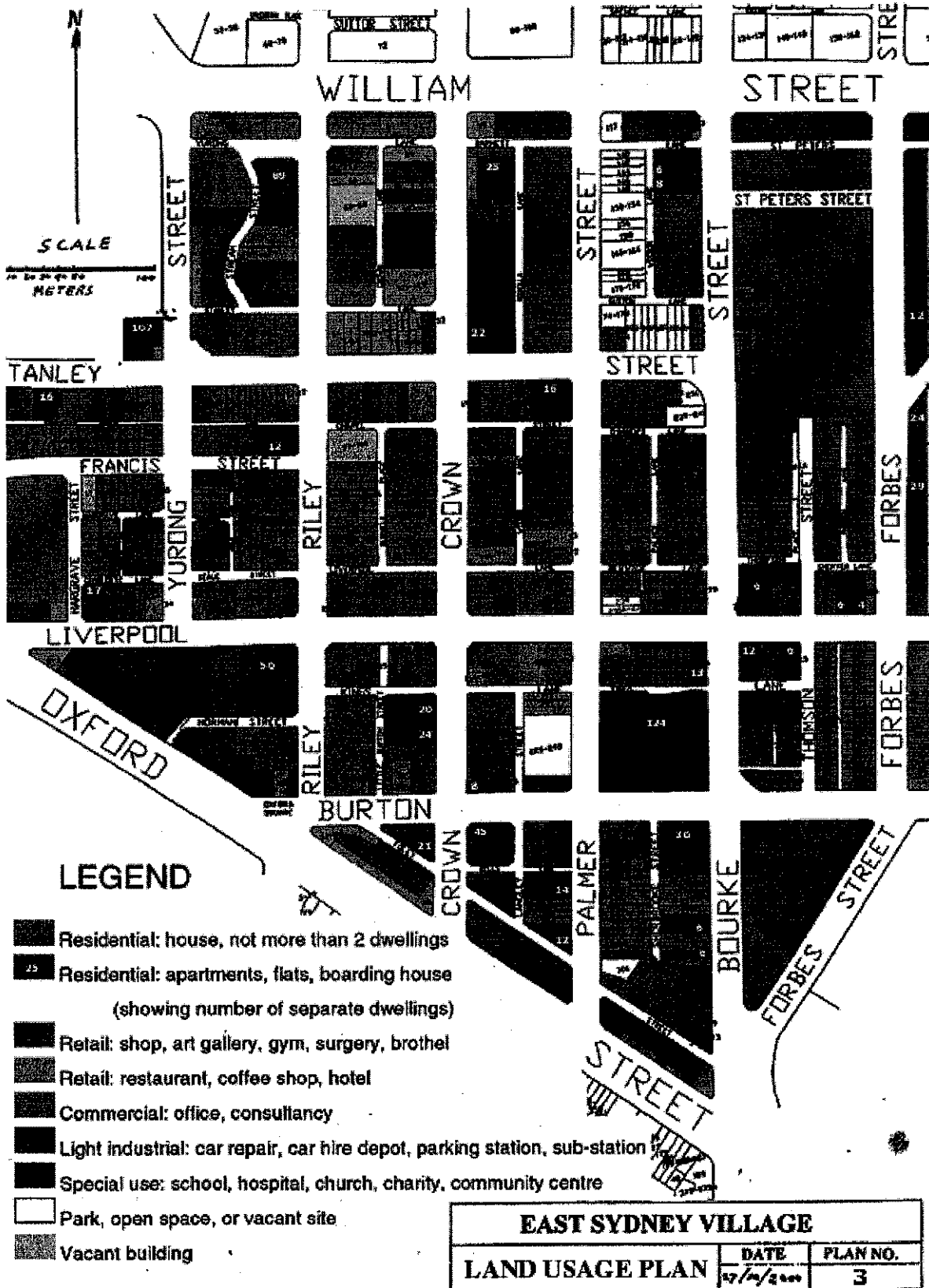
LEGEND

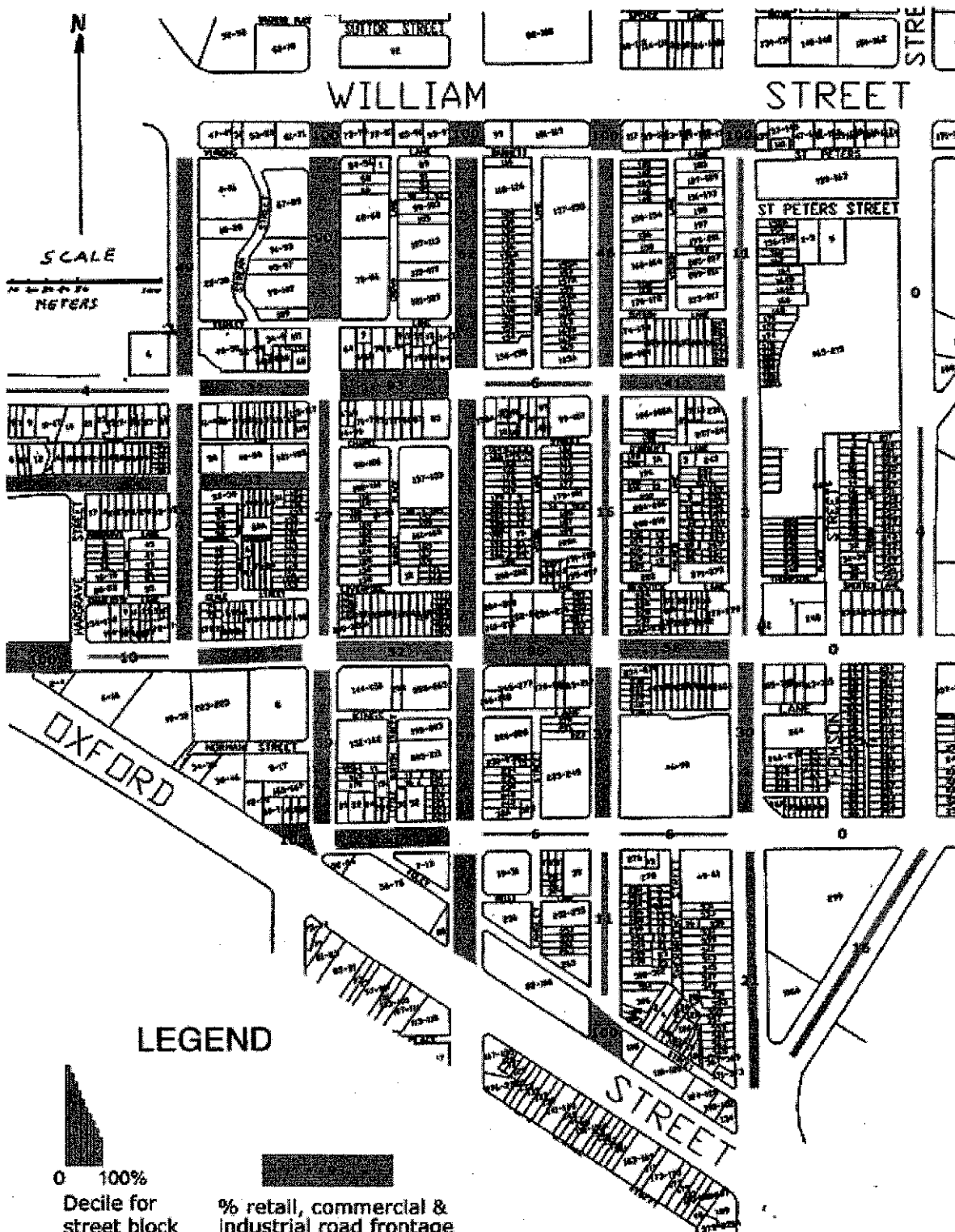
- 1 to 3 storeys
- 4 to 5 storeys
- 6 to 8 storeys
- 9 or more storeys

NOTE: Height of storeys varies between buildings from approx. 2.5 to 4 metres

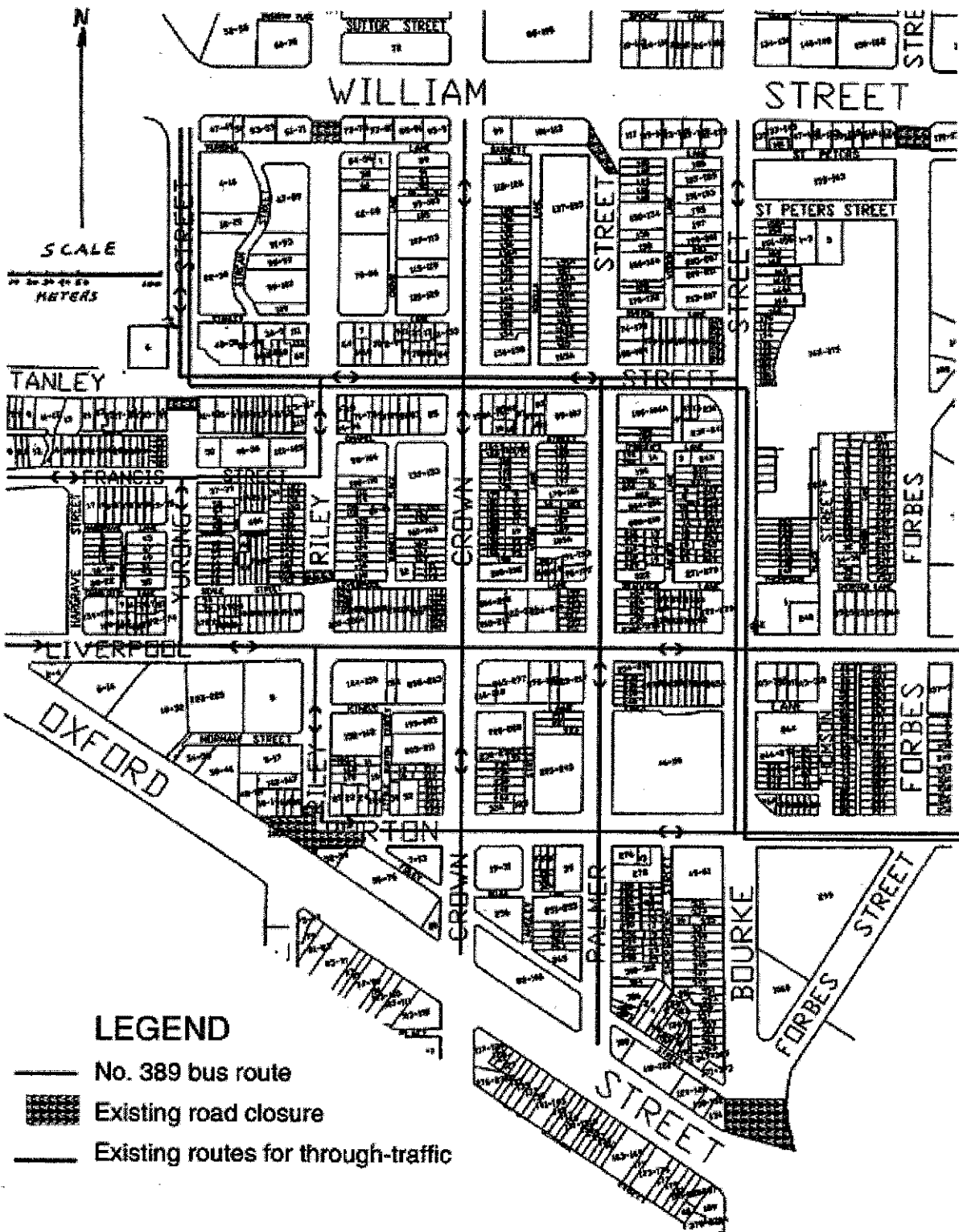
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ALLOTMENT PLAN	DATE	PLAN NO.
	07/10/2006	1







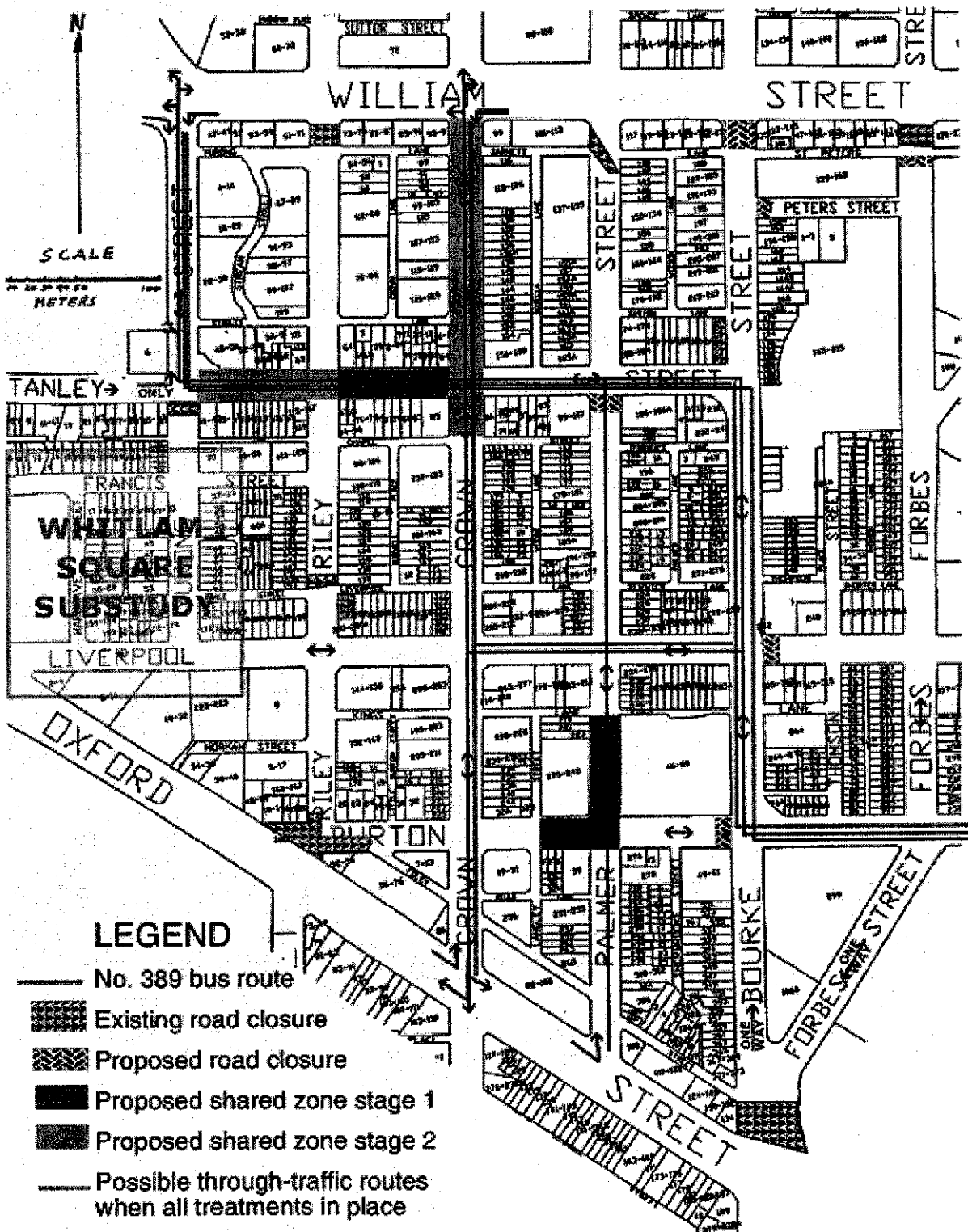
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	5/10/2006	4



LEGEND

- No. 389 bus route
- Existing road closure
- Existing routes for through-traffic

EAST SYDNEY VILLAGE		
EXISTING ROUTES FOR THROUGH-TRAFFIC	DATE	PLAN NO.
	27/10/2006	5



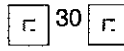
LEGEND

- No. 389 bus route
- ▨ Existing road closure
- ▩ Proposed road closure
- Proposed shared zone stage 1
- ▨ Proposed shared zone stage 2
- Possible through-traffic routes when all treatments in place
- Preferred (and likely) through-traffic routes when all treatments in place

EAST SYDNEY VILLAGE		
PROPOSED STRATEGIC PLAN	DATE	PLAN NO.
	27/01/2006	6

MESSAGE DISPLAY

Message number 30



TRASH



Move

Date: 12/8/2005 14:24:38 +1100**From:****To:** ""All
headers**Subject:** RE: Draft for City RAGs.doc

This is a multi-part message in MIME format.

Dear CityRags Colleagues

The Darlinghurst Residents Action Group does not agree with this letter, although we do agree that the narrowing of William Street, closure of Bourke Street and the road changes at the land bridge at Kings Cross have led to severe congestion in William Street, Darlinghurst Road and Crown Streets, which exacerbates air pollution and reduces the amenity of local residents.

We particularly object to paragraphs 6 and 8 of the letter, which we believe are an indirect attempt to misrepresent the position of all community groups in this area other than ESNA.

We regard this issue as affecting this area in particular and probably not an issue for CityRags in general.

Julia Perry

From: Gundo Frenda
Sent: 8 December 2005 10:28 AM
To: groups@cityrags.org.au
Subject: Draft for City RAGs.doc

Dear Colleagues,

The attached letter, now with some suggested modifications, was tabled by

ESNA at last Tuesday's City RAGs meeting.

It was agreed that the letter be sent electronically to all members for endorsement with or without minor changes.

If a majority of members endorse the letter it will go out on City RAGs Letterhead, If not it will go out only with a list of members who endorse it.

I commend the letter to you in the belief that improving the residential amenity in our communities is surely one of the prime aims of our association of resident groups.

Kind regards, already in a festive spirit,

Gundo Frenda

Attachment 1

Type: text/html

Filename: Unknown.html [Download](#)

Encoding: quoted-printable

Attachment 2

Type: application/msword

Filename: Draft for City RAGs (2).doc [Download](#)

Encoding: base64



east sydney neighbourhood association inc.

registered number T2576317

postal address: p.o. box 955, darlinghurst, 2010

XCT submissions

Compare:

- (a) these submissions with each other; and
- (b) as a group with other submissions

No. 1, Roads and Traffic Authority	
No. 2, Gordian Business	
No. 3, Mr Flash Langley	
No. 4, Ms Leonie Blair	
No. 5, Mr Alan Limbury	
No. 6, Mr Neville Peck	
No. 7, Aircar Industry	
No. 8, Mr Matt Mushalik	
No. 9, Owners Corporation (the Horizon)	
No. 10, Dr David Sonnabend	
No. 11, Mr Tony Harris	
No. 12, Mr Bruce Loder	
No. 13, Natural Allies	
No. 14, Mr Bob Lemon	
No. 15, NSW Taxi Council Ltd	
No. 16, Mr Peter Whitehead	
No. 17, Ms Robyn Hall	X
No. 18, Mr Will Trippas	
No. 19, Mr Sam Harding	
No. 20, Mr Ralf Harding	
No. 21, Mrs Carole Ferrier	X
No. 22, Mr Peter Mills	
No. 23, Darlinghurst Business Partnership	X Stephan Gyory aka the Record Store aka anti plane trees (business in Surry Hills, lives Potts Point)
No. 24, Mrs Kama Harding	
No. 25, Jonathon Falk Planning Consultants Pty Ltd	
No. 26, John Passmore Museum of Art	
No. 27, Miss Jane Barnett	X
No. 28, Ms Mary-Ann Bonney	
No. 29, Mrs Kylie Cossa	X

No. 30, Ms Felicity Crombach	
No. 31, Miss Catherine Lyons	
No. 32, Mr Barrie Shepherd	X
No. 33, Mr W.G. Hamilton	
No. 34, Bicycle New South Wales	
No. 35, Kings Cross Community Liaison Group	
No. 36, Woollahra Municipal Council	
No. 37, Mr Richard Jones	
No. 38, CrossCity Motorways Pty Ltd	
No. 39, The Royal Australian Institute of Architects	
No. 40, Cross City Tunnel Action Group	
No. 41, Lane Cove Tunnel Action Group Inc	
No. 42, Dr Norman Thompson	X Lee Rhiannon's advisor
No. 43, Mr Craig Tansley	
No. 44, Ms Lucy Robertson	
No. 45, Mr Geoff Phillips	
No. 46, Darlinghurst Residents Action Group	X Julia Perry, Bourke St at (Taylor Sq) resident
No. 47, Ms Jan Morrison	
No. 48, Dr Gerard Milton	
No. 49, Sydneysiders Against Polluting Stacks and UnitingCare Harris Community Centre	
No. 50, Mr Charles Kelly	
No. 51, Mr Benjamin Kelly	
No. 52, 2011 Residents Association Incorporated	X Wanda Jaworski
No. 53, Action City East	X Jo Holder (sat for Labor preselection for City of Sydney) (partner Phillip Boulten, QC)
No. 54, NRMA Motoring and Services	
No. 55, Mr Richard d'Apice	
No. 56, Mr Malcolm Duncan	X
No. 57, Mr John Oultram	
No. 58, Residents Against Polluting Stacks	



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Greens calls for re-opening of Bourke Street to save local businesses

30 September 2005

Greens MLC Lee Rhiannon has called on NSW Roads Minister Joe Tripodi to immediately re-open Bourke Street south of William Street in East Sydney.

Ms Rhiannon says, "My office has received information that East Sydney businesses have closed down in East Sydney due to the Bourke Street diversions. Other businesses report they may have to close in the near future."

"The closure of Bourke Street was largely due to the RTA wish to push traffic into the Cross City Tunnel. Now we can see this is ruining the livelihood of people in the area.

"Businesses report their customers and delivery trucks have very limited access to their premises. This has led to a major downturn in their sales.

"I have legal advice that the state government is potentially liable if businesses go bankrupt due to the actions of the RTA.

"The closure of Bourke Street also has created a safety problem in the area.

"People report that they are concerned about walking down a deserted street since it is attracting undesirable behaviour in the area. Deserted streets are unsafe streets.

"The RTA has a responsibility to consider the economic and social consequences of any street closures. The Roads Minister must intervene immediately to open Bourke Street to traffic," Ms Rhiannon said.

More information: 9230 3551 or 0427 861 568



Oxford Street
upgrade ready for
Marri Gras Page 3



Liquor Bill
showdown for
music industry
Page 9



Kiki and Herb -
Sex Bombs at
The Studio Page 20

THE CITYNEWS

Year Of The Dog

Letters to the Editor



Response to Mr Frenda from Greens Councillor Harris

I am responding to Mr. Frenda's letter (The City News, January issue 2006). My early preselection by the Inner Sydney Greens as their candidate for the new State seat of Sydney in the 2007 election offers many benefits to the community. Most importantly, my early preselection gives the electorate time to get to know their Greens candidate and to understand that the election of a Green will give the community a voice that is honestly independent of the major parties and the controlling group of so-called 'independents' who are now dominating the city council. An independent Green voice at both local and State Government is essential if Sydney's residents are to be represented and have their concerns acted upon fairly. Given the disenchantment with the way the state has been run over the past 10 years and the calibre of our leaders at all levels, there is growing support for the Greens in both key upper and lower house seats. And yes, Mr Frenda, there is a real possibility that the Greens will hold the

balance of power in the Parliament come the 2007 State election, however at this stage no preference discussions have taken place. In response to your question on Greens policy, the Greens will support street closures where areas are being degraded by through traffic. What we won't support are street closures designed to improve the real estate values for a handful of individuals or to simply move traffic to adjacent suburbs. The Greens also support a compassionate approach to sex workers. Studies have shown that 95% of street-based sex work is conducted by people who are addicted to heroin. We believe in bolstering spending on outreach services to target substance addiction and measures such as safe house brothels to keep sex workers safe, healthy and alive until their drug issues are addressed. Sadly, Mr Frenda, the approach of a small number of residents in East Sydney appears to be to simply move sex workers - like the traffic - from their streets to that of their neighbours. As the Greens candidate for the State seat of Sydney I do not believe this is helpful nor fair and I could not support such an approach.
Councillor Chris Harris
Sydney Town Hall.

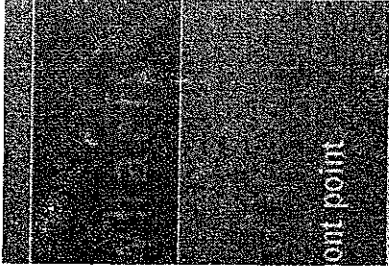
suburban Haberfield. Chris Harris may be unaware that heroin dependent sex workers still strut and stumble down Bourke Street. Any schoolgirl who attends the SCEGGS campus on Bourke Street can educate Councillor Harris about the realities of urban life. Street prostitutes still parade past the school ground and junkies still flick their needles onto the toddler's playground and debauch on the sidewalks around the Frances Newton Preschool behind Bourke Street where Councillor Harris wants the sex workers to remain. While Greens advocate for safe-house brothels, his energy has gone into a dysfunctional. Bourke Street to through traffic. Given its proximity to Oxford Street, many of the residents who live in East Sydney are gay men, who are bashed by heroin addicts infecting outside their own doorsteps. As the February edition of the City News goes to press, a gang of three heroin users accosted yet another gay man walking his dog in the Sloss Reserve in broad daylight. A mother and her small toddlers hoping to use the playground witnessed the assault. According to census figures, single men occupy 70% of the residences in East Sydney. Gay men have helped create a diverse and tolerant village precinct. East Sydney residents do not object to commercial sex on premise venues. They live next door to brothels, back rooms and safe house facilities and would no doubt support a campaign to open appropriately located safe house facilities in the area. If Councillor Harris seriously championed the rights of sex workers, he would actually work for more safe house brothels rather than conduct a cynical campaign to force vulnerable women to provide sexual services in vehicles in which they are often assaulted. If the Bourke Street closure was intended to rid the area of heroin injecting street workers, it has been an unmitigated failure. If the closure was intended to reduce vehicular traffic and toxic auto emissions on

The Publisher Responds:

And so the commuting Councillor from Canada Bay launches his candidacy for State Parliament on a platform of keeping cars on residential roads and sex workers in the gutters of East Sydney. As a resident of

local roads, then surely Bourke should remain closed. You would assume that a Green candidate would support a reduction in auto pollution on residential roads. Particularly in Bourke Street, which sits directly above the Eastern Distributor. One block west of Bourke Street at the corner of Palmer and Stanley, the Distributor's unfiltered smoke stack belches toxic particulates onto residents, schoolgirls and street workers alike. If anyone deserves a reduction in automobile emissions, surely it is the good people of East Sydney. In conducting a pro car campaign to reopen Bourke Street, the Greens have played fast and loose with the truth. They have claimed that local businesses in Bourke Street have been hurt by the closure, but almost every business in Bourke Street supports the closure. Cafes and restaurants argue that the amenity of the area has improved with fewer cars racing past their shop fronts. In fact the restaurants directly on the closure: Ten Buck Alley and Best Thai actively support a piazza outside their doors. The Greens also argue that by closing Bourke Street, traffic has been pushed onto adjoining roads, but the traffic in Crown Street has been greatly reduced since the Cross City Tunnel opened, giving cars in the eastern suburbs a quicker way to get to and from the North Shore. And once the William Street upgrade work is completed and the lanes in Darlinghurst Road return to normal, traffic congestion will ease even further. Even if only 20,000 cars use the Cross City Tunnel each day, there are still 20,000 fewer cars on the area's surface streets. The Greens were right to denounce the State Government's closed-door commitment to reduce lanes in William Street and other east-west streets in order to force cars into a tollway. But Bourke Street runs north and south and its closure has nothing to do with funneling cars into the Cross City Tunnel. As loyal readers of this paper may recall, Clover Moore forced the RTA to consult with the

community on its planned access route to the Eastern Distributor following the completion of the William Street upgrade. The RTA would have preferred to have cars drive in a loop through Woolloomooloo in order to go south through the tunnel. Following a heated community meeting and after receiving numerous written submissions, the RTA capitulated to community demands and agreed to close Bourke Street south of William Street. While all of the other closures following the opening of the Cross City Tunnel were imposed on the community without consultation, the Bourke Street closure came about following an open and transparent process. Chris Harris misgauges the community if he thinks he will be elected to Macquarie Street through a cynical attempt to turn people against Clover Moore by campaigning against a local road closure that she helped facilitate. It may gain him preferences from the Labor Party, but it is unlikely that the community will ever seriously support a Green candidate who supports cars on local streets.
Lawrence Gibbons
East Sydney



OIL POINT