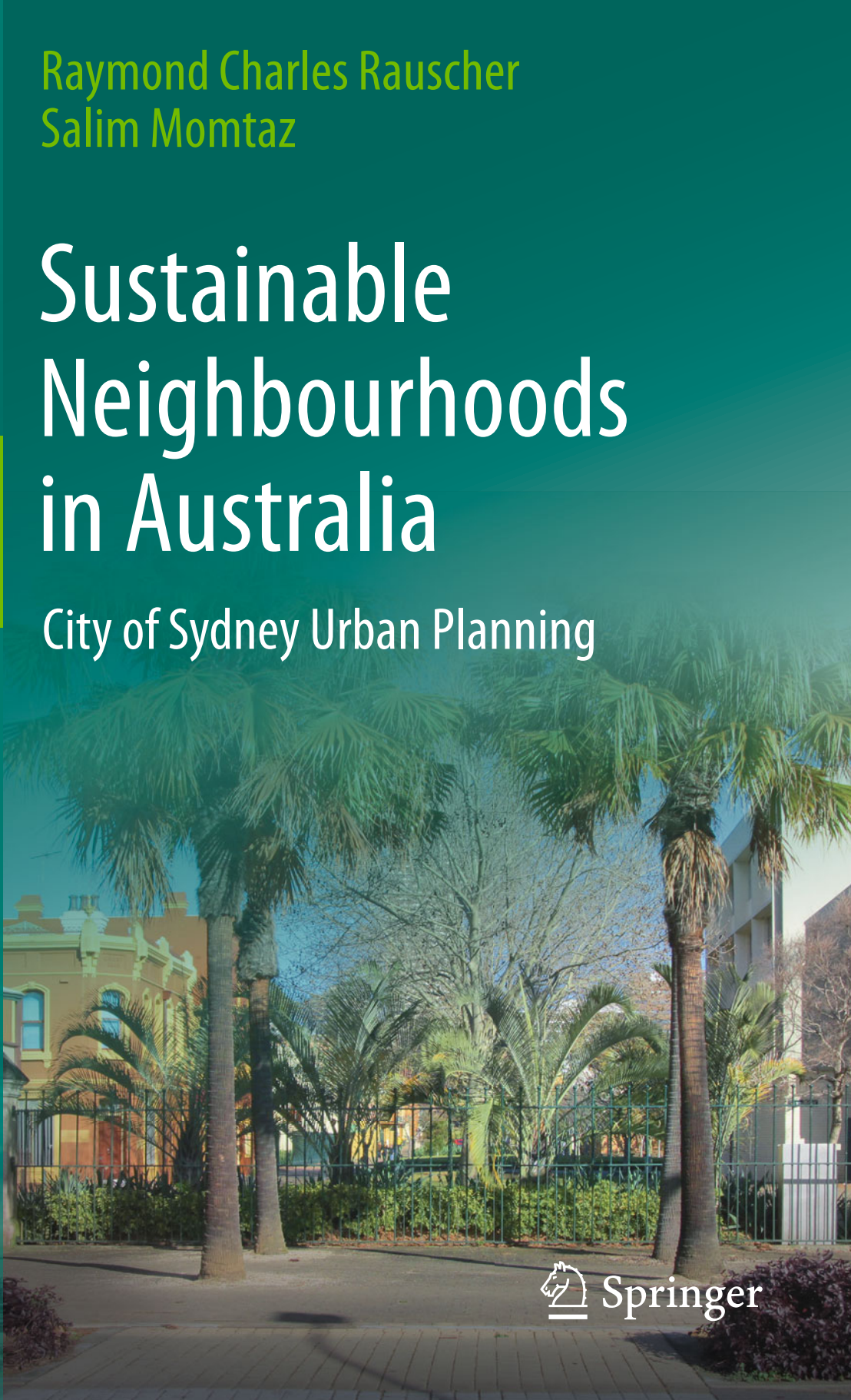
Raymond Charles Rauscher
Salim Momtaz

Sustainable Neighbourhoods in Australia

City of Sydney Urban Planning



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Raymond Charles Rauscher
University of Newcastle
Ourimbah, NSW
Australia

Salim Momtaz
University of Newcastle
Ourimbah, NSW
Australia

ISBN 978-3-319-17571-3 ISBN 978-3-319-17572-0 (eBook)
DOI 10.1007/978-3-319-17572-0

Library of Congress Control Number: 2015935216

Springer Cham Heidelberg New York Dordrecht London

Cover image: Woolloomooloo Square (Forbes St) developed from street closure (see Chapter 3 on Woolloomooloo). Photograph courtesy of Raymond Charles Rauscher (2014).

Printed on acid-free paper

Springer International Publishing AG Switzerland is part of Springer Science+Business Media (www.springer.com)

Dedication

There are many people in the history of the inner city of the City of Sydney who would take the prize as the most inspirational persons in character and making a contribution to Sydney and Australia. There are six people (among potential hundreds) the authors have selected who can be seen to fit this latter description, and thus this book is dedicated to them. These include (Plate 1), in chronological order (and in brackets the likely locality in the inner city the person would have spent considerable time within): Nellie Martel (Glebe); Henry Lawson (Pyrmont–Ultimo); Arthur Stace (Chippendale); Kenneth Slessor (Haymarket); Bea Miles (Woolloomooloo); and Rev Ted Noffs (Kings Cross).

A brief description of each inspirational person is provided below (*left to right*) (Plate 1) (*Source* Wikipedia 2014).

[Ellen (Nellie) Martel (1855–1940) was an English-Australian suffragist and elocutionist. Martel was one of the four women who contested the 1903 federal election, the first election in which women were eligible to stand. Other causes she supported included free trade, private industry, irrigation and foreign language teaching.]

[Henry Lawson (1867–1922) was an Australian writer and poet. Along with his contemporary Banjo Paterson, Lawson is among the best-known Australian poets and fiction writers of the colonial period and is often called Australia's 'greatest short story writer'. He was the son of the poet, publisher and feminist Louisa Lawson.]

[Arthur Stace (1884–1967), otherwise known as Mr. Eternity, was an Australian reformed alcoholic who converted to Christianity. He spread his form of gospel by writing the word "Eternity" in chalk on footpaths in Sydney over a period of approximately 35 years.]

[Kenneth Slessor (1901–1971) was a poet and journalist. His writing was full of brilliant description and poetic flourishes. In 1932 he published his third major collection, *Cuckooz Contrey*, a collection of illustrated light verse. *Darlinghurst Nights* (1933) and a collection of children's verse, *Funny Farmyard* (1933), followed. In 1939 the small paperback *Five Bells* appeared. Norman Lindsay (Australian icon) provided drawings for *Cuckooz Contrey* and *Five Bells.*]

Plate 1 Dedication to past inspirational people of Sydney (*Source* Wikipedia 2014)

[If you lived in Sydney in the 1950s and early 1960s, and regularly travelled through the central business district by tram or taxi, it was impossible not to make contact with Bea Miles (1902–1973). Miles' reputation was built around her very prominent appearances on Sydney streets. Such was Miles' fame that in death she has been celebrated in plays, films, musicals and novels. She was a symbol of the exuberance and eccentricity of Sydney in the 1940s and 1950s.]

[Theodore Delwin "Ted" Noffs (1926–1995) was a Methodist (later Uniting Church) minister, writer and founder of the Ted Noffs Foundation and the Wayside Chapel in Kings Cross, Sydney, in 1964. During the youth revolt of the 1960s Noffs was attracted to what he saw as the life-affirming side of the movement. Although aware of the problem of drug abuse and the alienation of youth, he believed that they were 'a part of the paraphernalia behind the revolution, the symbolism behind the revolt'.]

Preface

The book offers an examination of the planning and implementation of policies to create sustainable neighbourhoods using the case study of the City of Sydney. The book acknowledges the increasing numbers of authorities and planners interested in the means of adopting urban sustainability programmes that can be applied at the neighbourhood level. The authors pose the question whether many planning and development practices in the past were appropriate to how communities functioned at that time and what lessons have we learned. The authors aim to illustrate how different approaches to planning for: 1. renewal (that is rehabilitating); 2. redevelopment (replacing); and 3. new development can vary within a city and from neighbourhood to neighbourhood.

Case study examples of nine (9) City of Sydney neighbourhoods are presented (noting each neighbourhood's different histories of planning and development). The book summarizes the planning pressures that these neighbourhoods have faced (and many continue to face). Time period of case study examination is over forty-five (45) years (1970s–2014), including many instances of author (Rauscher) participation in planning within case study areas.

The research undertaken (2009–2014) is 'qualitative' as against 'quantitative'. Research (qualitative) included literature search, field work (including photographing) and analysis. To apply a standard across all case study areas, a set of sustainability principles (not exhaustive) is proposed by the authors. A number of guidelines for adopting these principles were examined, including the twenty seven principles from the *Rio Declaration on Environment and Development* (UN 1992). Three of these principles were seen as particularly relevant to sustainability of urban areas as addressed in this book. In addition sustainability principles created by the Smart Growth Network's (SGN) *This is Smart Growth* resulted in six of the SGN's principles being examined in more detail. Having reviewed sustainability principles, a set of indicators of sustainability was adopted for application to the case study areas (9). After evaluating this application to each study area conclusions are reached on the extent the study area reflected sustainable urban planning. Finally, conclusions are reached across all study areas and directions (based on these conclusions) for further advances in sustainable urban planning in Sydney or elsewhere are outlined.

Part I looks at sustainable urban planning, including sustainability principles and indicators of sustainability. The importance of authorities adopting planning tools that would enable best planning outcomes for communities and investors is examined. The reasons for selecting the City of Sydney for case study analysis is outlined. Common to all case study areas (9) are factors of renewal, redevelopment and development pressures (including global city development factors) affecting Sydney (1970–2014). Finally, the book notes the differing circumstances of planning faced by authorities, developers and communities within each of the study areas to be examined.

Part II of the book looks at the case study areas in City of Sydney's City East area, including Woolloomooloo (study 1) and Kings Cross (study 2). Part III looks at the case study areas in City of Sydney's Inner South area, including Chippendale (study 3) and Redfern and Waterloo District (study 4). Part IV of the book looks at the City of Sydney's Inner West suburb of Erskineville (study 5). Part V of the book looks at the City of Sydney's City West area, including the case study areas of the Haymarket District (study 6) and the Pyrmont and Ultimo District (study 7). Part VI of the book looks at the City of Sydney's North West area suburb of Glebe (study 8). Finally, Part VII of the book looks at the City of Sydney's City South area, the growth area of South Sydney District (study 9). This district includes suburbs of Beaconsfield, Zetland and the new localities of Victoria Park and Green Square. Also, in Part VII conclusions are drawn from the lessons learned from examining the case study areas and the authors outlined directions of planning for sustainable neighbourhoods. Finally, the authors challenge readers (i.e. academics, students, practitioners and citizens) to apply the learnings gained from these case studies in further progressing sustainable urban planning.

A series of information boxes is provided in most chapters. These boxes contain web resources, including: sustainable urban planning information for the City of Sydney (Chap. 2); and locality and planning information for each case study area (Chaps. 3–11). These boxes enable the reader to examine the backgrounds to urban histories and planning of the City of Sydney and the study areas. Readers may also wish to use the information boxes to continue researching planning and development in the City of Sydney (or individual case study area) beyond the extent of the book's coverage. Finally, a comprehensive web resource list on sustainable urban planning in a number of countries (including Australia, USA, etc.) is available in Appendix 1. These web resources give the reader access to the broad range of advances in sustainable urban planning, providing a comparative basis to the book's subject of the City of Sydney.

Acknowledgments

We acknowledge first of all the contributions of residents, administrators and decision-makers, past and present, of the City of Sydney, NSW State and various institutions associated with the planning and development of the City. A number of these individuals and bodies contributed in seeing this book advance over several years. To gain a historical perspective of changes in the City of Sydney we relied upon archives, texts and planning policy documents. Individuals and organizations (and their representatives) we wish to thank for assistance rendered either directly or indirectly (research stretching back to 1970) include (a–z):

Abnett (Bob), town planner, Queensland; Australian Institute of Architects (RIS) (NSW) and RIA bookshop; Australian Institute of Planning (NSW); Australian Technology Park, Redfern; Barry (Marg) (late), Waterloo Residents Association; Bill and Tonys Cafe, East Sydney; Bowles (Robyn) (nee Alexander) (past president of Erskineville Residents Assoc); Central Stn (Devonshire St) Flower Vendors, David and Heather; City of South Sydney; Cook and Archies Cafe, Surry Hills; Ferrandiz (Susan), historian (past Slippery Rock University, USA); Fenner (Rolfe), town planner (Australian Local Govt Assoc, Canberra); Gallery Cafe, Surry Hills, (Mark and Pearl Williams); Glebe Society; Gould's Bookshop (and late Bob Gould), Newtown; Green Shop, Newtown, of City of Sydney and Marrickville Councils; Henry George Society, Redfern (special acknowledgment to late Henry George, NYC, USA); Iceton (Ned, Dr.), founder, Social Developers Network (SDN) (Australia); Inner City Community Gardens (various groups); Inner City Land Care (various groups); Inner City Artists and Art Galleries of City of Sydney for urban arts assistance; Inner Sydney Regional Council for Social Development and the *Inner Sydney Voice*; Inner City Sydney numerous street wall artists (providing inspirational social commentary via street wall art); James (Col) (late), architect and advocate for Woolloomooloo; Leichhardt Municipal Council; Library staff at Circular Quay, Glebe, Green Square, Kings Cross, Leichhardt, Marrickville, Newtown, Surry Hills, and Waterloo libraries; Macleay's Pizza (Bassam (Sam) Mohamed), Kings Cross; and Marrickville Municipal Council.

Continuing (a-z) we thank:
McKay (Darren), lecturer at Newcastle University; McRae-McMahon (Dorothy) and *South Sydney Herald*; Mum Shirl (late) of Aboriginal Community of Redfern; Mundey (Jack), Builders Labourers' Federation (NSW) and Green Ban advocate (1970s); Murphy (Terry), past councillor of South Sydney Council; Newtown Neighbourhood Centre; Noffs (Ted, Rev) (late), founder, Wayside Chapel; Olive (Peter), town planner (NSW Dept of Planning); Politics in the Pub, Sydney, and its conveners; Russell (John), past Director, South Sydney Community Aid, Redfern; School of Environment and Life Sciences staff and researchers (Newcastle University, Ourimbah and Callaghan Campuses); Simon (Peter) (late) and staff of *The Workers Weekly Guardian* newspaper, Sydney; Stillwell (Frank, Prof), political economist (past University of Sydney); Tap Gallery (Lesley Dimmock, Director), East Sydney; Tom Connah (Central Stn) Salvation Army; Toon (John, Prof) (town planner) (past Sydney University, School of Architecture and Planning); Transport Action NSW; University of Sydney's School of Architecture and Planning; Uren (Tom) (Minister under Federal Labor Govt 1972–1975); Whitlam (Gough) (PM 1972–1975); Woolloomooloo Residents Assoc; and Young (David), town planner (past Glebe Renewal Project Coordinator).

On the book advancement side, thanks to Habitat Association for Arts and Environment Inc. (HAAE) for offering technical advice. In particular, Margaret O'Toole, Arts Director of HAAE, who assisted with proofreading the book. Other directors (and public officer) of HAAE to thank include: John Cristoforou, Ruth Dickson, David Holland, Megan Hitchens, Diane Rauscher (and public officer Kevin Armstrong). Thanks also to IT support from Kevin and Anna Rochford, with photos review by Brooklyn Rochford. In addition, secretarial assistance from University of Newcastle School of Environment and Life Sciences (SELS), Pam, Nicole and Fiona. Finally, thanks to book supporters: Martin (Joyce, Richard, Richie and Michelle (late); Rauscher (Arthur and Barbara); Rauscher (Diane); Rauscher (Grace (late) and Henry Rauscher (late); Rauscher (Philip and Lenore); Riccio (Gracie (late), Joseph (late) and Frank); and Wheelahan (Maree, Michael and Hugo).

We wish the Mayor of the City of Sydney, Clover Moore, and the Council continued success in leading the City into still further achievements ahead in urban planning for the City of Sydney. Finally, we wish success to the NSW Premier Baird, Parliament, and NSW government departments in planning for the City of Sydney and the metropolitan, regional and rural centres of NSW. We hope this book will make a contribution towards sustainable urban planning of all urban and regional centres within Australia and beyond.

Contents

List of Information Boxes

List of Plates

Abbreviations

ABS	Australian Bureau of Statistics
BPN	Better Planning Network
CPC	Community Precinct Committee
CSIRO	Commonwealth Services Industry Research Organisation
DoPI	Department of Planning and Infrastructure
EA	Environment Australia
ESD	Ecologically sustainable development
GMR	Greater Metropolitan Region of Sydney
ICLEI	International Council for Local Environmental Initiatives
LA21	Local Agenda 21
LEP	Local environmental plan
LG	Local government
LGA	Local government area
NGO	Non-government Organization
NSW	New South Wales
SGN	Sustainable Growth Network
SoE	State of Environment
TAFE	Technical and Further Education
TBL	Triple bottom line
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organization
UTS	University Technology Sydney

Author Biographies

Raymond Charles Rauscher I have always been interested in town planning, being born in Brooklyn, New York City (1943) and graduating from the City College of New York (Bachelor of Engineering, Civil 1966). I later completed a first part of a master's degree at the University of Michigan (research submission on Detroit entitled *A Solution to the Urban Crisis: Proposal for the Creation of Region Serving New Cities* (unpublished 1969). The Masters of Town and Country Planning was completed at Sydney University (1971) with a thesis *Community Response to a Redevelopment Proposal* (University of Sydney Library Microfilm Department). The thesis covered planning conflicts in Erskineville and measures to resolving these. Chapter 7 of this book refers back to the planning of Erskineville in 1971, and lessons learned. Delving into the subject of sustainable urban planning, I completed a Ph.D. (2009) at the University of Newcastle, including the thesis *Sustainable Area Planning Framework for Ecologically Sustainable Development: Case Study Wyong Shire, NSW, Australia.* www.nova.newcastle.edu.au/vital/access/manager/Repository/uon:4306

Wanting to research further the subject of sustainable urban planning, I published (with co-author Salim Momtaz) *Sustainable Communities: A Framework for Planning—Case Study of an Australian Outer Sydney Growth Area* (Springer 2014). Over the years I continued to study urban change in my birth place Brooklyn (New York). My interest was drawn to Bushwick (my old neighbourhood), an area of Brooklyn that met its low point of urban slide in the 1977 arson fires. I did field work over several years, from 1979 onwards, to better understand reasons for USA style urban decline and renewal. This culminated in the book (with co-author Salim Momtaz) *Brooklyn's Bushwick—Urban Renewal in New York, USA* (Springer 2014).

Still wanting to understand the urban changes in inner city neighbourhoods (beyond Erskineville of 1971), I continued (over a number of years) to monitor

planning and development of the City of Sydney inner city areas. This monitoring focused on the question of how sustainable were the urban changes taking place in these Sydney neighbourhoods (given the rapid growth of Sydney into a global city). To prepare this book I spent 5 years (2009–2014) on the ground in the inner city of Sydney doing qualitative research field work, including photographing changes in City of Sydney neighbourhoods. During this research I recalled my involvement with community groups at the time of my earlier research in Erskineville as noted above. At the time (1971–1973), neighbourhood associations were successful in calling on the New South Wales (NSW) Builders Labourers' Federation (BLF) to impose 'green bans' to stop NSW State or developer proposed developments which residents felt were inappropriate. This led to a number of 'green bans' imposed in inner city communities covered in this book, including Woolloomooloo (Chap. 3), Victoria St, Kings Cross (Chap. 4), Waterloo (Chap. 6) and Glebe (Chap. 10).

Since 1973 I have been a member of the Australian-based Social Developers Network (SDN) http://www.ned.org.au/sdn/sdnblurb.htm. The Network commenced at the time of PM Gough Whitlam (1972–1975) (currently 98 years old, living in Sydney). As prime minister Whitlam (and Minister for Planning and Regional Development, Tom Uren) promoted and instituted programmes in urban planning, regional development and community development. A number of those initiatives are included in the book (Woolloomooloo in Chap. 3, Kings Cross in Chap. 4 and Glebe in Chap. 9). I am currently a Conjoint Lecturer at the University of Newcastle, Australia. I am also a director of Habitat Association for Arts and Environment Inc. Under this body I continue to work on 'Visions Inner Sydney' (VIS), www.visionsinnersydney.wordpress.com. This is a programme recording the changes in the inner city local government areas of the City of Sydney, and Municipalities of Leichhardt, Marrickville and Ashfield. Contact for Ray Rauscher: ray.r@idl.net.au

Dr. Salim Momtaz is a senior lecturer at the University of Newcastle, Australia. He teaches in the area of sustainable resource management. A geographer, environmental scientist and social planner by training, Salim's research interests include: environmental planning and governance, social adaptation to climate change, impact assessment and community participation. His recent publications include: *Evaluating Environmental and Social Impact Assessment in Developing Countries*, Elsevier: Oxford (2013) (co-author S.M.Z. Kabir); *Sustainable Communities: A Framework for Planning*, Springer: London (2014) (co-author R.C. Rauscher); and, *Brooklyn's Bushwick—Urban Renewal in New York, USA*, Springer (2014) (co-author R.C. Rauscher). Contact for Salim Momtaz: salim.momtaz@newcastle.edu.au

Abstract

This book examines the planning and implementation of policies to create sustainable neighbourhoods, using as a case study the City of Sydney. The authors ask whether many past planning and development practices were appropriate to the ways that communities then functioned, and what lessons we have learned. The aim is to illustrate the many variations within a city and from neighbourhood to neighbourhood regarding renewal (rehabilitation), redevelopment (replacement) and new development.

Case study examples of nine City of Sydney neighbourhoods note the different histories of planning and development in each. Features of the studies include literature searches, field work (with photography), and analysis. The authors propose a set of sustainability principles which incorporate elements of the twenty seven principles of the 1992 Rio Declaration on Environment and Development.

Part I explores sustainable urban planning, and the importance of planning tools that enable best planning outcomes for communities and investors. Common factors in the nine case study neighbourhoods are renewal, redevelopment and development pressures affecting Sydney from the 1970s to 2014. Also discussed are the differing circumstances of planning faced by authorities, developers and communities in each of the study areas. Part II of the book is focused on the case study areas in City of Sydney East area: Woolloomooloo and Kings Cross. Part III covers case study areas in Sydney's Inner South area: Chippendale, Redfern and Waterloo District.

Part IV surveys the Inner West suburb of Erskineville. Part V looks at the City West area, including the Haymarket District and the Pyrmont and Ultimo District. Part VI concentrates on the North West area suburb of Glebe. Part VII of the book looks at the growth area of South Sydney District, which includes the suburbs of Beaconsfield, Zetland and the new localities of Victoria Park and Green Square. The authors recount lessons learned and outline directions of planning for sustainable neighbourhoods. Finally, the authors challenge readers to apply the lessons of these case studies to further advances in sustainable urban planning.

Part I
Background to Sustainable Urban Planning and City of Sydney Planning of Neighbourhoods

Part I (in two chapters) looks at the background of sustainable urban planning and the City of Sydney planning of neighbourhoods. Chapter 1 examines the history and factors that contribute to sustainable urban planning within Australia and within other countries. The chapter also adopts indicators of sustainability to be applied to case study areas as selected in the next chapter. Chapter 2 examines the City of Sydney's sustainable urban planning policies (and those of several other world cities and localities for comparison with City of Sydney), especially relating to neighbourhood planning. The chapter also outlines the selection of case study areas to be examined in subsequent chapters.

Chapter 1
Sustainable Urban Planning

Abstract The chapter provides a background on theory and practice of sustainable urban planning, as applicable anywhere in the world. The chapter covers definitions of sustainability and ecologically sustainable development (ESD). The views of authors who have written about the evolution of sustainable urban planning are reviewed. Also, the key documents that have contributed to the evolution of sustainable urban planning are examined. Recent (1980s onwards) planning schools of thought (i.e. compact cities, new urbanism, smart growth and sustainable urban planning) are reviewed. Having reviewed these schools, the tools of sustainability principles, goals and indicators of sustainability are then commented on. With this review background on sustainable urban planning established, key principles of sustainability are discussed and indicators of sustainability adopted for application to City of Sydney case study neighbourhoods (9) in Chaps. 3−11.

1.1 Background to Sustainable Urban Planning

The subject of sustainable neighborhoods has become a major focus of town planning in most countries, developed and developing. An approach to the planning for sustainable communities planning is contained in *Sustainable Communities: A Framework for Planning* (Rauscher and Momtaz 2014a). The authors note there has been a call for governments throughout the world to respond to environmental issues, especially within cities and including: "need to renew older cities; impact of climate change; carbon emissions; pressures to accommodate new immigrant residents; and, depleting resources (e.g. peak oil)". All of these issues are relevant to inner city areas of cities (such as City of Sydney), as much as they are to the whole of metropolitan areas. The authors point out that governments, in response, are trying to develop policies to address these concerns, often adopting strategies aimed to achieve sustainable communities (social/cultural, environmental, and economic).

Addressing sustainable urban planning further, Rauscher and Momtaz (2014a) note that current planning practices are moving towards a more coordinated and holistic framework in incorporating sustainability principles in our cities. These principles

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_1

will be examined more closely latter in this chapter. Today (especially since the early 2000s) a growing portion of the development industry accepts evaluation of development proposals under sustainable urban planning policies, including ESD principles. The more education, bonuses and tax breaks that the industry gets, the more interest there is in adopting ESD principles in development. One common development concern within government, for example, is the fact that 50 % of world's oil resources ('peak oil') have been expended. Thus car dependent cities are now needing to examine alternatives to motor transport, including more cycling and walking. The City of Sydney, for example, has been expanding its cycle network, though conflicts with cars, trucks and buses continue to prove an issue (Chap. 2). Thus, thinking sustainably, the City is looking towards alternative fuels (such as natural gas that fuels many cars in Korea).

As worldwide expressions of concern about deteriorating environments continue in the 2010s, the writings on the subject provide valued background to solutions. Some of the contributing authors (2004−2012) include: Lomberg (2004), Roberts (2004), Aplin (2006), Flannery (2006), Gore (2006, 2007), Stern (2006), Suzuki (2006), Grosvenor (2007), and Lovins (2012). Other authors addressing sustainable urban design aspects of city planning (to 2014) (on comparative basis with the City of Sydney) are discussed in Chap. 2. Most writers agree that environmental problems are a causal factor of uncontrolled urban growth. In some nations (i.e. USA) deteriorating older industry cities (i.e. Detroit and St Louis) have seen outward expansion of cities into new growth areas. Sydney experienced this phenomenon, however the renewal of inner city areas in Australian cities (including Sydney) accelerated in the 1980s, resulting in slowing population drift to outer areas (Chap. 2).

In addressing the definition of sustainability Rauscher and Momtaz (2014a) point out that throughout the 1980s and into the first decade of the 2000s there have been numerous definitions and interpretations of the expressions 'sustainable', 'ESD' and 'sustainable urban planning'. 'Sustainable', as defined in the Macquarie Dictionary (2006), is 'to provide the means of supporting life in a balanced way'. 'ESD' definition under the United Nations *Agenda 21* (Principle 3) (UN 1992a) is "development fulfilled equitably to meet developmental and environmental needs of present and future generations". The three ESD components (social/cultural, environmental and economic) (called 'equal weight' model) are now widely accepted (UN 1992b). There are, however, other models of sustainability (Aplin 2006). There is for example the 'balance to environment' model (Peet 2002) (Plate 1.1). This version places the biosphere (environment) as more important over human society (social/cultural) and economic.

The two sustainability models noted above present a basis to start an analysis of sustainability and ESD. There are additional questions the planner faces in looking at these subjects within local areas, including how can indicators of sustainability fit different sized areas. The term 'local area' can be interpreted as an area that people can navigate by walking. A local area encompasses variable sized areas, including for example: precinct; institutional land (i.e. university); residential or industrial estate; seniors' area (i.e. retirement village); cultural land (i.e. immigrant

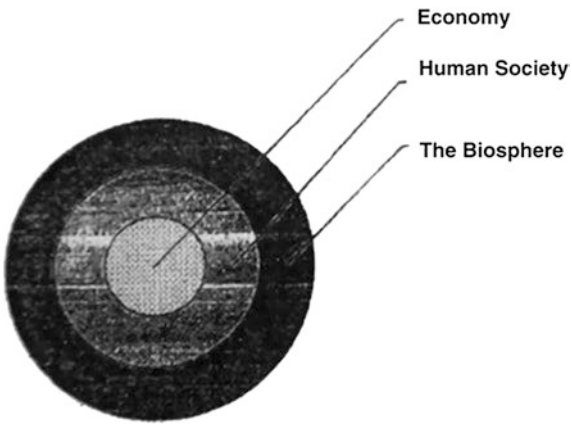

Plate 1.1 ESD components balance to environment (*Source* Peet 2002)

groups); and neighborhood. A 'district' contains a defined number of 'local areas' or 'suburbs' and is usually navigated by car (rather than walking). Sydney is a city built on a proliferation of local areas developed in the 1800s (called 'suburbs', 'villages', and 'neighborhoods'). These local areas will be looked at more closely in the selection of case study areas (Chap. 2).

Many authors, Rauscher and Momtaz (2014a) point out, emphasize the importance of the social/cultural component of ESD. Stocker and Burke (2006), for example, place a high importance on place based sustainability education and the sharing of community wisdom. This emphasis on the social/cultural ESD component is further progressed by Hillier (2005), van de Kerkhof (2005) and Walsh and Mitchell (2002). Within the social/cultural ESD component, questions of governance and the political processes also arise. Newman (1999) explores this aspect around the subject of applying sustainability criteria for planning cities and neighborhoods, in particular transport. Other authors, including Kemp et al. (2005), Petschow (2005), and Voss (2006), have focused on specific aspects of governance incorporating an ESD approach. These authors emphasize the importance of flexibility in decision making and the ability of governments to take on new challenges raised by the public and business sectors. This social/cultural component will be discussed in this chapter when indicators of sustainability to be applied to the case study areas are selected.

Key advances in sustainability applications, Rauscher and Momtaz (2014a) point out, have been translated into ESD related documents (in the form of protocols, acts and reports). These documents usually refer to sustainability components, including: sustainability principles; sustainability goals; and, indicators of sustainability. The documents exist today at all levels of government (international, national, state, city, regional), as well as being drawn up by non-government organizations. International ESD related documents (particularly those applying to the natural and built environments), and affecting planning in cities such as Sydney, have increased in numbers and subject area since the early 1970s. The first international ESD related document was the *Declaration of the*

UN Conference on the Human Environment (UN 1972). This declaration was the first multi-national agreement to provide guidelines for nations to move to more sustainable human environments (social/cultural, environmental and economic). Twenty years after this declaration the *United Nations Conference on Environment and Development Report* (UN 1992b) (referred to as the Rio Summit) came out of a conference attracting 178 nations. The central international protocol, Agenda 21 (UN 1992a), relates to ESD and came out of that conference. Agenda 21 is a global action plan for sustainability. The document lays out key procedures for governments to adopt ESD strategies from city level to neighborhood level. In moving beyond Agenda 21, the UN developed *Local Agenda 21* (UN 1993) from one chapter (Chap. 28) of Agenda 21. Local Agenda 21 is a mechanism to encourage greater involvement by local authorities in delivering Agenda 21 programs. In 1997 *Local Agenda 21 Model Communities Program* (UN 1997b) was adopted. This program aids local government in implementing the Local Agenda 21 program. Finally, the Model Communities Program documented those local government areas that had adopted Local Agenda 21 planning processes for sustainable development.

Authorities, having adopted ESD principles (partly using the above agreements), can then adopt ESD goals. An important document here is the the 'United Nations' *Political Declaration and Plan of Implementation (Johannesburg)* (UN 2002). Low (2000) argues that adopting ESD goals is crucial to confronting cities that are depleting resources without limit. He spells out how cities can adopt these goals and as a result ensure renewal of cities and preservation of resources for future generations. Equipped with ESD goals, authorities are in a position to adopt the key ESD components for measurement (e.g. 'indicators of sustainability'). These indicators enable ESD goals to be measured and monitored at city or neighborhood levels. In nations such as New Zealand plan making was changed to accommodate indicators of sustainability (Ericksen et al. 2004). In Canada, Montreal has exemplified initiatives in incorporating indicators of sustainability into urban planning. Brown (2006) assesses the extent that these indicators are being incorporated into Montreal plans. The City of Sydney has adopted a number of reports addressing indicators of sustainability (Chap. 2).

By the year 2000, the UN became aware that new directions were needed to assist local authorities in adopting ESD strategies. The UN thus created the *United Nations Commission of Sustainable Development* (UN 2000a) as a peak body to further the aims of ESD. To assist local government directly the UN adopted the *United Nations Sustainable Cities Program* (UN 2000b). This program provides guidelines to authorities on adopting ESD criteria (i.e. principles, goals and indicators of sustainability). The international ESD related document that continues to generate major public debate is the *Greenhouse Gas Reduction Agreement* (known as Kyoto Protocol) (UN 1997a). This protocol sets targets within a timeframe for greenhouse gas emission reduction for signatory countries. This protocol remains central to countries in cooperating on greenhouse gas emissions such as CO_2. The *Stern Report* (2006) updated the statistics on impacts of greenhouse gas emissions from an international perspective. The report contains recommendations to

countries on amounts and time lines for CO_2 emission reductions. Nations have acted more swiftly following the release of this report, with many adopting CO_2 emission limits and payments or taxes for emission quantities. Most of these measures have been inclusive of renewable energy programs in older urban areas as well as outer city areas, including Sydney.

In addition to governments producing ESD related documents, Rauscher and Momtaz (2014a) point out, many international non-government organizations (NGOs) have also produced documents to assist communities to move towards adopting sustainability planning approaches. The NGO sector has been producing an ever expanding volume of ESD related reports since the early 2000s. These organizations to date have complimented the UN's efforts in ESD education, research and advocacy. The organizations include: International Institute for Sustainable Development; Sustainable Communities Network; Sustainable Cities; and, Urban Futures. This advocating is often primarily applicable to the interests and geographical areas that these organizations are active within. In addition, environmental groups have introduced new environmental terms in promoting ESD principles, such as ecological integrity (ecological integrity means all natural processes and interactions within an ecosystem are maintained) (Bell 1994). Community interest ranged up to a dictionary being published on sustainability (Aplin 2006). A book defining these ESD principles (that the NGO sector has called for in the past) has been completed by Beder (1996). Principles addressed include: social equity; qualitative development; pricing environmental values; natural capital and sustainable income; and, wider community participation within ESD policy making.

Observations can be drawn from assessing the timeline of accumulated years for NGO sector actions on ESD related reports. Generally, the NGO sector is increasingly pro-active in alerting governments. Key NGO documents, for example, have contributed to the debate around national actions on climate change (Stern 2006). The take up by the NGO sector of Al Gore's (2007) *An Inconvenient Truth* is a measure of this sector's work in educating the public on environmental issues. The worldwide education of 'climate change educators' trained under Al Gore is testimony to the take up of sustainability issues by the NGO sector. It is the climate change concerns, however, that continue to drive public interest from 2003 to present (2014). The City of Sydney adopted its own greenhouse gas protocols, as will be addressed in Chap. 2. In addition, by the early 2010s the mayors of a number of cities, including Sydney, agreed to cooperate on CO_2 emissions (and currently adopting a maximum future 2º world temperature change to avert the predicted greater disasters if temperature changes are greater than 2º).

Key urban planning based schools of thought, Rauscher and Momtaz (2014a) note, have influenced the take up by authorities of ESD criteria. Some of these schools of thought include: *compact cities* and *new urbanism*; *smart growth*; and, *eco-city planning and eco-villages*. Compact cities aim for higher density development around transport nodes. This includes the slowing of urban sprawl by increasing allowable urban densities in inner city areas as well as growth centres. This was a reversal of past strategies (after the Second World War) that

encouraged urban sprawl. It is under compact cities that ESD principles gained attention in cities such as Sydney. Inner city areas of the City of Sydney, like central New York City, represent some of the most compact places in the western world.

New urbanism emphasizes building neighborhoods with a diversity of residential, commercial and light industrial land uses in close proximity. Rauscher and Momtaz (2014a) note this urban planning school has been popular throughout the 1980s to current times. New urbanism seeks to "reform urban design processes, restore life in urban centers and rely less on motor vehicles" (Crofts 1998, p. 28). The American planners argue new urbanism through institutions such as the American Planning Institute (1999). In Australia, Newcastle City Council responded by applying concepts of new urbanism incorporating sustainability principles (McKay and Rauscher 2007). The authors outline the progress and setbacks of the Newcastle Council over several years starting with the Council's attendance at the Rio Summit in 1992. In Sydney, and cities like New York City, planners have promoted new urbanism principles for several decades, taking up many issues with city administrators. Sydney has had significant challenges, for example, integrating major education institutions (and student housing needs) within the inner city areas (Chap. 6, Haymarket District).

The notion of *smart growth* followed new urbanism as a complementary school of planning thought in the early 1990s in the United States (1995) and cities in Australia too. This school aims to limit urban sprawl through improved land use and transport policies. The smart growth movement emphasizes greater efficiencies of urbanization through the incorporation of a wide range of ESD based urban planning principles (i.e. energy, water, and transport). Newman (1998) argues that sustainable transport will be the most important ESD principle for local government and state governments to accommodate within their urban strategies. Stillwell (2000) also challenges authorities in drawing comparisons between American sprawl compared with Australian. He offers policy directions leading to more efficient urban development across Australia to combat sprawl. Older inner city areas (such as those in Sydney) thus become increasingly important as a city aims to implement smart growth.

A further land use urban planning school of thought is *eco-city and eco-village planning*. Walker (1997) argues that a range of tools are being applied within the concept of eco-cities, providing authorities adopt the appropriate strategies. Hollick (1998) critiques the ESD lessons learned by eco-villages that have been functioning over several years and argues their attributes. Engwicht (1999) argues that you can create eco-communities by adopting ESD criteria at the street design level. Barton (2000) goes beyond streets and argues that there is potential for whole neighborhoods to become sustainable communities (social/cultural, environmental and economic).

There has been emerging since the 1990s a *sustainable urban planning* school of thought. This school of thought partly relies upon frameworks being developed to guide ESD based urban planning. Grant et al. (1996) proposed a planning framework for the protection of landscapes and ecosystems for residential

environments. Finally, examining land requirements, Beatley and Manning (1997) argue for land to only be consumed on a sparingly basis. He introduces 'sustainable places' considering not just physical layout of an area but the way the community operates. These places can be in the inner city as well as growth areas in the outer metropolitan areas. As noted earlier, Chap. 2 (in looking at comparative examples to the City of Sydney) looks at examples of cities and localities around the world that are introducing sustainability principles within city design.

Sustainable urban planning frameworks started to be outlined in the late 1990s. Zackary (1999) argues that indicators of sustainability need to provide the required guideposts (contained in measurements) for a local planning framework. He states that too often urban development decisions are made without testing likely impacts (i.e. infrastructure planning affecting whole neighborhoods). Likewise, Stimson (1999) argues for a whole of government agreement of adopting an urban planning framework of indicators of sustainability. Stimson applies his framework to land use and natural resource planning. He demonstrates how indicators can become part of a government's decision making. Ravetz (1999) adds to the Stimson work by proposing a framework of integrated strategic management methods and tools (including indicators of sustainability) for neighborhoods, cities, and regions.

In Australia, Fremantle (Newman 1998), Newcastle (McKay 2007), and Sydney (Rauscher and Momtaz 2014a) were adopting sustainability approaches to planning. At the same time, in the UK, the City of Manchester (1999) adopted a range of indicators of sustainability within urban planning policies across the city. The city council established a matrix system of indicators to measure how ESD components (social/cultural, environmental and economic) were being met. Manchester added the concept of 'needs verses wants' in applying the indicators. This enabled the authorities to make decisions based on a priority of needs to protect the environment. Cities throughout the world are now conferring through various member groups of city administrations and often sharing the means of introducing more sustainability based urban planning (i.e. in transport planning (including cycleways) and green corridor planning).

Throughout the early 2000s authors continued to develop frameworks that incorporated sustainability principles into urban planning. Crowe (2000) outlined this movement in arguing that it aims for a more civil society through land use and natural resource planning being based on sustainability principles. Crilly and Mannis (2000) developed a framework for spatial urban design indicators and a methodological tool kit for their application. Crilly and Mannis call upon authorities to think holistically about complex urban systems and suggest a locality specific approach to explain the totality of the system. Within Ireland, O'Regan et al. (2002) reported on the Irish Environmental Protection Agency developing a framework that relied upon spatial policies in developing sustainable regions. The aim here was to create optimum sized settlements that least harmed the environment. Moving from England to the USA, the Urban Land Institute (2000) produced a framework on sustainable urban planning for American planning application. Phillips (2003) developed a framework of assessment for determining the energy

and environmental capabilities of a local area for sustainable development. Phillips puts forth the framework to avoid environmental consequences of ill-considered development. Finally, Spencer (2005) highlights the Scandinavian 'eco-municipalities'. Spencer describes the Stockholm's 'The Natural Step' framework as places that have voluntarily committed to integrating sustainability principles to create green solutions. Following Stockholm, the City of New York launched a long-term sustainability plan called *PlaNYC: A Greener Greater New York* (2008). Likewise, measures were taken by the City of Sydney in the area of sustainable transport planning as green alternatives to the dependence on the automobile (Chap. 2).

By the mid-2000s other frameworks for sustainable planning focused on the built environment. Sahely et al. (2005) develops a framework for urban infrastructure systems based on feedback mechanisms (using indicators of sustainability) between that infrastructure and the surrounding environment. Brandon (2005) argues that authorities everywhere need to be able to evaluate the built environment for the level of sustainability they wish to achieve. He sets a context for evaluating sustainable development through frameworks, including better assessment methods and management systems. His approach is to set standards within models covering a range of built environment outcomes. Hyde et al. (2007) considers the use of an environmental brief to gain more sustainable built environments. He argues for design strategies to create environmentally sensitive buildings. The international debate on capping greenhouse emissions (Aplin 2006) is an example of a sustainability issue that will influence land use and natural resource decision making. Measures taken under greenhouse emissions capping are likely to impact on industry locations and urban renewal (land use planning) and extent of allowable vegetation removals (natural resource planning). The carbon credit systems being proposed at national, state and private industry levels is likely to affect urban growth decision making (Gore 2007). The issue is summarized by Newman and Jennings (2008) in discussing cities as ecosystems and bioregion environments. Newman and Jennings here argue we need to take cues from the living systems for sustainability strategies in fostering a sense of place.

Looking at the application of sustainable urban planning, the City of New York adopted a charter for community engagement to create local plans as outlined in *Brooklyn's Bushwick—Urban Renewal in New York, USA* (Rauscher and Momtaz 2014b). Aware of this community planning interest as early as 1963, the City of New York wrote into the City Charter the establishment of Community Boards. The city is divided into community districts with each governed by an advisory planning board. The boards consist of community residents appointed by the borough presidents. There are currently fifty nine (59) Community Boards covering the five boroughs of the city. In 1975 the City initiated local planning under the City Charter, Section 197-a (enabling 197-a plans to be adopted by communities in partnership with the City of New York). This tool thus gave community boards and other community associations the right to take an active role in planning at the neighborhood level. It was in 1989 that the City adopted rules establishing minimum standards for content of 197-a plans as well as a schedule for review. In 1997 The City of New York issued the *197-a Plan Technical Guide* (City of

New York 1997) under Mayor Rudolph W. Giuliani. The Office of the Director of City Planning (referring to the Guide) reinforced the success of a 197-a plan as it could "build consensus within a community about its future direction, challenge conventional wisdom, and set the stage for beneficial shifts in city policy". Formal steps in the review and adoption of 197-a planning process and the role of community boards are summarized in the book (Rauscher and Momtaz 2014b). The summary also includes examples of the many communities that have adopted such plans (as endorsed by the City administration). Chapter 2 will look more closely at how the City of Sydney and the NSW State may wish to look at the successes of the 197-a planning process in New York City.

1.2 Sustainability Principles and Indicators of Sustainability

Having reviewed definitions of sustainability and the recent history of authorities' adopting approaches to sustainable urban planning, a set of sustainability principles and sustainability criteria need to be adopted for application to the selected case study areas (Chaps. 3−11). The *Rio Declaration on Environment and Development* (RDED) (UN 1992b) (noted above) adopted 27 sustainability principles for environmental protection. Three of these principles are particularly relevant to sustainability of urban areas as examined in this book, specifically for development to be (principle in abbreviated format with RDED principle number in brackets):

1. equitable for present and future generations (Principle 3)
2. meet environmental protection (Principle 4)
3. ensure participation of all concerned citizens (Principle 10)

Having reviewed these sustainability principles, the readers attention is also drawn to sustainability principles created by the Smart Growth Network's (SGN's). *This is Smart Growth* (2014) (http://www.smartgrowthnetwork.org) (and noted above). Six principles (out of ten adopted by the SGN) are particularly relevant to the case studies to be examined (stated in abbreviated form):

1. protecting and preserving heritage
2. lasting legacy in communities
3. convenient neighbourhoods
4. development that improves community
5. places designed for people
6. development fair to everyone

The sustainability principles summarized above from both the RDED (1992b) and SGN (2014) have been used as a basis for many educational, community and government bodies adopting sustainability criteria for their communities. Referring to these sustainability principles, indicators of sustainability to apply to the

book's case studies can be adopted. These indicators are: 1. Protecting Heritage; 2. Reinforcing Cultural Features; 3. Enhancing Public Places; 4. Integrating Sustainable Developments; 5. Expanding Open Spaces; 6. Providing Sustainable Infrastructure; and, 7. Ensuring Planning and Development is Fair to Everyone.

1. Protecting Heritage
The most pressing aspect of protecting heritage in inner city areas is the preservation of traditional buildings, including alterations of those buildings to other uses. The means of achieving this rests with the authorities and their statutes on protection. The City of Sydney has a significant history of community interest in heritage protection (referred to in several of the book's case studies).

2. Reinforcing Cultural Features
Every city is experiencing change in accommodating new waves of settlers, given world population movements, for example refugees. A main challenge here is to reinforce the cultural features in places such as central meeting hubs and streets (i.e. street character and convivial settings). The cultural features of places embraces for example the housing mix, architectural features, street variety and housing affordability. In addition, cultural features include public expressions of art (i.e. street wall art, statues, and pavement art). Finally, most city administrations today aim for locational choice of residents and a recognition of cultures in neighbourhood changes (Smart Growth 2014).

3. Enhancing Public Places
Most cities strive to enhance public places. Within inner cities enhancing public places includes, for example, streetscapes upgrading and expansion of public squares.

4. Integrating Sustainable Developments
Integrating sustainable developments in cities requires development to incorporate design features that: reflect the current neighbourhood built environment; compliment scale and style of buildings; and, harmonize uses.

5. Expanding Open Spaces
Expanding open spaces in inner city areas encompasses creating new spaces and upgrading existing open spaces and natural areas. Most cities, for example (including Sydney) are becoming more aware of renewing natural areas and educating the public of the biodiversity aspects of these areas.

6. Providing Sustainable Infrastructure
The provision of new infrastructure in inner city areas should encompasses the provision of sustainability of this infrastructure. This infrastructure includes, for example, new (or converted) buildings, service facilities, utilities or transport.

7. Ensuring Planning and Development is Fair to Everyone
The ensuring of fairness to everyone in achieving sustainable neighborhoods encompasses: a. fair community engagement by authorities; and, b. equatable distribution of benefits from development. This could include, for example, provision of affordable housing in developments and equal access to a standard of open spaces.

These indicators of sustainability, as outlined above, are applied within the text to each case study area (Chaps. 3−11). For each application conclusions are reached on the qualitative level (outlined above) of sustainability in planning and development for that case study area. Finally, Chap. 12, draws overall conclusions from all case studies and outlines directions for further advances in sustainable urban planning practice (based on these conclusions).

1.3 Summary

The chapter provided a background on theory and practice of sustainable urban planning, including definitions of sustainability and ecological sustainable development (ESD). A range of authors' views on sustainable urban planning, planning schools of thought were canvassed (e.g. compact cities, new urbanism, smart growth, eco-city planning and sustainable urban planning) were reviewed. Further, tools of sustainability principles, goals and indicators of sustainability were then commented on. Finally, key principles of sustainability and indicators of sustainability were adopted for application to City of Sydney case study neighbourhoods (9). The next chapter provides a background to the planning of the City of Sydney (1971−2014) focusing on adoption of sustainable urban planning policies. The chapter also selects the nine (9) case study areas within the City (to be addressed in later chapters).

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Chapter 2
City of Sydney Neighbourhood Planning

Abstract Having reviewed the background to sustainable urban planning (Chap. 1) (including sustainability principles and criteria of sustainability), this chapter provides a background to City of Sydney and New South Wales (NSW) State planning, particularly at the neighbourhood level. Examples of cities and localities around the world adopting approaches to sustainable urban planning are reviewed (thus gaining a comparative basis with the City of Sydney approach). The chapter then selects nine (9) case study areas, outlining the main planning issue (1970s onwards) for each study area. Finally, the chapter comments on the application of indicators of sustainability (Chap. 1) to each study area in subsequent Chaps. 3–11.

2.1 Background to City of Sydney Neighbourhoods

Understanding City of Sydney neighbourhoods starts with examining a map of the city (Plate 2.1). The City of Sydney, for planning purposes, designated Action Plans (commencing 2004) in geographical 'areas' covering the entire city These areas include: CBD (top); City East (top right); Inner South (centre); City West (top left); North West (top far left); Inner West (centre left); and, City South (bottom). The City today also uses a range of other maps designating neighbourhoods and districts (references in Information Box 2.1 introduced later in this chapter).

The Google map for the city is also a useful resource for readers to gain an understanding of the layout of the City of Sydney and each case study area.

https://maps.google.com.au/maps?oe=utf-8&client=firefox-a&channel=np&q=google+maps+woolloomooloo&ie=UTF-8&hq=&hnear=0x6b12ae12e4d30f67:0x5017d681632d0e0,Woolloomooloo+NSW&gl=au&ei=ZODpUt_1AsfGkwWA3oHgDQ&ved=0CCoQ8gEwAA

Each chapter also contains a reference to an interactive Google map for that study area. Readers thus have an opportunity to gain a more comprehensive understanding of the physical features of a case study area and to be continually updated (as the mapping content at Google is updated).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_2

Plate 2.1 Map of City of Sydney (*Source* City of Sydney 2014a, b)

A closer look at each of the geographical areas of the City of Sydney will assist the reader when each case study area is examined in later chapters (Plate 2.2). City East (top left) contains study areas of Woolloomooloo and Kings Cross (Chaps. 3 and 4). Inner South (top centre) contains study areas of Chippendale (Chap. 5) and Redfern and Waterloo District (Chap. 6). Inner West (top right) contains study

Information Box 2.1 City of Sydney urban development and urban history web resources

1. City of Sydney Council history of urban development	http://www.cityofsydney.nsw.gov.au/AboutSydney/HistoryAndArchives/Archives/
2. City of Sydney street histories	http://history.cityofsydney.nsw.gov.au/sydneystreets/
3. Community and historic associations covering the City of Sydney	http://www.cityofsydney.nsw.gov.au/learn/history/publications-and-products/historical-associations
4. Dictionary of Sydney	http://home.dictionaryofsydney.org/
5. Greater Sydney metropolitan area's suburbs	http://en.wikipedia.org/wiki/Category:Suburbs_of_Sydney
6. History Council of NSW	http://historycouncilnsw.org.au/
7. Historic Map Atlas—Historical maps of suburbs (1885–1890)	http://www.photosau.com.au/CoSMaps/scripts/home.asp
8. Historic photos City of Sydney	http://photosau.com.au/Cos/scripts/home.asp
9. Localities in the City of Sydney	http://en.wikipedia.org/wiki/Category:Sydney_localities
10. NSW Archives (includes the City of Sydney)	http://www.records.nsw.gov.au/state-archives/collection-search
11. NSW State Library local histories	http://www.sl.nsw.gov.au/about/cdp/documenting/history/local.html
12. Park Histories of City of Sydney	http://www.cityofsydney.nsw.gov.au/learn/history/people-and-places/park-histories
13. Royal Historical Society of NSW	http://www.rahs.org.au/australian-history-site-links
14. Architecture about urban history	http://architecture.about.com/od/general/tp/Picture-Dictionaries-For-Architecture-And-Design.htm
15. Urban history of the City of Sydney	http://www.cityofsydney.nsw.gov.au/learn/history/urban-history

Sources Webs as noted September 2014

area Erskineville (Chap. 7). City West (bottom left) contains study area Haymarket District (Chap. 8) and Pyrmont and Ultimo District (Chap. 9). North West (bottom centre) contains study area Glebe (Chap. 10); and, City South (bottom right) contains study area South Sydney District (Chap. 11).

To understand Sydney neighbourhoods it's important to first examine early history, both indigenous Aboriginal and European settlement histories.

Aboriginal Community

The protection of City of Sydney's Aboriginal community history (indicator of sustainability '1' protecting heritage) (Chap. 1) and reinforcing of cultural values within the Aboriginal community (indicator of sustainability '2', enhancing cultural features) are important. From early colonisation 'Warrane' was an important place, being the Aboriginal locality centered around the Sydney Cove first settlement area in Australia. This was the place of first contact between Aboriginal

Plate 2.2 City of Sydney geographic areas. *Left* to *right* City East; Inner South; Inner West; City West; North West; and, City South (*Source* City of Sydney 2014a, b)

(Eora nation) and non-Aboriginal people (First Fleet in 1788). This area was integral to the everyday lives of the Eora people, especially enabling spear fishing from the foreshores and canoe launches of Sydney Harbour.

A part history of the Aboriginal community of the City of Sydney is contained in many sources, three are nominated here to assist the reader. Firstly, the City of Sydney web site explores the cultural background of the Aboriginal community at: http://www.cityofsydney.nsw.gov.au/explore/places-to-go/attractions-and-tours/aboriginal-cultural-attractions

The second source web site covers the history of the Barani and Barrabugu tribes, an Aboriginal journey in the lands that would become the City of Sydney at:

'Barani/Barrabugu (Yesterday/Tomorrow) Sydney's Aboriginal Journey'

The third source web site gives an overview of the Australian Aboriginal people in the vicinity of the City of Sydney at: http://dictionaryofsydney.org/subject/aboriginal

Several chapters on the case study areas look further at Aboriginal culture in those study areas. Chapter 6 (Redfern and Waterloo District) examines more closely urban Aboriginal culture, given Redfern is considered by most as the spiritual home of Aboriginal urban settlement in Sydney.

European Settlement

In addition to protecting Aboriginal history and cultural values, the protection of Sydney's European settlement history and reinforcing cultural values are also central to planning the City. A glimpse of early European settlement (Plate 2.3) residential areas of the City of Sydney and its edges is outlined in a chronological sequence of photos. The object here is to gain a pictorial overview of that settlement. An outline of references and web resources on city history is provided later (Information Box 2.1) to enable the reader to follow up aspects of this settlement. English style village life was often established beyond the convict camps and government

Plate 2.3 Early European settlement, inner City Sydney. *Left* to *right* Private estate; Cottage; inner city housing; auction of land sites; housing construction; edge of city farming family (*Source* NSW State Archives and Wikipedia)

accommodation areas in the inner city. There were many private estates developed on the edge of early Sydney (top left). For those who could afford a stand alone cottage (top centre) life afforded an outlook and a garden. Inner city living (top right) became the norm for another sector of the population. An auction for subdivided housing land (bottom left) usually attracted huge crowds, settlers anxious to obtain land. The construction of housing depended on horse drawn vehicles and migrant trade skills (bottom centre). Many families earned a livelihood on farms in semi-rural lands beyond the City edge (bottom right).

Looking years ahead from early settlement a more substantial development of early City of Sydney can be traced through a second series of photographs (Plate 2.4). Sydney experienced the phases of development in the 1800s, ranging from the gold rush era, pastoral industries, and export of rural products such as wool. All of these advances led to major expansion of warehousing and export related businesses in the inner city. Thus, major industrial areas and port activities dominated many parts of the inner city. A great deal of housing in early Sydney was row housing style (top left). Soon services were available in neighbourhoods (top centre). The city rapidly developed core commercial areas (top right). The main commercial downtown development followed international trends by the late 1800s and early 1900s (bottom left). The intensity of commercial buildings (often with housing above) led to an expanded downtown along main arteries (bottom centre). Finally, to service the city, commercial transport services were essential (bottom right).

Plate 2.4 Early development of City of Sydney neighbourhoods. *Left* to *right* Row housings; Neighbourhood services; Transport development; Commerce centre; Downtown trading; and, Industry servicing (*Source* NSW State Archives and Wikipedia 2014)

There are key City of Sydney urban development and urban history web resources (Information Box 2.1) which give the reader a wider appreciation of the urbanization of Sydney and in particular the case study areas to be examined (Chaps. 3–11). In addition, web resources on each case study area will be provided within that subject area chapter. Within Information Box 2.1 is the City of Sydney Council archives (1), which contain plans, photos and various archival projects. City of Sydney Street Histories (2) gives an insight into a range of Sydney streets and their development and social history. The site notes:

> Sydney streets are haphazard, the legacy of an unplanned city. Many would argue that this irrational quality gives Sydney a charm that no city constrained by grids or directed into planners' artistic curves could ever achieve. Sydney's streets tell something of the social history of the place. Through their names, their alignments, their appearances and their disappearances, the streets of Sydney document and illustrate the city's history.

The Community and Historic Associations site (3) provides a link to City of Sydney groups that are active in planning, development and social issues in their neighborhoods. Some of these groups include: City of Sydney Historical Association; South Sydney Heritage Society, The Glebe Society, the Paddington Society, National Trust and NSW History Council. The Dictionary of Sydney (4) was set up to collect and post a wide range of information of Sydney's early and current development. The 656 suburbs of the Greater Sydney (5) metropolitan area (herein called Greater Sydney) can be accessed. Illustrating how multicultural in nature Greater Sydney is, the Australian Bureau of Census (2012) reports that Greater Sydney is now the home of 237 languages. Up to 22 % of the suburbs record a majority of the residents speak a non-English language at home. This includes suburbs of Old Guildford (46.6 % speak Arabic); Hurstville (27.8 speak mandarin and 21.2 % speak Cantonese); Haberfield (21.3 % speak Italian); and, Earlwood (27.8 speak Greek).

Continuing to examine these web resources (Information Box 2.1), the History Council of NSW (6) provides information on the history of the State of NSW, including City of Sydney. The Historic Map Atlas (7) is a handy photo reference to City of Sydney development. Historic photos on the City of Sydney can be accessed at Photos Australia (8). The numerous localities in the City of Sydney (smaller than suburbs) can be accessed (9) (there are 86 localities in Greater Sydney). The NSW Archives (10) is the general depository of records in NSW and encompasses the City of Sydney. The NSW State Library (11) local histories section has resources on localities of the City of Sydney. Park histories (12) of City of Sydney can be accessed. The Royal Historical Society of NSW (13) offers a range of material on City of Sydney localities. Architecture About (14) is an urban history web site and encapsulates in a picture dictionary definitions of the architecture of place (thus useful in understanding City of Sydney development trends). Finally, urban history (15) of the City of Sydney area can be accessed at the web site noted.

The reader may also be interested in examining urban poems that provide up-to-date (Appendix 2) (Rauscher 2014) comments on most of the case study areas. These poems (24 in all) are mostly 8 lines, arranged a–z for ease of locating and

appear throughout the text. They were completed during the field research work (2009–2014) on case study areas (9). The poems describe the differences among the case study areas and include subjects such as: the Aboriginal community of the City of Sydney; early tradespeople of the City; case study area changes; and, inner city population settlement.

With a background on the first settlers of the City of Sydney (Aboriginal population) and the European settlement (assisted with the web resources in Information Box 2.1 and poems in Appendix 2), the planning of City of Sydney neighbourhoods from the early 1970s onwards can be addressed next.

2.2 City of Sydney Planning of Neighborhoods

In the early 1970s a number of City of Sydney neighbourhoods were under immense pressures of redevelopment (replacement) planning. Planning at the time (worldwide) was based on land use decisions (Chap. 1). This type of planning focused predominantly on the physical layouts desired, and less so history and protection of natural environments. Thus whole neighbourhood redevelopment of inner city areas was considered an option for the NSW State government in the 1960s and early 1970s. It was not until the 1980s and 1990s that other schools of planning emerged, leading eventually to sustainable urban planning approaches. These later planning schools were outlined in Chap. 1 (i.e. compact cities, new urbanism, smart growth, and eco-city and eco-village planning). Comments within a number case study Chaps. 3–11) on the implications of land use planning in the early 1970s are reinforced by research experience gained by the author (Rauscher) at the time. These case study areas include: Woolloomooloo (Chap. 3); Kings Cross (Chap. 4); Redfern and Waterloo District (Chap. 6); Erskineville (Chap. 7); and, Glebe (Chap. 10).

The City of Sydney, as with other NSW municipalities, is subject to New South Wales (NSW) State (referred to herein as 'the State') planning legislation (Chap. 1). In 1979 the State adopted an overarching land use and natural resource planning document within the *Environment Planning and* Assessment *(EPA) Act 1979 (Amended 1993)* (NSW 1979). The State also adopted the *Protection of the Environment Administration Act* (NSW 1991) as an overview act to protect all elements of the environment. In 1993 the State also introduced clearer ESD directions to local government in the amended *Local Government Act 1993* (NSW 1993a). The act directs councils to incorporate ESD considerations as a key aspect of council operations. The Act relies upon the explanations of ESD contained within the *Rio Declaration on Environment and Development* (UN 1992b) (covered in Chap. 1). The State then introduced the *NSW State of the Environment Reporting Act* 1993 (NSW 1993b). This act instructs councils to produce a State of Environment (herein referred to as SoE) report every 4 years with a supplementary report each year (reporting requirements to the State eased in the early 2000s). These reports evaluate the state of that local government authority's environment. In theory the SoE reporting is to assess as a whole the full range of environmental,

social/cultural and economic terms (thus within sustainability principles). Councils in NSW, however, vary widely in their approach to SoE reporting. Many councils opt for SoE standard formatting, while others produce comprehensive and innovative SoE reports. Finally, the State act also establishes guidelines for Councils to adopt performance goals for key environmental indicators such as aquatic, biodiversity, climate/air, land and water. To provide a benchmark for local government the State produces a biennial *NSW State of Environment Report* (NSW 2006a) report.

The City of Sydney sits within the State of NSW which (as with other Australian states) adopted a range of ESD related documents from the 1990s (given the increased public interest in the urban environments as covered in Chap. 1). Many local government councils have advanced beyond local government SoE reporting to adopting plans incorporating measuring environmental advances through 'indicators of sustainability'. More recently, especially from the start of the 2000s, the City of Sydney has stepped up its goals to achieve sustainability in all of the area it administers. Currently the main City planning document that guides this approach to sustainable urban planning is Sustainable Sydney 2030 (City of Sydney 2007c), details available on the City's web. This plan's main subject areas include (a–z): 1. ecology; 2. energy and climate change; 3. green strategy; 4. public domain; 5. trees and landscaping; 6. transport; 7. water conservation; and 8. affordable housing. Information Box 2.2 contains a summary list (a–z) and web resources of selected documents to be reviewed below under

Information Box 2.2 City of Sydney selected *sustainable Sydney 2030* related documents and web resources

City Public Art Strategy (City of Sydney 2014a)	http://www.cityofsydney.nsw.gov.au
Cycle Strategy and Action Plan 2007–*2017* (City of Sydney 2007a)	http://www.cityofsydney.nsw.gov.au
Energy and Climate Change Policy (City of Sydney 2006)	http://www.cityofsydney.nsw.gov.au
Greening Sydney plan (City of Sydney 2013a)	http://www.cityofsydney.nsw.gov.au
Light Rail Project (NSW Government 2014)	http://www.sydneylightrail.com.au
Liveable Green Network Strategy (City of Sydney 2011a)	http://www.cityofsydney.nsw.gov.au
Public Spaces, Public Life Sydney 2007 (City of Sydney 2007b)	http://www.cityofsydney.nsw.gov.au
Rental Housing Strategy 2009–2014 (City of Sydney 2009)	http://www.cityofsydney.nsw.gov.au
Street Tree Master Plan (City of Sydney 2013b)	http://www.cityofsydney.nsw.gov.au
Sustainable Sydney 2030 (City of Sydney 2007c)	http://www.cityofsydney.nsw.gov.au
Urban Ecology Strategic Action Plan (City of Sydney 2007d)	http://www.cityofsydney.nsw.gov.au
Walls and Roofs Green (City of Sydney 2014b)	http://www.cityofsydney.nsw.gov.au/green-roofs-and-walls
Water Strategy Plan (City of Sydney 2011a, b)	http://www.cityofsydney.nsw.gov.au

Source City of Sydney September 2014

the Sustainable Sydney 2030 (City of Sydney 2007c) subject matters. This will provide the reader with an understanding of these documents and give access for reader followup (via search on the City of Sydney web). Of particular importance in reviewing these documents is their relevance to 'sustainable neighbourhoods' (and thus the case study areas to be outlined later in this chapter).

1. Ecology

The City of Sydney adopted an *Urban Ecology Strategic Action Plan* (City of Sydney 2007d) aimed at best ways to keep indigenous plants and animals in the local area. The City notes its natural landscape has changed dramatically and is nearly unrecognizable from its state before the arrival of the First Fleet more than 2 centuries ago. The City acknowledges the drop in the number of native trees, plants and flowers with the clearing of forests, filling of swampland and changes to the shoreline. The City in wanting to reintroduce greenery as part of *Sustainable Sydney 2030* (City of Sydney 2007c) adopted the *Greening Sydney* plan (City of Sydney 2013a) (http://www.cityofsydney.nsw.gov.au).

The City notes in the Action Plan:

> Most of the animals in the local area are indigenous or introduced species that are used to the hustle and bustle of urban environments. Patches of coastal salt marsh, an endangered 'ecological community', occur within our villages and 4 threatened animal species live locally: the green and golden bell frog, powerful owl, eastern bent-wing bat, and grey-headed flying fox. Sightings of the long-nosed bandicoot have also been recorded in the local area. This is an animal that has disappeared from most parts of inner-city Sydney. Parks, gardens and wetlands throughout our villages provide a home for lots of other species, including the eastern blue-tongue lizard, superb fairy-wren, royal spoonbill, buff-banded rail, eastern water dragon, new holland honeyeater, peregrine falcon, dwarf eastern tree frog, silver eye and tawny frogmouth. (*Source* City of Sydney 2013a, b)

2. Energy and Climate Change

The City retained its carbon neutral status under the National Carbon Offset Standard by reducing and offsetting all operational carbon emissions during 2011/12. The City explains in its 2014 assessment (http://www.cityofsydney.nsw.gov.au) of *Energy and Climate Change Policy* (City of Sydney 2006):

> Since 2006 the City has reduced carbon emissions from our City buildings by 20 % (based on 2011/12 data). The goal of reducing emissions from the City operations is 70 % by 2030. To date, 2,620 LED street lights have been installed, resulting in a 27 % reduction in carbon emissions. The City continued to work with the Better Buildings Partnership which involves Sydney's leading public, private and institutional landlords in making the city's buildings more sustainable. The City's Smart Green Apartments program guides energy-efficiency improvements within local apartment buildings. In addition, the City developed a Decentralized Renewable Energy Master Plan, a blueprint for transition to renewable electricity and gas resources, for community consultation. The City enabled an innovative finance agreement that will deliver low-carbon energy to 4,000 future residents of the Central Park development. (*Source* City of Sydney 2014a, b)

3. Green Strategy

The *Liveable Green Network Strategy* (City of Sydney 2011a) report develops and refines Sustainable Sydney 2030 project ideas through background research and

case studies, In addition, the *Greening Sydney Plan* (City of Sydney 2013a) is a plan focusing on opportunities to increase canopy cover, landscape amenity and biodiversity within local areas. The plan notes:

> These opportunities will be delivered in public and privately owned land and seek to empower the community to help deliver greening programs. The Livable Green Network is a part of the City's plans to make the local area as green, global and connected as possible. It aims to create a pedestrian and cycling network that connects people with the city and village centres as well as major transport and entertainment hubs, cultural precincts, parks and open spaces. It is important that residents, workers and visitors are able to walk and cycle around a city as large and diverse as Sydney. Many global cities have cycling and pedestrian networks with a focus on recreation and leisure, which often frame parklands, foreshores and other scenic attractions. Extensive cycling paths have already been put in place. More cycleway projects are currently being constructed or designed. The City is working towards building a 200 km cycling network including 55 km of separated cycleways. This cycle program under Livable Green Network Strategy will be further outlined in the City Transport Strategy. (*Source* City of Sydney 2013a, b)

Greening the City has also extended to 'living walls' of greenery on the exteriors of high rise buildings, outlined in *Walls and Roofs Green* (City of Sydney 2014b). Stanley Quek devised this system of softening buildings at the same time as bringing greenery as exterior landscaping. The policy sets out the City's commitment to increase the number of high quality green roofs and walls in the City. The web site notes the policy is accompanied by a 3-year implementation plan to ensure the policy is understood, properly adopted and integrated into the city activities. Green roofs and walls provide many environmental and community benefits. These roofs and walls are vital parts of a sustainable city (e.g. helping plants grow and thrive on the top of buildings and vertical walls, differing from traditional gardens). This subject is canvassed further in this chapter and in Chap. 5 (Chippendale) (outlines the 'green wall' that is incorporated into the Central Square residential and commercial project).

4. Public Domain

In 2014 the City of Sydney was developing a City Centre public domain plan. This plan is being developed to set the strategy and programming behind city centre transformations. The study *Public Spaces, Public Life Sydney 2007* (City of Sydney 2007b) addresses public life and space to help create quality urban environments. The report provides a blueprint to transform the City centre, including making the city public transport-orientated and green. In addition, the *City Public Art Strategy* (City of Sydney 2014a) (see 'public art' http://www.cityofsydney.nsw.com.au) is a strategy which forms the framework for the creation of public art in the city. Public domain planning (including design codes and technical details) can be accessed under the City web.

5. Trees and Landscaping

The *Street Tree Master Plan* (City of Sydney 2013b) (http://www.cityofsydney.nsw.com.au) or go to trees is a plan to address why trees are an important part of the

City's public domain. The plan also provides a guide to future street tree planting. The City notes, commenting on the plan:

> The City has planted more than 7,000 street trees in the past 6 years. Once these have grown, the urban canopy will be 50 per cent larger. This will create enough shade to reduce average daily temperatures by 2 degrees Celsius. The City is working with private property owners and plans to help those living in multi-story buildings make the most out of their space. Green walls and roofs can add a bit of charm to a building, boost its sustainable credentials and add to the local area's urban canopy. Spaces owned by the State Government's public transport and utility authorities occupy large tracts of land, which is often in prime locations and within potential green corridors. Increased greenery in these spaces can help boost the urban canopy and wildlife habitat. Volunteers are the lifeblood of any large-scale project and there can never be enough hands to help green our city. City residents have already shown an interest and commitment in spreading the green goodness with efforts such as the Glebe Bushcare Group, Rozelle Bay Community Nursery, the Pyrmont Ultimo Landcare Group and the Glebe Society's Blue Wren Group. The City worked towards our target of increasing the urban canopy by 50 % by 2030. There are 51 green roofs and 26 green walls on buildings across the local area. (*Source* City of Sydney 2013a, b)

6. Transport

The City notes that public transport services and major roads in the local area are running close to capacity (in 2014), and at peak times close to breaking point. The City states:

> An integrated transport network needs to be put in place now to create a sustainable city and accommodate the high growth in residents, workers and visitors to the local area in the future. Connecting our City is a 25-year integrated transport and land use strategy endorsed by Council which will help the City plan for central Sydney's future. The plan includes statistics that reinforce why the local area needs better public transport options. The summary report is available to download, Building more roads into the city centre is not an answer to crowded public transport because this will only encourage more people to drive. Congestion already costs residents and businesses $3.5 billion each year and this amount will swell to $8 billion by 2020 (http://www.cityofsydney.nsw.com.au under 'transport strategy'). (*Source* City of Sydney 2014a, b)

The *Cycle Strategy and Action Plan 2007–2017* (City of Sydney 2007a) (see under City of Sydney cycling on http://www.cityofsydney.nsw.com.au) is the City's commitment to making an equal first choice transport option, along with a balance of walking and public transport use. The plan states:

> The strategy aims to provide the infrastructure to ensure a safer and more comfortable cycling environment and includes social initiatives to encourage more people to cycle. The City is encouraging 10 % of journeys in the local area to be made by bicycle and at least half to be made on foot by 2030. The City also wants residents to be within walking distance to services and facilities such as fresh food markets, child care, health care and public parks. Routes laid out for the Liveable Green Network will encourage cycling and walking. Improvements will include separated cycleways, lower speed limits, widened footpaths and improved crossings. Cycling routes will be clearly marked with easy-to-read maps and signage. More seats, bubblers and bike parking will be built along major cycling paths (see on http://www.cityofsydney.nsw.com.au web Sydney Cycleways). (*Source* City of Sydney 2014a, b)

The Sydney Light Rail Project is under the responsibility of the NSW State (NSW 2014). The light rail runs through case study areas of Haymarket, Pyrmont and

Ultimo District, and Glebe (an extension was opened south west to Dulwich Hill in 2014). A further extension is being designed. The State indicates on the City of Sydney web site noted in Information Box 2.2:

> Light rail will play a central role in the future of transport in Sydney. It is a high capacity, reliable and sustainable mode of public transport that will ease the pressure on Sydney's roads by reducing the city's reliance on buses. In 2012 the NSW Government began the extension of the Inner West Light Rail line and announced the $1.6 billion CBD and South East Light Rail project. In March 2014, the Inner West Light Rail was opened to the public. The CBD and South East Light Rail project is due to be complete in 2019/2020. These light rail lines will form the new Sydney Light Rail network, with reliable, high capacity services running north from Central to Circular Quay along George Street through the CBD, west to Pyrmont and Dulwich Hill, and south east to Kingsford and Randwick via Surry Hills, Moore Park and Kensington. (*Source* NSW Government 2014)

7. Water Conservation

The City is rethinking how to deliver the city's drinking and non-drinking water supplies. The City notes in its *Water Strategy Plan* (City of Sydney 2011a, b) (http://www.cityofsydney.nsw.com.au):

> The current water network is inefficient, unsustainable and highly sensitive to climate change. The City has worked closely with a huge range of industry partners including Sydney Water, to come up with a solid master plan that will ensure the local area's water needs are met sustainably. We are thinking locally, rather than relying on large-scale remote solutions. Localized management of water, wastewater and storm water is a major part of the plan. The best solution for Sydney is based on water efficiency, recycled water options, a reduction in storm water pollution and cost. (*Source* City of Sydney 2014a, b)

The Central Park commercial and residential development in Chippendale (Chap. 5) (and noted above) is one current project (2014) with an aim of using 70 % of its water usage from collected and recycled water. This site collects all black and gray water across the site, including building rain water. The project also uses bio-solids purchased from the sewer bisecting the site. On a daily basis 1,000 kl of recycled water is collected. There is also a triangulation plant. Thus this water is used to flush all toilets, wash all clothes, reticulated for heating and cooling, and watering vertical greenery on the exteriors of the buildings (30 story).

8. Affordable Housing

The City of Sydney has adopted within its *Sustainable Sydney 2030* plan (City of Sydney 2007c) an affordable housing goal. The plan states:

> The plan establishes an ambitious target that by 2030 7.5 % of all housing in the City will be social housing and 7.5 % will be affordable housing. This means a moderate growth in social housing, but a near fourfold (4x) increase in the supply of affordable housing (or 18 % of all new residential growth). The Affordable Rental Housing Strategy 2009–2014 adopts a suite of planning, partnership, financial and advocacy actions that can have an impact on the supply of affordable rental housing and protection of social and low cost rental accommodation. Through activities such as offering land, site-specific changes to planning controls and seeking negotiated benefits on major development sites, the City can directly facilitate 2,900 affordable rental housing dwellings being built. (*Source* City of Sydney)

The City of Sydney has also adopted, as noted above, the *Rental Housing Strategy 2009–2014* (City of Sydney 2009). This strategy aims to increase rental housing

opportunities in the City, with an updated strategy due in 2015. Given the City of Sydney Council goal in affordable housing (including rental) (as outlined above), the indicator of sustainability #7 (Chap. 1) 'planning and development is fair to everyone' will need to consider this goal within the case study areas (Chaps. 3–11). Housing affordability is affected by the factor of end cost (purchase and rental) of accommodation in City of Sydney inner city areas (including social and public housing). A background of housing costs across the inner city area and Greater Sydney will assist in evaluating housing affordability in the City. Recent (2014) figures reported in the press show that rental and home buyer housing is not affordable in the City of Sydney inner city (and broadly across Greater Sydney). Increases in prices of housing in St Peters (Chap. 7, Erskineville) rose over 20 years to 2013 by 394 % to a median of $825,000 (SMH 28 June 2014, p. 12). The article reported that within the City of Sydney overall prices of housing rose 225 % over 20 years (to 2013), while Greater Sydney rose 225 % over this period (median of $650,500). Earlier the SMH (8 February 2014, p. 12) reported that thirty one (31) Greater Sydney suburbs had reached a median house sales price of over $1m, including Camperdown and Darlington (Chap. 7, Erskineville). Finally, looking at overall house price increases the SMH (21 July 2014, p. 7) reported that while a house in Greater Sydney cost $200,000 in 1997, that house would now cost $525,000 as the average 2013/14 increase in housing costs was 15.4 %.

On the rental side of housing, median asking amount for renting a City of Sydney apartment was $500/wk and $510/wk for a home (June 2014) (SMH 10/7/14, p. 14). The rental of 1br apartments, the paper said, had "sky rocked" over several years from a range of $300–$500/wk to a range of $550–$700/wk (2014). The new Central Park (Chap. 5, Chippendale) complex offered 1br units to rent from a low of $560/wk to an average for all apartments of $770/wk. It was also noted that on campus university rents in the inner city were at $200/wk to share accommodation to $475/wk for an apartment. The paper reported there had been in 2013/14 a surge of investors in housing making up 50 % of all home loans. The article notes overseas nations' total investments were increasing (i.e. China was expected to invest $200b per year by 2030 in a forecast by the ANZ bank). The article goes on to state first home buyers could not afford a home in the City of Sydney or the Greater Sydney. Finally, commenting on housing rises caused by population growth, the paper states the NSW population grew by 110,000 in 2013 (a majority settling in Greater Sydney). In that year, the paper notes, overseas migrants made up 71,400 of that total increase. Finally, the Sydney Telegraph (17/7/14, p. 4) noted that City of Sydney enforcement actions were taken on poor standard housing accommodations (including closing of backpacker establishments for health reasons and reports of beds jammed into 1br apartments in Chippendale) (Chap. 5).

The shortage of public housing in the City of Sydney was highlighted recently (2014) when the NSW State government decided to sell 293 public rented houses in Millers Point (within the inner city). This will result in 600 tenants (mostly long term and nearly half over 60 years of age) having to find alternative accommodation (public assisted where feasible). Finally, homelessness in the City of Sydney (as in many western world cities) is a continuing challenge for governments. The City Council

has had to establish a 'Sydney Homelessness Unit' to work with people experiencing homelessness (*Central* newspaper 11 June 2014, p. 18). The paper reported on 'up to 10 people who sleep rough under the disused brickworks on the Newtown side of Sydney Park' (Chap. 7, Erskineville). The article comments on the work of the Homelessness Unit (that liaises with homeless programs under agencies such as St Vinnie de Paul, Hope Centre (Baptist), Salvation Army and other charitable groups).

Moving from City of Sydney strategies (as reviewed above) to the State of NSW planning, in 2012 the newly elected State government introduced the *Environmental Planning Act 2012 (draft)* (NSW 2012). This proposed act reflected the need for Greater Sydney (including growth of the City of Sydney) (according to State projections) to accommodate an additional 1.6 m people over two decades (2014–2034) (Sydney Morning Herald (SMH), 30 Aug 2014, p. 11). To accomplish this the State proposed to create a Greater Sydney Commission. There has however been little debate about regional centres absorbing some of this projected population increase (with reference to sustainability of cities as reviewed in Chap. 1). The SMH went further and reported the Minister for Planning, Pru Goward, stating the Commission would be a new agency for Greater Sydney planning to "streamline government infrastructure and urban planning priorities". Looking at this State goal, the act was to replace the EPA Act of 1979 (considered by many as a fairly effective planning act with updating via amendments since its adoption in 1979). The State was reviewing (among other parameters) how to simplify planning to create more opportunities for development and fast tracking categories of development (i.e. code only approvals). The State's proposed act resulted in a major debate during the whole of 2013 and into 2014. This debate included the question of how 'local strategic plans' could be adopted to be used as prime instruments after adoption (with local government involvement) in considering all subsequent development applications.

The proposed act (above) was still stalled in Parliament in the second part of 2014, given multi-sector opposition to many clauses. Players in the debate include local government councils, development industry, planning institutions, and, community interests. The latter groups' interest is partly been taken up by the Better Planning Network (http://www.bpn.org.au), representing 400+ community groups across Sydney and NSW. The Parliament was divided on effects the proposed act would have on communities and many parliamentarians argued for greater accommodation of principles of sustainable urban planning (Chap. 1). The finalization of this debate (likely to go into 2015, given a State election early in March 2015) will affect how councils of NSW manage planning, including the City of Sydney. The City of Sydney and the NSW State could also benefit by examining neighborhood planning processes adopted by other cities. In Chap. 1 the successful approach to neighborhood planning as taken by the City of New York (under the 197-a planning process and engagement of community boards) (Rauscher and Momtaz 2014b) could be reviewed for potential application to planning in partnership between the City of Sydney and NSW State (and other NSW urban and regional centres). Finally, to cite one further example of the means to adopt successful neighbourhood planning models, the BPN (noted above) (http://www.bpn.org.au) adopted a Charter in late 2014 entitled *Planning for People—A Community Charter for Good*

Planning in NSW Planning (BPN 2014a). The Charter, to assist NSW communities and governments to find a better means of plan making (and determination of development proposals, contains the vision statement:

> A planning system that thinks of both today and tomorrow; is built on fairness, equity and the concept of Ecologically Sustainable Development; guides quality development to the right places; ensures poorly designed developments and those in the wrong place don't get built; and protects the things that matter, from open spaces, bushland and productive agricultural land to much-loved historic town centres and buildings. (*Source* Better Planning Network 2014a)

The BPN then outlines the Charter's five (5) principles (refer to Chap. 1 on background to sustainability principles) as follows:

1. The well-being of the whole community, the environment and future generations across regional, rural and urban NSW
2. Effective and genuine public participation in strategic planning and development decisions
3. An open, accessible, transparent and accountable and corruption-free planning system
4. The integration of land use planning with the provision of infrastructure and the conservation of our natural, built and cultural environment
5. Objective, evidence-based assessment of strategic planning and development Proposals. (*Source* Better Planning Network 2014a)

The BPN also adopted a document entitled *A Companion Document* (BPN 2014b) to the Charter. The companion document details the Charter principles for good planning and expected outcomes of a planning system, as well as the possible mechanisms through which the Charter could be implemented. These principles and mechanisms for implementation include:

1. The well-being of the whole community, the environment and future generations across regional, rural and urban NSW
    - 1.1 Effective and genuine public participation in strategic planning and development decisions
    - 1.2 An open, accessible, transparent and accountable, corruption-free planning system
    - 1.3 The integration of land use planning with the provision of infrastructure and the conservation of our natural, built and cultural environment
    - 1.4 Objective, evidence-based assessment of strategic planning and development proposals
2. More about the expected outcomes of a good planning system
    - 2.1 Respects, values and conserves our natural environment and the services it provides
    - 2.2 Facilitates world-class urban environments with well-designed resource-efficient housing, public spaces and solar access that meet the needs of residents, workers and pedestrians
    - 2.3 Provides housing choice, including affordable housing and sufficient housing for the disadvantaged, in a diversity of locations
    - 2.4 Celebrates, respects and conserves our cultural (including Aboriginal) and built heritage

2.5 Protects and sustainably manages our natural resources, including our water resources, fragile coastlines and irreplaceable agricultural land for the benefit of present and future generations while maintaining or enhancing ecological processes and biological diversity

2.6 Retains and protects our Crown lands, natural areas, landscapes and flora and fauna for the benefit of the people of NSW

2.7 Gives local and regional communities a genuine and meaningful voice in shaping their local area and region, its character and the location, height and density of housing. Provides certainty and fairness to communities

3. The possible mechanisms for implementation (including access to information) include establishment of:

3.1 Unit of Strategic Planning and Policy
3.2 Independent Spatial Data Authority
3.3 Unit of Development Assessment
3.4 Statutory Development Assessment Commission
3.5 Statutory Community Board. (*Source* Better Planning Network 2014b)

Looking at another community engagement process within Greater Sydney and regional NSW cities and shires, a good deal of experience exists within 'community precinct committees' (CPCs). These CPCs are often engaged in the local plan making process. A summary of CPCs in NSW is contained in the paper entitled *Committees and Ecologically Sustainable Development (ESD) Based Urban Planning* (Rauscher 2010). The paper is available through Habitat Association for Arts and Environment Inc. (http://www.habitatassociation.com.au) at: http://habitattownplanningforum.wordpress.com/2012/04/05/local-government-precinct-committees-and-ecologically-sustainable-development-esd-based-urban-planning-written-by-ray-rauscher/

This paper outlines research on incorporating ecologically sustainable development (ESD) based urban planning within the aims of local government based CPCs. The paper explores the history of CPCs, particularly the role of place management as a foundation for precinct committees. The structure and operation of CPCs is examined within Greater Sydney and NSW urban regions such as the Central Coast, Lower Hunter (including Lake Macquarie City and City of Newcastle), Illawarra (including City of Wollongong).

In summary, any NSW State final new planning act could reflect the best practice community urban planning approaches used by: NSW local government councils; other Australian states; overseas cities, regions and states; and, community groups (i.e. BPN and CPCs noted above). The review (above), including: City of New York's 197a community engagement within the City's planning process; the BPN's *Planning for People Charter* (BPN 2014a) and *Companion Document to the Charter* (BPN 2014b); and, CPCs, could be useful to the State as it examines its planning directions. The structure of these planning approaches (and others) could be examined by the State in its new legislation before Parliament (noted above). Comparing world urban centres' planning (in addition to the City of New York above) with the City of Sydney and NSW State planning is examined next (to gain a broader perspective on the move to sustainable urban planning).

2.3 Comparing World Urban Centres' Planning

In examining the City of Sydney's approach to applying sustainable urban planning principles (as above and Chap. 1) it is helpful to look at other world cities and localities applying these principles (including master planning of inner cities). Examining these urban places (and the designers' approaches) provides a wider background basis to examine the City of Sydney urban planning approaches.

Starting with the classic study *The Death and Life of Great American Cities* (Jacobs 1993, first published 1961), Jane Jacobs argues that the most important aspect of urban planning is to follow "four generators of diversity", being: 1. mixed primary uses, activating streets at different times of the day; 2. short blocks, allowing high pedestrian permeability; 3. buildings of various ages and states of repair; and, 4. density. She upheld the prime principle of neighbourhood design was to create vibrant communities (she often cited New York City's Greenwich Village as an example of one of these communities). Jacob's views are supported by Jean-Paul Corten who argues in *Heritage as an Asset for Inner City Development* (Corten 2014) for a bigger role for cultural heritage in urban management of contemporary cities. Corten writes: "Cultural heritage is an important location-determining factor for a new generation of: city dwellers; newly developing companies in the service sector; creative industries; and, for recreation and tourism." Corten also notes that unrestrained urban growth is putting historic inner cities under increasingly greater pressure for development. He argues for new methods to see the existing qualities (i.e. historic) of inner cities as being vital for the future of the entire city.

Looking at the importance of master planning, Firley (2013) in *The Urban Masterplanning Handbook* examines abilities of cities to master plan neighbourhoods, especially in applying principles of sustainable development. Examples given by Firley reflects how city administrations adopt sustainable urban planning goals and design guidelines (refer to earlier Chap. 1). He notes Belgravia (near Edmonton, UK) as an example of a neighbourhood planned for higher density developments around a transport core area (allowing a lower density older district to be protected). The plans in Belgravia also ensure that new linear parks and open spaces are integrated into provisions for increased transit use. Firley also comments on Stratford City (a new metropolitan centre in London). This centre is master planned within sustainability guidelines and is scheduled to open in stages up to 2020. In this project there were 4 years of community consultation, including agreement on sustainability guidelines for design, construction and development. Wisely, and a note to other cities (i.e. City of Sydney), these guidelines were passed on to developers as statutory regulations and a panel was created to review sustainability criteria (i.e. carbon savings goals).

Moving to Canada, Firley notes Southeast False Creek (Vancouver) is being developed as a leading model of sustainable development. The planning here includes alternative energy systems, green buildings and upgraded transit. The focus of the project is residential (adding about 12,000 people), with most jobs and

services planned to be accessible by transit. In review, development of Southeast False Creek by 2011 met the LEED (Leadership in Energy and Environmental Design) platinum standard (the second neighbourhood in the world to meet that standard). Firley also refers to Puerto Madero, an old sector of the port district at the mouth of River Plate. This area has been transformed (over 170 ha) into a progressive tourist and urban centre. The neighbourhood has recently housed 5,000 new residents and provided 45,000 service jobs. Puerto Madero, Firley notes, was an urban brownfield renewal project and incorporates (over several decades of development) a program of social housing in heritage areas. Finally, Firley notes the master planning that incorporates substantial sustainability criteria is Sweden's Hammarby Sjostad district (within 20 min of Stockholm centre). The district of 200 ha is expected to accommodate a population of 20,000 people, commercial developments and 10,000 additional workers (final completion date in 2015). The design of Hammarby Sjostad follows sustainability technology, with buildings ranging from four to eight stories (taller buildings along transport corridors). In the district's open space planning, a network of varied parks and walkways run through the district leading to waterfronts. In terms of design, most apartments have had balconies included to enable overlooking of streets and open spaces. Similar to the City of Sydney, the area is easily accessible by public transport and a new tram extension has been planned eastwards to connect to one of Stockholm's main transport hubs (note the City of Sydney's light rail extensions as announced in 2014 in Information Box 2.2). Hammarby Sjostad was designed as an eco-community of 10,000 homes. A study for the Stockholm City Planning Bureau entitled *Urban Sustainability—A European Perspective* (Univ of Pennsylvania, Earth and Environmental Sciences 2006) comments on sustainability principles applied within Hammarby Sjostad:

> The houses feature rainwater harvesting and solar panels, with solar-powered street lights. Residents separate their waste with color-coded biodegradable bags that are fed into chutes to a vacuum-sorted underground waste removal system. Sewage is processed to become fuel for cooking, running buses and autos (including a car pool). The sewage sludge by-product fertilizes a forest that is managed to provide wood for heating homes. The homes are oriented to maximize natural light and to allow access to outside space which includes parks and footpaths throughout the development. (*Source* Univ of Pennsylvania 2006)

The report also notes the lessons learned from planning Hammarby Sjöstad on a master plan and sustainability basis:

> The planning showed the powerful role that strong public sector leadership can play in ensuring development of the highest quality. Key planning and development lessons are: 1. A strong Master Plan, which forms the basis for land-use policy and the development of streets and public spaces. 2. Preparation of detailed design codes for individual sub-neighbourhoods, which form the basis for contracts with developers. 3. Appointment of different developers working with different architectural teams, to design sub-neighbourhoods, ensuring diversity and texture throughout the neighbourhood, within the unity which is established by the Master Plan. 4. Innovative 'parallel sketches' process for sub-neighbourhood design, with the City acting as the final arbiter and preparing the final scheme. 5. Strong environmental sustainability aspirations which are followed through at

every level, including the preparation of the Glass House environmental education centre, as much to be a resource for local residents as for visitors. 6. The use of land use policy to ensure that the neighbourhood has a mix of uses which is able to sustain a community. 7. Strong design ethos which is applied to public buildings and private development. 8. A well-resourced, highly skilled team within the City of Stockholm, capable of making careful judgments about design quality. (*Source* Univ of Pennsylvania 2006)

Moving from master planning to street level planning, Dover (2014) (*Street Design: The Secret to Great Cities and Towns)* provides a guide for planning and creating sustainable streets for towns and cities. Dover emphasizes the importance of walking around the neighbourhood to discover streets that work in design, comfort and that are built for human scale. The author emphasizes the importance of design in creating new streets and enhancing existing ones. Dover illustrates what makes excellent streets and the elements that make successful public spaces. Factors, the authors argue, to create these spaces include: public rights to way; building heights to street width ratios; distant vistas; landscaping; and, the geometry of the space. Good design of streets and public spaces, Dover concludes, will result in healthier neighborhoods. To make streets work Alexander (1978), in the classic *A Pattern Language: Towns, Buildings, Construction*, argues that people should design for themselves their own communities. Alexander's case, picked up by many cities since release of the book, "allows people to articulate in an infinite variety of designs within a formal system that gives coherence".

Marshall (2005) further translates the concept of patterns in street design. In *Streets and Patterns* he states "urban street layouts should be planned with greater attention to 'place making' and urban design quality, while maintaining the conventional transport functions of accessibility and connectivity". Finally, moving from street level to the planning of whole neighbourhoods, Dovey (2010), in *Becoming Places—Urbanism, Architecture, Identity and Power* addresses how to ensure places work. Dovey develops a critique on the importance for all urban spaces being designed to become successful places. He emphasizes the importance of enhancing neighborhood character and ensuring public spaces are planned to help shape a local, city and national identity.

Moving from urban spaces design, to working on city landscapes, Corner (2012) in *Recovering Landscape* argues for city administrators to look at their existing landscapes with new possibilities of redesign. Corner addresses, for example, sustainable design practices in reclamation of lands and new infrastructure provisions. Going beyond individual landscapes to ecological areas, Mostafavi (2010) argues in *Ecological Urbanism* for urban designs to have an ecological basis, Mostafavi examines urban place designs that balance ecology, architecture and landscape architecture. Commenting further on the importance of protecting ecologies, Yeang (2009) in *Eco Master Planning* (Yeang 2009) argues for the integration of four aspects of planning based on ecological principles: nature, water, engineering, and social context. These designs are integrated throughout any master plan, for example featuring wind turbines, solar panels, air funnel towers, and rainwater collectors. Finally, within Australia, Johnson (2003) in *Greening Cities* puts a case that the ever denser built environment is threatening the city's balance with nature. Johnson calls for a

new urban ecology where the built and the natural environment are intertwined as one holistic system. He suggests designing of Sydney landscapes should "ensure the landscape cleans the air, lowers the temperature and reduces water run-off."

Complimenting this ecological basis of design, is the design factor of protecting and incorporating urban heritage. Bandarin (2013) argues in *The Historic Urban Landscape: Managing Heritage in an Urban Century* that heritage should be the first basis of sustainable urban planning. Bandarin reinforces the importance of key issues and best practice in urban conservation today (he notes especially UNESCO guidelines). Finally, Hans Venhuizen in *Game Urbanism: Manual for Cultural Spatial Planning* (Venhuizen 2013) argues for a "broad understanding of culture that encompasses cultural history, heritage, architecture and art, as well as the culture of the current residents of a region and the idiosyncrasy of a place". Venhuizen focuses on a culture of spatial planning (including the relation between playfulness and seriousness in the design or renewal of urban places.

The City of Sydney has at various times sought the advice of Gehl (Danish architect and urban design consultant) on improving the quality of urban life. Gehl re-orients city design towards the pedestrian and the cyclist. In his first book *Life Between Buildings* (Gehl 1987) Gehl emphasizes a sensible, straightforward approach to improving urban form, relying on gradual incremental improvements. In a second book *Public Spaces, Public Life* Gehl (2004) describes how such incremental improvements have transformed Copenhagen from a car-dominated city to a pedestrian-oriented city over 40 years. Gehl has been influential in his studies of city centres within Australia (including Sydney, Melbourne, Perth, Adelaide, Hobart), and New Zealand (Auckland and Christchurch). Still in Australia, and looking at urban landscape planning, Bruce McKenzie (Australian), has contributed to the issues of "designing with the landscapes of urban environments". McKenzie, in *Design with Landscapes: A 50 Year Journey* (McKenzie 2011), argues it is imperative to achieve environmentally sustainable development (ESD) (incorporating climate change resilience) in built environment design. McKenzie was involved in the design of Sydney Park (within the City of Sydney at St Peters), noted in Chap. 7 (Erskineville case study).

One of the most pressing urban planning challenges facing the City of Sydney is designing the City to meet potential climate change forecasts. A useful city design guideline is Condon's (2010) *Seven Rules for Sustainable Communities*: Design Strategies for the Post Carbon World. Condon suggests cities concentrate on practical solutions to a post carbon world. He emphasizes (somewhat similar to the goals of Sustainable Sydney 2030 (2007) the need for cities to adopt the urban design parameters required under headings: transportation, housing equity, job distribution, economic development, and ecological systems. Defining important steps for cities such as Sydney, Charlesworth (2011) in *The Eco Edge: Urgent Design Challenges in Building Sustainable Cities* wants cities in their design considerations to re-examine approaches to: acceptable population densities; infrastructure supporting carbon neutral or low carbon (emission) intensive urban activities; and, a fresh look at retrofitting for a city for sustainability. Finally, Calthorpe (2013) in *Urbanism in the Age of Climate Change* goes

beyond a city such as Sydney and looks to regional cooperation among authorities. Calthorpe argues for a region to examine how urban development can be combined with green technology to achieve regional reductions in carbon emissions, at the same time as ensuring economic and lifestyle benefits. He takes the cooperation required to the national level by challenges governments to create national growth (and environmental impacts) scenarios to 2050. Within Australia (and the City of Sydney may wish to review this document) the Federal Government via the CSIRO (Commonwealth Services in Industry and Research Organisation) (2000) undertook a year 2050 development impact study across the nation in *Future Dilemmas to 2050*. Here CSIRO argued for governments (including cities) and communities to select key ESD principles to engage in the subject of declining environments and future threats to the environments (i.e. Global warming; protecting biodiversity; conserving water; minimizing energy use; and, reducing greenhouse gas production). CSIRO warns, if dilemma issues as noted, fail to get attended to, the complexities of the problems will grow.

In summary, the reader has been presented with: 1. the planning background of the City of Sydney; 2. the role of the NSW State government in the planning process; and, 3. examples in other world cities and localities where recent urban planning has attempted to incorporate sustainability principles (to compare with the City of Sydney). With this background, the selection of case study areas within the City of Sydney is addressed next.

2.4 Selection of Case Study Areas

The City of Sydney case study areas have been selected based on planning histories of those areas and the intentions of the City of Sydney to create sustainable neighbourhoods (as outlined in City of Sydney documents above). Case study areas' planning histories illustrate a range of planning issues that each area was subject to from the 1970s onwards. The reader is introduced to each area starting in City East (Woolloomooloo and Kings Cross) (Chaps. 3 and 4); the Inner South (Chippendale) (Chap. 5) and Redfern and Waterloo District (Chap. 6); the Inner West (Erskineville) (Chap. 7); City West (Haymarket District) (Chap. 8) and Pyrmont and Ultimo District (Chap. 9); the North West (Glebe) (Chap. 10); and, City South (South Sydney District) (Chap. 11). The study areas vary in size and terminology from: 'locality' (a local urban place); to 'suburb' (a part of a district or local government area); and 'district' (sub-part of city usually consisting of several suburbs). The main planning issue that has affected each study area is examined next.

Woolloomooloo—Redevelopment and Green Bans

Woolloomooloo suburb (Chap. 3) was chosen as a case study as it was the site of one of City of Sydney's most significant planning exercises in 1970–1975. The suburb was slated to be completely redeveloped (one early option being to remove most buildings) on a NSW State initiative. The community (and later the City Council), however, rallied against the initial redevelopment proposal. The placement of a green ban by the Builders Labourer's Federation (BLF) (union) created a turning point in the State planning, a factor that also brought the Federal Government into the planning of the suburb. This ban and continued community lobbying led to an eventual agreement by the State, Federal City of Sydney governments to work together. An appointed town planning team worked with the community, the development industry, and all levels of government in gaining the best planning outcomes for the renewal of Woolloomooloo.

Kings Cross—Neighbourhood Preservation in a Tourist Precinct

Kings Cross (Chap. 4) locality was chosen as a case study as it was the location of a redevelopment planning dispute (Victoria St, Kings Cross) in the early 1970s. This dispute was sustained by the communities' defense of neighbourhood preservation in a tourist precinct subject to development pressures. The developer's plans would have resulted in the demolition of heritage buildings and displacement of a local community centered on Victoria St. Here again, as in Woolloomooloo, a green ban was imposed on the developer's plans. Eventually (after a few years), with City, State and Federal governments involvement, there was a resolution with the developer reconsidering the initial proposal and submitting alternative plans (thus preserving most of the Victoria St housing and neighbourhood integrity).

Chippendale—Village Revival in Face of Developments

The Chippendale (Chap. 5) suburb was chosen as a case study as it has been gradually (1970s to today) reviving its village identity. At the same time (more recently in the 2000s) Chippendale residents have had to consider the impact of proposed major developments. The suburb has recently (2013 onwards) been subject to one of Sydney's biggest residential developments, Central Park (to be completed late 2015 and noted earlier). In addition, two education institutions (University of Technology Sydney and University of Notre Dame) have initiated projects within Chippendale over the last few years (to 2014).

Redfern and Waterloo District—Public and Private Housing Balance

The Redfern and Waterloo District (Chap. 6) has (since the early 1960s) been subject to public housing projects at the same time the community was working to maintain and upgrade private housing. The standoff of the community and the State in the early 1970s over redevelopment plans at Waterloo led to a protracted State and residents development dispute. This dispute lasted several years, including the placement of a green ban on State redevelopment plans. In the end a number of streets were saved from demolition as the project was considerably scaled down.

Erskineville—Redevelopment Versus Rehabilitation

In 1970 a local government council (South Sydney Council) redevelopment plan (to be submitted to the State) for a major portion of the Erskineville (Chap. 7) suburb led to a backlash by the community. In this instance the redevelopment plan would have completely replaced all the traditional housing in the subject area with new housing. The community led a long campaign to overcome the plans and seek the government's (city, state and federal levels) consideration to adopt rehabilitation plans (instead of redevelopment) for the neighbourhood. This rehabilitation approach was eventually adopted by the three levels of government.

Haymarket District—Neighbourhood and Integration of Development Precincts

The Haymarket District (Chap. 8) has a long history of accommodating different urban precincts, including Darling Harbour, Chinatown, and Broadway (including and the University of Technology Sydney (UTS). The main planning issue here has been the protection of neighbourhoods midst the integration of development precincts as noted. Also, of recent interest (2014), is the announcement by the NSW government of the commencement of master planning of the Bays District (i.e. Including the Sydney Fish Market and old power station near Blackwattle Bay). The Bays District shares waterways of the Haymarket District, including Darling Harbour and Blackwattle Bay.

Pyrmont and Ultimo District—Government Sponsored Redevelopment

The Pyrmont and Ultimo District (Chap. 9) was subject of government (city, state and federal levels) redevelopment planning commencing in the 1980s and continuing through the early 2000s. The challenge here for all these levels of government was to progress redevelopment via planning agreements with the community and the development industry, including the protection of neighbourhoods.

Glebe—Building on Traditional Neighborhoods

The Glebe suburb (Chap. 10) has maintained one of the inner city Sydney's most intact traditional group of neighbourhoods. In 1971 the suburb was threatened with an expressway proposal traversing through its geographical centre (East-West Distributor). This proposal would have substantially impacted on the rehabilitation of housing in Glebe and beyond that was already underway. There was considerable community engagement (including a green ban on the expressway proposal) to move governments towards better urban planning for Glebe. At the same time, the Federal government (1972) was willing to become involved and to assist with 'model urban renewal' of part of Glebe (Bishopthorpe Estate).

South Sydney District—Planning an Inner City Growth Centre

The South Sydney District (Chap. 11) was designated an 'inner city growth centre' by the City of Sydney, NSW State and Federal governments in the 1980s. The challenge for all three levels of government (as well as the community and the development industry) was to ensure local neighbourhoods were protected, at the same time as the district accommodated major redevelopment. The redevelopment areas within this district included proposed new neighbourhoods of Victoria Square and Green Square.

As noted earlier, each chapter contains an information box (with web resources) (see Table of Contents for list). These boxes enable the reader to gain a wider background of the case study areas (and adjacent areas) and to do further research on any of these. The boxes include links to history, planning and development of the subject case study area.

2.5 Summary

The chapter firstly provided a background to planning in the City of Sydney and in the State of NSW. For a comparative analysis with the City of Sydney, a brief review of current approaches to urban planning in different world cities and localities was provided. Following this, nine (9) case study areas within the City of Sydney were selected for closer examination. The key planning issue (1970s onwards) for each study area was then outlined. These planning issues would be further examined within each case study chapter, providing background information for the application of the selected indicators of sustainability (as adopted in Chap. 1). The next chapter examines planning and development of the first case study area, Woolloomooloo (including the application of the indicators of sustainability).

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Part II
City of Sydney—City East Area Case Studies

Part II looks at the case studies within the City of Sydney—City East. These case studies include Woolloomooloo (Chap. 3) and Kings Cross (Chap. 4). City East (Plate 3.0) lies immediately adjacent to and east of the city CBD (the CBD containing the Opera House and the Botanical Gardens as shown on the map). Suburbs and localities within the City East area (clockwise from top) include: Potts Point, Elizabeth Bay, Rushcutters Bay, Paddington, Kings Cross, Darlinghurst, East Sydney and Woolloomooloo. The northern end of the area has foreshores adjacent to Sydney Harbour. The area is predominantly residential with a major tourist locality of Kings Cross geographically centre. The web resources at the end of the chapters provide links with sites that provide historical, planning and social background on each of the suburbs and localities in the City East area.

Plate 3.0 City of Sydney—City East Area (*Source* City of Sydney Archives 2014)

Chapter 3
Woolloomooloo—Redevelopment and Green Bans

Plate 3.1 John Palmer (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to John Palmer (1760–1833), commissary arriving in Australia with the First Fleet, 1788 (Plate 3.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_3

> Palmer arrived in New South Wales with the First Fleet in 1788 as purser of Governor Arthur Phillip's flagship *Sirius*. In February 1793 Lieutenant-Governor Francis Grose granted Palmer 100 acres (40 ha) at the head of Garden Island Cove, then known as Palmer's Cove. Palmer built Woolloomooloo Farm here, one of the colony's first permanent residences. He is accredited with being one of the first exponents of improved farming methods. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to Woolloomooloo, a suburb within the City East district of the City of Sydney. A main planning issue in Woolloomooloo that has been central to development of that suburb is reviewed. That issue is the redevelopment conflicts (including adoption of green bans) in the early 1970s that established new partnerships of planning cooperation between local, State and Federal governments. With this background, criteria of sustainability are then applied to today's Woolloomooloo, particularly focusing on this planning issue. Finally, conclusions are reached and lessons learned outlined.

3.1 Background to Woolloomooloo

Snippets from Wikipedia provide a brief history of the district as follows.

> Woolloomooloo is in a low-lying, former docklands area at the head of Woolloomooloo Bay, on Sydney Harbour. After the First Fleet's arrival in Sydney, the area was initially called Garden Cove or Garden Island Cove after the nearby small wooded Garden Island, off the shore. The suburb (has been) a poorer working class district of Sydney. This has changed recently (1980s onwards) with gentrification of the inner city areas of Sydney. Originally the area saw affluent residents building grand houses, many with spectacular gardens, attracted by the bay and close proximity to the city and Government House. (*Source* Wikipedia 2014)

Two poems reflect the importance of heritage to Woolloomooloo, as well as community welfare. The first poem *Protecting Your City* (Appendix 2 #16) provides an insight into how heritage can be an asset to an older suburb. Woolloomooloo, as in many inner city areas, has a major welfare program, often aimed at the homeless (addressed under Indicators of Sustainability #7 'planning and development to be fair to everyone'). The second poem *Sydney's Kings Cross* (Appendix 2 #20) examines this question.

The layout and features of Woolloomooloo can be examined on a Google map at:

https://maps.google.com.au/maps?oe=utf-8&client=firefox-a&channel=np&q=google+maps+woolloomooloo+australia&ie=UTF-8&hq=&hnear=0x6b12ae12e4d30f67:0x5017d681632d0e0,Woolloomooloo+NSW&gl=au&ei=RjXBUoOVDsaBlAXfvYGQCw&ved=0CC0Q8gEwAA

Further background on history of urban development of Woolloomooloo and adjacent suburbs and localities (Plate 5.0 of Part 3) is accessible in web resources within Information Box 3.1. Darlinghurst (1) is a suburb adjacent to Woolloomooloo, densely populated suburb with the majority of residents living in apartments or terraced houses. The area (like Woolloomooloo) was once a

Information Box 3.1 Woolloomooloo and adjacent suburbs and localites web resources

1. Darlinghurst	http://en.wikipedia.org/wiki/Darlinghurst,_New_South_Wales
2. East Sydney	http://en.wikipedia.org/wiki/East_Sydney,_New_South_Wales
3. Woolloomooloo (Wikipedia)	
Wikipedia	http://en.wikipedia.org/wiki/Woolloomoo loo,_New_South_Wales
Walking historic tour	Passion (PDF 1.2 MB)

Sources Webs as noted September 2014

neglected district (1930s/40s) where long standing residents moved to suburbs further from the inner city. Darlinghurst today is a cosmopolitan area with a population of 10,060 (Census 2011) and overseas born of 52.8 %. East Sydney (2) is a small urban locality of primarily residential dwellings. Several street closures in the area adds to the village convenience. Finally, Woolloomooloo (3) history and urban development can be accessed at Wikipedia. Also, available is a walking historic walk provided by the City of Sydney Council as noted. The site notes (including Kings Cross and Woolloomooloo) the 'rich and risque history of the area'.

A glance of the history of Woolloomooloo is contained in Plate 3.2. The pictures in this plate are all from the murals painted on the railway viaduct that runs through the suburb. The Aboriginal settlement in Woolloomooloo (top left) was close to food sources on the harbour foreshores. This suburb was a popular place for Australia's first inhabitants, as covered in Chap. 2 (see web resources noted in that chapter). Woolloomooloo was from its start (given proximity to Sydney Harbour and its docks) a multi-cultural population with workers having easy access to local jobs and work in the City CBD (top right). In the early 1970s Woolloomooloo was dominated by debate on the type of development that was best suited to the suburb, rehabilitation of existing housing and services or redevelopment. Some development plans were controversial (centre left) for their focus on replacing existing neighbourhoods. Woolloomooloo residents and the Building Laborers' Federation (BLF) union rallied over several years (centre right) raising issues of housing and community facility needs for Woolloomooloo. Here an artist recreates one of the protest actions. There were a number of street rallies culminating in a major march in support of the BLF union green bans on Woolloomooloo developer plans. Finally (bottom right), one of the casualties of the 'battle of Woolloomooloo' (afore mentioned conflict) was Juanita Nielsen (editor of the local independent paper and a resident of the area). Ms Nielsen spoke against the redevelopment plans and disappeared in mysterious circumstances in 1974 and never to be found.

Three people (among many) who gave backing at this time in Woolloomooloo's battle were BLF union members Jack Mundey (see post script), Bob Pringle, and Joe Owen. These three, inseparable in their resolve, stayed with the campaign to save parts of Sydney's urban fabric at a number of sites. Sydney was poised on the

Plate 3.2 Sample Urban History of Woolloomooloo. *Left* to *right* Aboriginal presence; Female workers; Development protest sign; Protest artist mural; Support BLF Green Bans; Juanita Nielsen, journalist who disappeared (*Source* Woolloomooloo Viaduct Artists' Street Wall Art as photographed by Raymond Rauscher 2009–2014)

brink of turning its back to inner city heritage, in favour of redevelopment, in the early 1970s. The 'green bans' generated by the BLF represented considerable unity among a large cross section of residents and supporters in the inner city. The green bans were also applied successfully in The Rocks inner city and beyond the inner

city in suburbs of Hunters Hill and Centennial Park for example. The books *Taming the Concrete Jungle* (Australian Building Construction Employees and Builders Laborers' Federation (NSW Branches) (1973) by Peter Thomas and *Green Bans* (Australian Conservation Foundation 1975) by Marion Hardman and Peter Manning summarize the green bans story, the BLF and urban planning conflicts at the time.

To be a politician promoting urban planning and community development in the early 1970s was to work against great odds, given a lack of public education about urban issues. There was, however, an urban commitment under the Whitlam Government and Federal Government Ministers such as Tom Uren, Mick Young and Al Grassby. The Federal Government expressed concerns about inner cities needs and for better urban planning. The Government thus initiated actions to renew interest in Australian cities and also in fostering regional development. Reference will be made in several chapters about the planning initiatives under this government. In 1975 the Whitlam Government was dismissed, but its legacy of instituting a new approach to urban planning lives on. Of interest, in 2014 Gough Whitlam (see Chap. 7, Erskineville) celebrated his 98th birthday and Tom Uren (see post script) his 93rd birthday.

3.2 Woolloomooloo—Main Planning Issue

The Woolloomooloo redevelopment planning is a case example of an old inner city area subject to redevelopment planning in the early 1970s. Woolloomooloo is the oldest suburb in Sydney City outside the CBD area of The Rocks, Australia's first settlement area. Woolloomooloo redevelopment plans led to a green ban in 1972 on development being imposed (as noted above). This action resulted in three levels of government (City, State and Federal) becoming involved in the Woolloomooloo planning process. The author (Rauscher) attended Woolloomooloo community planning meetings in the early stages of the 1970s redevelopment proposals. The case study looks at the planning process, including the consideration of different development options drawn up by the State in 1973, and participation of the Federal government (1973 onwards).

Woolloomooloo was one of the main centres nominated for redevelopment by the State the early 1970s. In the end, planning decisions were reached by three levels of government to protect a large proportion of residents who resided in Woolloomooloo. The whole of Woolloomooloo area (Plate 3.3) was designated for redevelopment planning (top left). There were different development options (six in all) the State drew up before finals plans were adopted. One option (top right) shows total redevelopment with new duplex housing, with higher densities and high rise on the perimeter. Few homes would have been preserved under this option. Another option plan (middle left) shows a large open space area (on the right) and medium density on the left. As with option one, this plan would have eliminated nearly all of the streetscapes that existed at the time. The plan that was adopted in 1974 (option three) embraced maximum retention of the current built

Plate 3.3 Planning of Woolloomooloo Development Options. *Left* to *right* Woolloomooloo redevelopment area; Option1 Plan; Option 2 Plan; Option 3 Plan; Play area design; and, Restored building and plaza sketch (*Source* NSW State Archives 2014)

fabric (middle right). This latter plan enabled rehabilitation of the existing urban fabric as shown in the next two artist's sketches. This included upgrading the existing street pattern and keeping as much of the groups of homes (terraces and cottages) as feasible. The centrally located primary school (Plunkett St School) was to be a focal point for the community. A neighbourhood shopping centre and service area was planned to accommodate local needs within walking distance. Other facilities planned included: child care centre; arts and crafts centre; and a recreation centre. Open space areas were scattered within the site, connected by laneways or upgraded footpaths. Where feasible, streets and laneways were closed off to create pedestrian ways. The plan proposed these open spaces to be in proximity to where residents lived (bottom left). Here terraces have been preserved and play areas created where once there was a street. The retention of key corner

Plate 3.4 Planning Details and Planners Woolloomooloo. *Left* to *right* Three (3) sketches of rehabilitation of Woolloomooloo, 1974; Resident opposition to redevelopment plans in The Rocks inner city area; Woolloomooloo planning team members; late Col James, advocate planner, with local resident, 1974 (*Sources* City of Sydney Archives 2014)

historical buildings was recommended in the plan. Finally, visual landscapes were recommended to open up any closed in feeling of the original Woolloomooloo layout (bottom right). Here a commercial below and residential above heritage building is complimented with tree planting and street furniture (i.e. lighting) in a plaza.

Other design details that emphasized neighbourhood scale at the time (early 1970s) are included in Plate 3.4. Andrew Briger, AM, was the Deputy Lord Mayor of the City and chairperson of the City Council Planning Committee at the time. Briger initiated the work of a steering on the *City of Sydney Strategic Plan* (City of Sydney 1971) and was instrumental in assisting the Woolloomooloo planning process on behalf of city residents.

Under this plan the City was divided into 33 precincts, each precinct having some community of interest and common desired future environmental

character. Briger, writing in review of the City planning at the time, comments in *The Design of Sydney: Three Decades of Change in the City Centre* (Webber 1988) writes:

> The Strategic Plan called for the arrest of the proliferation of office building intrusion into the inner residential areas of the City. These areas were to be conserved at lower densities for residential, community and commercial services to facilitate the promotion of residential rehabilitation and development for rall income groups and stop and reverse the decline in residential population. (*Source* Webber 1988)

Briger went further in writing about the Strategic Plan:

> The long-term objective of the Strategic Plan was to restrict and contain the sprawl of office development within the core of the city, to restrict and discourage traffic into the congested city…and seek an equitable balance between the pedestrian and the road user. The Plan recognised that a substantial part of any city's character comes from its old buildings, especially where they form part of an identifiable precinct. At that time there was no conservation policy in existence at either State or local government level. The Plan recognized that the economic pressure for redevelopment were strong whilst the economic incentives for preservation and the national conscience at the time were weak. For the first time in Australia, the Plan introduced a preservation policy which identified buildings or places deemed to be of architectural and historic significance. (*Source* Webber 1988)

The types of rehabilitation plans drawn up by the State appointed planners at the time (and consulting the community) are illustrated in the first two rows of the plate. Designed enclosed spaces are illustrated here (top left). The web of lanes in Woolloomooloo, rather than be dead ended and attracting potential vandalism, were upgraded and repaved where feasible. Most of these lanes continue to be important arteries for the residents and visitors to the area. The retention of a corner shop is illustrated here (top right), a currently (2014) popular fish and chips shop with sitting outside. The social value and convenience of this corner shop over the years since the plan was drawn up has proven its value. The introduction of trees and grassed areas provided a greening of the suburb. The embellishment of the culturally important local Catholic church is illustrated here (middle left). Those associated with the church (including local priest Ft Edmund Campion at the time) played an important role in placing community needs before the planners. Attention was often drawn to another group of residents fighting redevelopment plans the State put forward in another Sydney inner city of The Rocks (middle right). These plans were eventually abandoned by the State government (today The Rocks is a popular residential and tourist area). The Woolloomooloo planning team members are shown (bottom left) at the temporary planning office established in Woolloomooloo in 1974 as a joint effort of the City of Sydney, State and Federal governments. This planning office played a strategic communications role in addition to allowing a testing of architectural or planning details with the local residents. The designated 'planning advocate' architect and planner Col James (late) is pictured with a local resident engaged in the planning process in 1974.

A poem *Giant Citizen Architect in Woolloomooloo* (Appendix 2 #8) is dedicated to Col James. James writes in *The Design of Sydney: Three Decades of Change in the City Centre* (Webber 1988):

> Trade union leaders had an easy rapport with working class residents, many of whom were members of allied unions, particularly the maritime unions. It was Nita McRae from the Rocks who generalized the call to unions to 'stop knocking down other workers' housing'. The union representatives spent a great deal of time with Woolloomooloo residents before calling a public meeting with all concerned. It was only then at the meeting's request that the first black ban and later a green ban (particularly referring to conservation concerns) was imposed over the whole of the precinct to prohibit any development that was not sanctioned by the residents. (*Source* Webber 1988)

Plate 3.5 Urban Renewal, Central Woolloomooloo. *Left* to *right* Early row 'A' frames; stand alone two story; converted three story; town houses and common open space; street closure and planting; terraces conversion part of school complex (*Source* Raymond Rauscher 2009–2014)

James continues, in commenting on the planning process:

> The City Council, with Briger as Chairman of the Planning and Development Committee, commissioned a precinct plan for Woolloomooloo which sought to re-establish the basis as a residential adjunct to the CBD. The Whitlam Labor Government came to power in Canberra, at the time, on a platform which included an interventionist role in urban affairs. It is worth noting that the State retreated from its planning role and became a silent partner in the events to come. After numerous meetings with all resident factions and unions' representative, it was agreed the Council plan represented in broad terms what the residents wanted. The residents then sought a commitment from the State Housing Commission to undertake a public housing component as part of the plan. It was on the 27 June 1975 that the three levels of government met with the PM Whitlam and Premier Tom Lewis, and Lord Mayor Nick Shehadie to sign a Woolloomooloo tri-partite agreement. (*Source* Webber 1988)

In looking back in 1988 (Webber 1988), James concludes:

> The work in Woolloomooloo has served as a model for many other urban redevelopment sites. Public housing in Woolloomooloo has offered substantial security to many hundreds of people who want to or need to live close to the city. To have a low-rise, individually identifiable, traffic-free landscaped environment with access to modern amenities and services so close to the city is an advantage to many. (*Source* Webber 1988)

Some of the outcomes of that planning (1970s onwards) can be viewed on a tour of Woolloomooloo today (2014) (Plate 3.5). The urban renewal efforts are firstly shown in the historic gabled row homes (top left). These two story homes enabled cantilevered balconies and decorated bargeboard on the gabled roofs. A split level (with garage) two story housing allowed scope for street corner properties (top right). Often corner properties contained space for a shop. The rehabilitation of housing led to upgraded three story complexes, such as this corner property (middle left). Restoration of row town houses with conversion of the fronting road to open space has led to an improved living area (middle right). Central common space with residences adjacent was an early tradition of early English urban planning for inner city areas. Recommended street closure and introduction of trees in the commercial area of Woolloomooloo resulted in much needed recreational and pedestrian spaces (bottom left). This boulevard effect lends an attractive introduction to Woolloomooloo from water's (Sydney Harbour) edge. Finally, the new Plunkett Street Primary School came about as the result of a conversion of factory space and terraces. This resulted in a successful replacement of the original Plunkett Street primary school. Today, other educational users complimentary to the school use this school complex. The retention of the terraces here reinforces the pedestrian scale of the streetscape of Woolloomooloo.

3.3 Applying Indicators of Sustainability

There are seven indicators of sustainability selected (Chap. 1) for application to the study area of Woolloomooloo with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter. These indicators of sustainability being: (1) Protecting Heritage; (2) Reinforcing Cultural

Features; (3) Enhancing Public Places; (4) Integrating Sustainable Development; (5). Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

(1) Protecting Heritage

The protection of heritage (Chap. 2) is evident on moving around Woolloomooloo (author's field trips 2009–2004). In general, most of the heritage listed housing, commercial and service areas have been preserved (maximum retention plan option 3 in Plate 3.3). Some of these protections are contained in Plate 3.6. Cowper St hotel (top left) represents the plan recommendation to retain and encourage upgrading of all hotels. In this instance the hotel has benefited by the street closure and public landscaping. A major dispute over several years centres on the residential and marine proposal within the Hotel Blue complex (top right). This wharf offered for many years a major passenger ship demarkation location. The dispute was centered on loss of waterside jobs and the retention of the heritage status of the wharf and shipping services provided. At the end of the dispute resolutions were agreed to by the three levels of government to ensure maximum heritage retention of features of the wharf and its buildings. The waterside importance of Woolloomooloo is reflected in the housing over the last 100+ years (middle left). These row terraces provided convenient housing for the waterside workers and stevedores. Today the owners of these terraces have ensured the retention of heritage colours and features (i.e. balconies) as illustrated (middle right). Commercial below and residential above has a central plank in the City of Sydney's urban form and reflects the principle of urban densification in sustainable urban planning (Chap. 1). Most of the pubs in Woolloomooloo (here Hotel Shannon at lower right) continue to provide accommodation, often long term for workers in the area. The survey (2009–2014) showed Woolloomooloo has retained a significant extent of its heritage. This includes the upgrading and maintenance of heritage items (Plates 3.5 and 3.6). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

Reinforcing cultural features in Woolloomooloo is evident from author ground surveys (2009–2014). There are a number of sites that reinforce the retention of these features (Plate 3.7). An electricity distribution substation, for example, has been converted to a residence with art showroom space (top left). On a larger scale the old Gunnery Building (once a Federal government military complex) has been upgraded into the Gunnery Arts Centre (top right). To promote the arts this centre has artists in residents spaces and major exhibits. As noted above, the battle to retain jobs and heritage on the wharf led to retention of cultural features in Hotel Blue (middle left). Here the original timber passenger and bulk cargo loading docks and waiting areas are shown. This space is accessible to the public as well as hotel users. The exterior loading areas have been converted to restaurants and marine support activities. There are different locations in Woolloomooloo that reflect works illustrating the

Plate 3.6 Woolloomooloo—Protecting Heritage. *Left* to *right* Hotel Cowper St; Hotel Blue; Restored row houses; Terrace details; Commercial below, Residential above; and, Hotel Shannon (*Source* Raymond Rauscher 2009–2014)

early Aboriginal habitants of the area. The pavement art (middle right) here presents an image of that habitation. A pride of living in Woolloomooloo is reflected in the 'Welcome to Woolloomooloo' wall (bottom left). This wall has been completed in traditional sandstone blocks, one of Sydney's most important early building materials. Finally, the tradition of live performances in Woolloomooloo's cultural past is reflected in the Fitzroy Theatre (playroom section) (bottom right). In general, from the field surveys (2009–2014) and earlier 1970s planning of Woolloomooloo it can

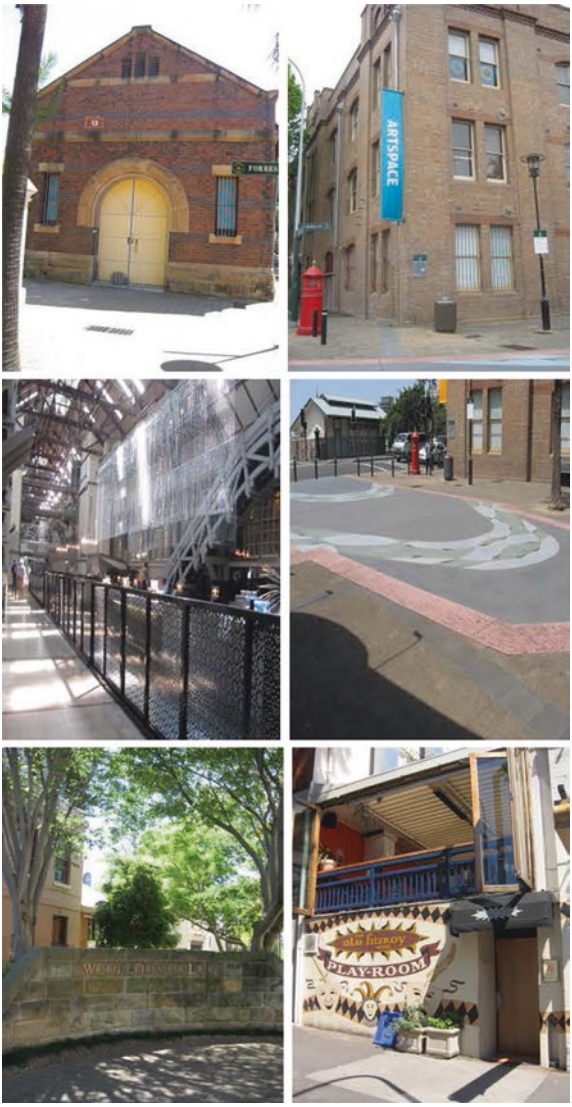

Plate 3.7 Woolloomooloo—Reinforcing Cultural Features. *Left* to *right* Art gallery and residence; Gunnery Arts Centre; Restoration of wharf loading dock in Hotel Blue; Pavement art dedicated to Aboriginal culture; Welcome to Woolloomooloo wall; and, Fitzroy live theatre (*Source* Raymond Rauscher 2009–2014)

be concluded Woolloomooloo has retained a fair cross section of its cultural features. At the same time many of the earlier features of Woolloomooloo, such as its working class families and waterside activities, have been lost. The aspect of retaining public and affordable housing in Woolloomooloo is addressed later in this chapter under the indicator of sustainability (7) 'ensure planning and development is fair to

everyone'. Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Places
Woolloomooloo was surveyed (2009–2014) to examine if it had enhanced its public places as part of its renewal (early 1970s planning and subsequent years). Examples of this enhancement or lack of enhancement is now addressed (Plate 3.8). The Hotel

Plate 3.8 Woolloomooloo—Enhancing Public Places—Woolloomooloo. *Left* to *right* Hotel Frisco; Fish and Chips; Harry's Cafe on Wheels; RC Church; Streetscape upgrades; and, Integrating shops (*Source* Raymond Rauscher 2009–2014)

Frisco (top left) expanded its outdoor drinking area, adding to the public street side atmosphere (reflecting early planning, Plate 3.3). The corner Fish and Chips shop (noted above) here provides public seating and a touch of European streetscape (top right). A historic landmark, Harry's Cafe de Wheels (centre left) has introduced a precinct where the Australian famous 'peas and pie' can be purchased and consumed in informal seating on the foreshore. The Catholic Church (centre right) (noted in Plate 3.4 on renewal planning) continues to be a public meeting space, though small in scale. Streetscapes in Woolloomooloo have often been enhanced with public spaces. The planners (1970s) had recommended street closures where feasible as illustrated here (bottom left). The original wide streets of Woolloomooloo (though there were many narrow laneways) allowed this public space creation. Finally, the widening of streets also provides a means of extending public spaces, as illustrated here in this commercial space with living above (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'enhancing public places'.

(4) Integrating Sustainable Development
A survey of new development in Woolloomooloo was undertaken from 2009–2014, and compared with planning proposals of the 1970s and current *Sustainable Sydney 2030* (2006) related documents (Information Box 2). Given these documents, the survey was to determine the extent that new development was integrated sustainably into Woolloomooloo, with examples of this integration or lack of integration in Plate 3.9. The upgraded three story commercial building contains setbacks, shading and sun reflective components (top left). Sustainable development requires protection from direct weather effects and appropriate landscaping, illustrated in this residential infill (top right). Stepped residential infill with a wide expanse of grass and solar positioning can be achieved (centre left and right). Introduced landscaping (trees and shrubs) can offset residential rows as is achieved here (bottom left). Finally, alterations to building structures can introduce angles and reliefs to create more shade and environmental aesthetic appeal (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Space
A survey on the addition of new open spaces in Woolloomooloo was undertaken between 2009–2014. Plate 3.10 provides illustrations of added open spaces achieved in Woolloomooloo, with historical reference to the 1970s planning reviewed earlier, including: casual play spaces for kicking a ball or children's play caters shown here (top left). Enclosed secure space for mothers and toddlers or elderly leisure caters for another population sector here (top right); pedestrian links have been maintained in the renewal of Woolloomooloo, thus catering for many who prefer not to own a car (middle left); quiet relaxation alcove cater for those wanting a degree of privacy (middle right); social meeting is encouraged

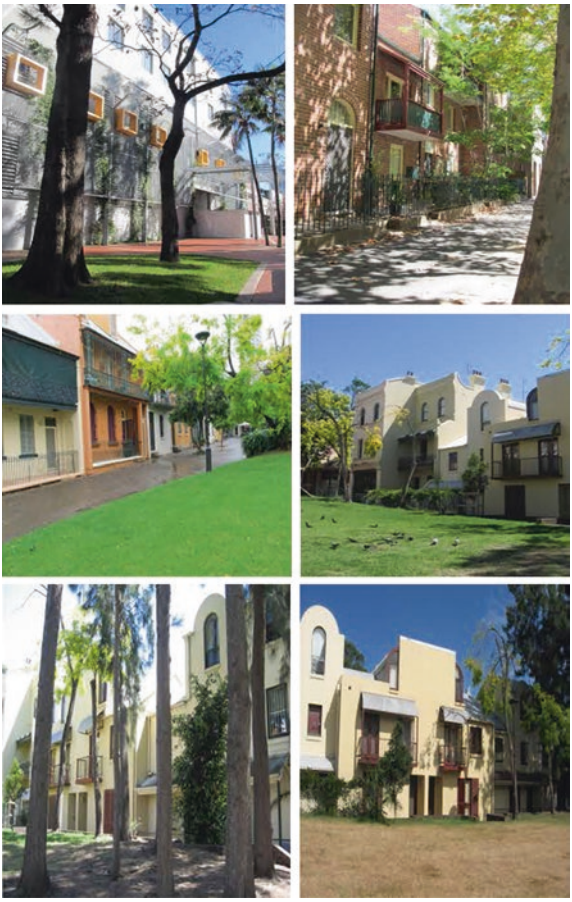

Plate 3.9 Woolloomooloo—Integrating Sustainable Development. *Left* to *right* Three story complex; Residential infill; Three story traditional residential; Stepped infill; Detail on infill; and, Residential set back in open space (*Source* Raymond Rauscher 2009–2014)

where seating in a semi-shaded is provided (bottom left), and special landscaped areas with deciduous plantings creates attractive open space reliefs (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'expanding open space'.

(6) Providing Sustainable Infrastructure

A field survey of the provision of new sustainable infrastructure in Woolloomooloo was undertaken between 2009–2014, with particular reference to the 1970s (noted earlier) (Plate 3.11). Protection from the summer Australian sun is provided here in a public square area (top left). Woolloomooloo over the

Plate 3.10 Woolloomooloo—Expanding Open Space. *Left* to *right* Casual play spaces; Enclosed secure space; Pedestrian way; Alcove; Seating area enclosure; and, Landscape feature rest area (*Source* Raymond Rauscher 2009–2014)

last 100 years plus had a foreshore swimming pool, Carlton baths. The City of Sydney Council in 2010 redeveloped this foreshore facility with a modern and more efficient pool (top middle). Upgrading roads with the inclusion of shaded trees has assisted in the reduction of generated road heat (top right). Instituting street closure closures is an investment in lower road maintenance and encourages pedestrian movements (bottom left). Council has instituted rain gardens to

Plate 3.11 Woolloomooloo—Providing Sustainable Infrastructure. *Left* to *right* Covered play areas; Carlton pool upgrade plans; Street upgrade; Street closure; Rain gardens water capture drains; and, new amenities block (*Source* Raymond Rauscher 2009–2014)

capture runoff into curbside vegetated areas (bottom middle). Finally, an energy efficient amenities block has been installed in a park near the viaduct where a number of homeless people gather (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Woolloomooloo is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Ensuring Planning and Development is Fair to Everyone

The involvement of three levels of government (city, state and federal) and the gains by the community in contesting developer and State plans in the early 1970s assisted the move to preserve heritage aspects of the area and to keep a percentage of public in the renewal plans. The placement of green bans triggered further debate in the early 1970s that reinforced the need to consider the local population in any development of Woolloomooloo. The retention of a relatively high proportion of Woolloomooloo residential properties as 'public housing' today (2014) is confirmation of the government's commitment to a proportion of public housing in the area. On the other hand, there has been a deterioration

of available affordable housing on the free market. The trend of increasing costs to purchase or rent housing in Woolloomooloo continued in 2014 (Chap. 2). Overall, therefore, it can be concluded that Woolloomooloo (with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) is not meeting the indicator of sustainability 'planning and development is fair to everyone'.

3.4 Conclusions and Lessons Learned

The original built form of Woolloomooloo (early 1800s) reflects many of the principles of sustainable communities today (Chap. 1). These include: high density housing; pedestrian walk ways; worker housing, proximity of open space (harbour foreshores in this instance), mixed uses (including school, community services and commercial businesses), and varied building designs. The introduction of green bans in Woolloomooloo (early 1970s) to prevent unacceptable development led to a response from all three levels of government, that is city, state and federal. As a result of this response a planning process was set in motion that resulted in an agreed upon plan being adopted by the community and all government sectors. It was the community response and the green bans that brought the government parties together. A sympathetic position of the Federal government (Gough Whitlam, PM) was a catalyst at a high government level to ensure urban renewal principles were instituted. The urban transition from the 1970s to 2014 retained many of the urban advantages of the original Woolloomooloo, with a degree of redevelopment. The renewal the area retained a high proportion of public housing. Given the ground surveys over 5 years (2009–2014) (and with reference to the 1970s plans), it can be concluded that Woolloomooloo (based on the survey 2009–2014 and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) has in general been accommodating six of the seven selected indicators of sustainability. The one exception being indicator #7, 'ensuring planning and development is fair to everyone', given the unaffordability of housing in Woolloomooloo as examined in this chapter.

3.5 Summary

The chapter reviewed the background to planning of Woolloomooloo from the 1970s. The main planning issue of development conflicts and the introduction of green bans was canvassed, with reference to sustainable urban planning (Chap. 1). In applying the indicators of sustainability (as selected in Chap. 1 and referring to the author's 2009–2014 survey) conclusions were reached. It was concluded that Woolloomooloo has in general been moving in the right direction in accommodating the six of the seven indicators of sustainability. The exception being indicator

#7, “ensuring planning and development is fair to everyone”, given unaffordability of housing. The next chapter will examine Kings Cross, also in the City East district of Sydney.

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Hardman M, Manning P (1975) Green bans. Australian Conservation Foundation, Melbourne
Thomas P (1973) Taming the concrete jungle. Australian Building Construction Employees and Builders Laborers’ Federation (NSW Branches), Sydney
Webber P (1988) The design of Sydney: three decades of change in the city centre. The Law Book Company Limited, Sydney

Chapter 4
Neighbourhood Preservation in Tourist Precinct

Plate 4.1 Dame Mary Gilmore (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to Dame Mary Gilmore (1865–1962), Australian poet and journalist (Plate 4.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_4

The life of Mary Gilmore can be summarized as follows.

> Mary Jean Cameron was born on 16 August 1865 at Cotta Walla near Goulburn, New South Wales. In 1890, she moved to Sydney, where she became part of the "*Bulletin* school" of radical writers. Alfred "A.G." Stephens, literary editor of *The Bulletin*, who published her verse and established her reputation as a fiery radical poet, champion of the workers and the oppressed. Gilmore's first volume of poetry was published in 1910, and for the ensuing half-century she was regarded as one of Australia's most popular and widely read poets. In 1908 she became women's editor of *The Worker*, the newspaper of Australia's largest and most powerful trade union, the Australian Workers' Union (AWU). She was the union's first woman member. *The Worker* gave her a platform for her journalism, in which she campaigned for better working conditions for working women, for children's welfare and for a better deal for the indigenous Australians. Dame Mary Gilmore died in 1962, aged 97, and was accorded the first state funeral accorded to a writer since the death of Henry Lawson in 1922. Gilmore's image appears on the Australian $10 note, along with an illustration inspired by *No Foe Shall Gather Our Harvest*. (*Source* Wikipedia 2014)

Abstract The chapter firstly examines the background to Kings Cross, a suburb within the City East area of the City of Sydney. A main planning issue in Kings Cross that has been central to development of that locality is reviewed. That issue is neighbourhood preservation in an expanding tourist precinct, in particular conflicts over development proposals in the early 1970s (including adoption of green bans in Kings Cross). Criteria of sustainability are then applied to Kings Cross to gauge the extent of urban sustainability achieved by 2014, particularly in the context of the neighbourhood preservation. Finally, conclusions are reached and lessons learned are outlined.

4.1 Background of Kings Cross

A brief history of the district is provided via Wikipedia snippets as follows.

> Kings Cross was known for its music halls and grand theaters. During the early 19th century the Kings Cross-Potts Point area was one of Sydney's most prestigious suburbs, being far enough to escape the noise and smell of the central city but close enough for easy travel. In 1828, the Governor of NSW Sir Ralph Darling subdivided the area, then known as Woolloomooloo Hill, into large allotments which he granted seventeen estates to favoured subordinates and leading businessmen. They built a series of grandiose mansions with sprawling gardens of up to ten acres (4 ha). The Kings Cross district was Sydney's bohemian heartland from the early decades of the 20th century. The area was home to a large number of artists, including writers, poets and journalists including Kenneth Slessor, Christopher Brennan, Hal Porter, George Sprod and Dame Mary Gilmore, entrepreneur Mayfield B. Anthony, actors including Peter Finch and Chips Rafferty, and painter Sir William Dobell. (*Source* Wikipedia 2014)

A Google map of Kings Cross provides the means of examining the suburb up close at https://maps.google.com.au/maps/ms?ie=UTF8&oe=UTF8&msa=0&msid=105172685724521796144.000496029a184652607e1

A brief glance at the history is contained in Plate 4.2. Darlinghurst Rd near William St was one of the busiest intersections (1950s) (top left) in the City of Sydney. Notice the tram service available at the time. Kings Cross, then and now

Plate 4.2 Kings Cross—Background. *Left* to *right* Darlinghurst Rd intersection (1950s); Residential, three story (1930s); Terraces (1930s); Early housing (early 1900s); Prestige housing; and, Four story mansions (early 1900s) (*Source* NSW State Archives 2014)

(2014) is contrasted in the poem *Sydney's Kings Cross* (Appendix 2 #20). Three story residential complexes, sometimes used as boarding houses were popular in the early 1920s onwards (top right). Rows of two story terraces predominated many of Kings Cross streets, here about the 1930s) (middle left). Early workers housing in the early 1900s was modest and built on narrow footpaths (middle right). More prestige housing was always available in Kings Cross, especially in the Victoria St precinct (bottom left). Four story residential complexes contributed to the high densities on the population of Kings Cross (early 1900s) (bottom right). This population and style of housing was reflective in the adjacent Kings Cross suburb of Paddington. This is reflected in the poem *Paddington of Shutters and Doors* (Appendix 2 #14).

Further background on urban development and history of Kings Cross and adjacent suburbs and localities can be accessed in Information Box 4.1. Elizabeth Bay (1) is a harborside suburb adjacent to Kings Cross with a population of 5,093 (2006), 50 % born overseas (Census 2006). Two historic walks of Kings Cross can be accessed (2). The first walk (referred to under Woolloomooloo in Chap. 3) is illustrated in a booklet (*Historic Walk—Kings Cross Passion*) (City of Sydney 2014a, b). The booklet provides a look at a cross section of early Kings Cross history. The second item is part guide and part history booklet entitled *Strip on the Strip* (City of Sydney 2014a, b). The site notes 'the booklet presents the stories that inspired the bronze street plaques set in the pavement of Darlinghurst Road,

Information Box 4.1 Kings Cross and adjacent suburbs and localities—urban development and history web resources

1. Elizabeth Bay	http://dictionaryofsydney.org/place/elizabeth_bay.
	http://en.wikipedia.org/wiki/Elizabeth_Bay,_New_South_Wales
2. Historic Walks	
Walking Tour (City of Sydney)	http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0011/65828/WalkTourPassion.pdf
Guide and History (City of Sydney)	Strip on the strip
3. Kings Cross	http://dictionaryofsydney.org/place/kings_cross
4. Kings Cross (Macleay St)	http://www.cityofsydney.nsw.gov.au/learn/about-sydney/our-villages/macleay-street-and-woolloomooloo
5. Paddington	
Wikipedia	http://en.wikipedia.org/wiki/Paddington,_New_South_Wales#Demographics
Historic Map of Paddington Municipality	http://www.photosau.com.au/CoSMaps/scripts/home.asp
6. Potts point	http://en.wikipedia.org/wiki/Potts_Point,_New_South_Wales
7. Rushcutters Bay	
Dictionary of Sydney	http://dictionaryofsydney.org/place/rushcutters_bay
Wikipedia	http://en.wikipedia.org/wiki/Rushcutters_Bay,_New_South_Wales

Source Webs as noted September 2014

Kings Cross. Each story highlights the color, diversity and wit of the bohemians and artists, entrepreneurs, residents and business owners of Kings Cross.

A background to Kings Cross can be accessed at (3) (Wikipedia). In addition, details on a main street (Macleay St) in Kings Cross can be accessed at (4). Paddington (5) is a suburb adjacent to Kings Cross with a population of 11,660 (Census 2006). It is noted that 75 % of the parents of residents living in the suburb were born overseas. Potts Point (6) is intricately connected to Kings Cross and sits on a ridge east of Woolloomooloo. Potts Point is densely populated with 6,878 people (Census 2006). Finally, Rushcutters Bay (7) is a harborside suburb with a population of 2,245 (Census 2006) and developed around a bay with the same name.

4.2 Main Planning Issue in Kings Cross

The Kings Cross district has always had a reputation of cosmopolitan living, entertainment outlets and tourism. There was a resident battle to save the western side of Victoria St (a main housing area in Kings Cross) from total redevelopment in the early 1970s. A green ban stopping a particular development proposal in Victoria St proved successful. This was at about the same time as the residents of Woolloomooloo were working to preserve housing in that suburb (Chap. 3). Since then Kings Cross has embellished its traditional housing and open spaces,

Plate 4.3 Kings Cross—Main Planning Issue. *Left* to *right* Proposed early 1970s high density housing in Victoria Street; Terraces in Victoria St saved from development; Different style terraces in north end of Victoria St; Historic photo of two Victoria St terraces; New development back of Victoria St on escarpment; and, Closer examination of new escarpment development (*Source* Raymond Rauscher 2009–2014)

while the tourist precincts were further developed. The case study looks at the significance of the 'battle of Victoria St' (e.g. green bans) and the subsequent rehabilitation of the Kings Cross locality. Some examples of this planning issue are contained in Plate 4.3. The original developer's proposal (1970) for Victoria St is depicted in this artist sketch (top left). The proposal takes out a row of terraces for the high rise buildings. The development was then to continue partly down the slope towards Woolloomooloo as shown. Some of the three story terraces that were spared when this proposal was opposed are shown in the next photo (top middle). Further north along Victoria St is a group of three story terraces (top right) that reflect the overall village neighbourhood character of this part of Kings Cross. The historical dating of terraces in Victoria St is illustrated in a photo of two original terraces in this street (bottom left). Note the scale and design features of these Victorian late 1800s buildings. Following considerable resident opposition (including sit ins and arrests) the final plan as accepted by the State, is shown here (bottom middle). The residential building is built on a section of Victoria St on top of the escarpment. A closeup of that development and the escarpment (looking up from Woolloomooloo at the base) is shown in the next photo (bottom right).

4.3 Applying Indicators of Sustainability

There are seven indicators of sustainability (as selected in Chap. 1 and with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) for application to the Kings Cross study area. These indicators being: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Places; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; and, (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

(1) Protecting Heritage
The protection of heritage in Kings Cross is evident on moving around the locality (and noted in the instance of Victoria St earlier). In general, most of the heritage listed housing, commercial and service areas have been preserved (Plate 4.4). The encouragement of maintaining heritage buildings ensures protection and adds to the streetscape appeal (top left). This white stucco finished apartment building reflects the European connections of Kings Cross. Churches, such as this Anglican Church, in Kings Cross have provided a corner stone of community cohesion (top middle).

Plate 4.4 Kings Cross—Protecting Heritage. *Left* to *right* Street closure for tourist nooks; Anglican Church; Terrace balcony; Kings Cross Hotel; Metro cinema; and, early high density living (*Source* Raymond Rauscher 2009–2014)

Terrace balconies can be substantial in Kings Cross and enhance the heritage of the locality. At the crossroads of Kings Cross stands the Kings Cross Hotel, a focal point on entering the locality (bottom left). Every suburb had a cinema in the 1920 onwards, hence this Metro cinema (bottom middle) in Kings Cross is an important heritage structure in the area (no longer however operating as a cinema). Early high density living (bottom right) in Kings Cross was always popular in the early 1900s, thus many of these buildings have heritage listing. Having examined examples of protecting Kings Cross heritage, it can be recognized that (post 1970s) Kings Cross has retained a significant extent of its heritage. Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

Reinforcing cultural features in Kings Cross is evident from ground surveys (2009–2014). Samples of sites that reinforce the cultural features are included in Plate 4.5. This poster advertising recycled clothing reflects the artistic flair the area

Plate 4.5 Kings Cross—Reinforcing Cultural Features. *Left* to *right* Poster for recycled clothing; Wayside Chapel symbol; Wayside Chapel; Jolly Swagman Backpackers; St Canice RC Church; and, The Bank Club (*Source* Raymond Rauscher 2009–2014)

is noted for (top left). The welfare work of the Wayside Chapel (top middle) is symbolized in the Chapel's insignia. The Chapel was upgraded in 2013 and has won architectural awards for creative use of spaces (top right). Catering for backpackers in Kings Cross has always been part of the Cross's culture as illustrated by the Jolly Swagman Backpackers (bottom left). The St Canice Church (Catholic) (bottom middle) has provided assistance to the homeless and refugees, an ongoing feature of the Cross over many years. Finally, the clubs of the Cross (illustrated here with the entry to 'The Bank' club) continue to serve a wide local and tourist population (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Places

Public places in Kings Cross were surveyed (2009–2014) to examine if these places had been enhanced since the Kings Cross conflict at Victoria St in the 1970s and given the continued tourist accommodation demands. Examples of public place changes from this survey are contained in Plate 4.6. Walk through plazas have been

Plate 4.6 Kings Cross—Enhancing Public Spaces. *Left* to *right* Embellishing small spaces; Adding street furniture such as plant boxes; Upgrading streetscape; Plans for Fitzroy Gardens; Introducing public art; and, Pedestrian way landscaped (*Source* Raymond Rauscher 2009–2014)

enhanced in Kings Cross (top left). Here an island pedestrian area has been created connecting three streets. A number of streetscapes have also been upgraded (top middle). Here, steps and movable planter box creates a pedestrian entry point. At the same time, smaller spaces have been embellished with trees and plant boxes (top right). Plans for the upgrading of Fitzroy Gardens park are shown in this Council sketch (bottom left). Public art to interest children is introduced in another locality park in Darlinghurst Rd (extending to Kings Cross) (bottom middle). Finally, a pedestrian way has been upgraded in new tiles, landscaping and trees (bottom right).

Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction in meeting the indicator of sustainability 'enhancing public places'.

(4) Integrating Sustainable Developments

A survey of new development in Kings Cross was undertaken from 2009 to 2014. The survey was to determine the extent new development integrating sustainably. Examples of this integration are illustrated in Plate 4.7. A columned retail building integrates well into the balance of modern architecture and traditional buildings of Macleay St (top left). An optical curved residential building with commercial below

Plate 4.7 Kings Cross—Integrating Sustainable Development. *Left* to *right* Columned retail building; Curved residential with commercial below; Commercial hotel; Residential complex; Highrise tourist accommodation; and, Medium density residential proposal (*Source* Raymond Rauscher 2009–2014)

fills a Kings Cross corner (top middle). A new commercial hotel has had to conform to NSW sustainability criteria as well as City Council design criteria (top right). Another residential complex has been set back with open space surrounds (bottom left). Highrise tourist accommodation is a feature of Kings Cross. That development, however, occasionally results in over bearing structures such as this one at the end of a main Kings Cross boulevard (William St) (bottom middle). Infilling with medium density as shown in this medium density residential proposal has mostly been integrated sustainably into the Kings Cross's urban landscape (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction (with some exceptions as noted) in meeting the indicator of sustainability 'integrating sustainable developments'.

(5) Expanding Open Spaces

A survey of the addition of new open spaces in Kings Cross was undertaken between 2009–2014. Plate 4.8 provides illustrations of added open spaces achieved in Kings Cross since the 1970s. Promenades of seats have been provided here, adding to the cosmopolitan feel (top left). A plaza connecting two streets is shown here,

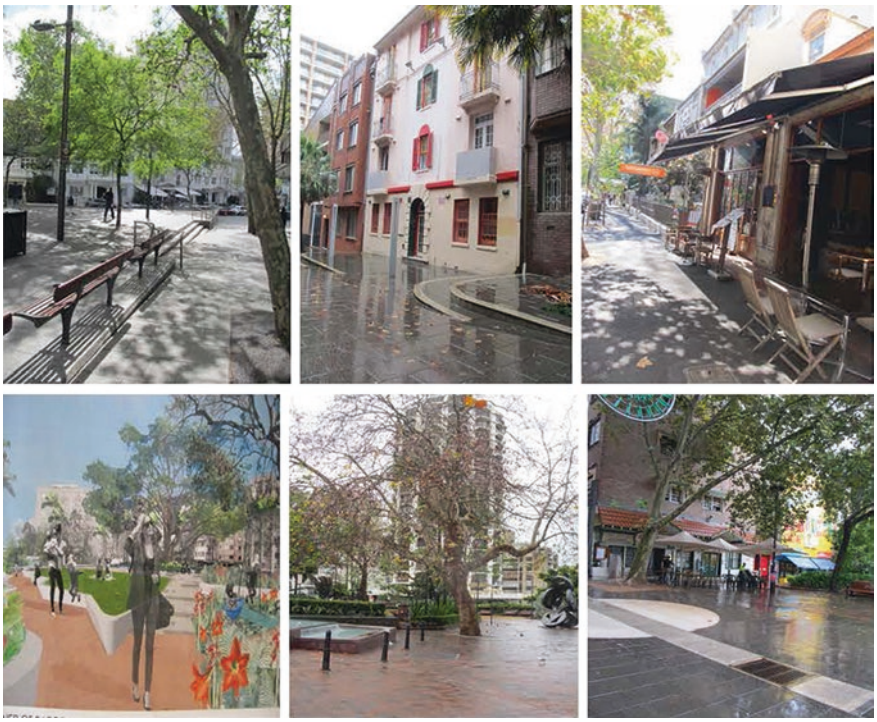

Plate 4.8 Kings Cross—Expanding Open Spaces. *Left* to *right* Promenade of seats; Plaza; Pedestrian way; Fitzroy Gardens upgrade plan (2011); Fitzroy Gardens upgrade (2013); and, Central plaza (*Source* Raymond Rauscher 2009–2014)

an effective pedestrian link (top middle). A further pedestrian way is shown here, an attractive and convenient outcome (top right). The center piece of open space, Fitzroy Gardens, was upgraded, as noted, in 2013 as this artist sketch illustrates (bottom left). A portion of the Fitzroy Gardens upgrade as completed is shown here (bottom middle). Finally, a central plaza off the main road provides additional open space and outdoor dining (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

An on the ground survey of the provision of new infrastructure in Kings Cross was undertaken between 2009–2014 (with particular reference to the 1970s as noted earlier). Examples of this new infrastructure are included in Plate 4.9. Traffic slowing design measures have been introduced here for improved safety and to assist pedestrians (top left). A pedestrian way (leading to a bridge connecting Kings Cross to Paddington) has been constructed here to facilitate movement between the two locations (top middle). Roads upgrading (including raised

Plate 4.9 Kings Cross—Providing Sustainable Infrastructure. *Left* to *right* Street frontage upgrade; Pedestrian connection to a bridge; Roads upgrading; Lane upgrading as plaza; High rise plaza provisions; and, Renewal of Alamein Fountain (*Source* Raymond Rauscher 2009–2014)

thresholds) to assist pedestrian flows have been introduced here (top right). In addition, upgrading of lanes have been completed to encourage pedestrian passage (bottom left). Sustainability design guidelines under the City Council (Chap. 2) has resulted in high rise buildings being set back to allow for plaza space (bottom middle). Finally, structural renewal in 2013 of the heritage listed Alamein Fountain (facing Darlinghurst Rd at a main pedestrian node) ensures the sustainability of this Kings Cross feature (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Kings Cross is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Ensuring Planning and Development is Fair to Everyone
The gains by the community in contesting developer plans in the early 1970s assisted the move to preserve heritage aspects of the area, but did not result in any insurance that Kings Cross would gain an increase in public housing, more affordable homes, and adequate rental housing. The placement of green bans in Victoria St did widen the debate in the early 1970s on housing needs in the area, but (in general) no long term government (city, state or federal) commitment to meeting those housing needs arose. Thus, for example, the current rental housing stock (including once more readily available boarding houses) in Kings Cross is not meeting the demand for this vital accommodation (Chap. 2). Overall, therefore, Kings Cross does not (with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) in general meet the indicator of sustainability #7 'ensuring planning and development being fair to everyone'.

4.4 Conclusions and Lessons Learned

The introduction of green bans in Victoria St, Kings Cross (early 1970s) to prevent the dismantling of a residential precinct for tourist related development strengthened the local resident response to inappropriate development plans. This then led to the support for better planning from the three levels of government (city, state and federal). As a result, Victoria St was saved and the reinforcement of neighbourhood preservation in Kings Cross in vicinity of tourist precincts was instituted in subsequent years. The benchmarks set by the green bans led the three levels of government to institute procedures for protection of heritage and urban fabric (i.e. streetscapes and public places) in Kings Cross. These actions led to a wider urban design culture and building guidelines over the whole of Kings Cross. The early layout of Kings Cross had already reflected many of the principles of sustainable urban planning (i.e. higher residential densities). The special character of Kings Cross (i.e. entertainment, tourism and literary lifestyles) has also been partly enhanced. By 2014, via on the ground surveys over five years and with reference to the seven applied indicators of sustainability, it can be concluded Kings

Cross (based on the survey 2009–2014 and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) meets these indicators with the exception of indictor #7, 'ensuring planning and development is fair to everyone' (given unaffordability of housing).

4.5 Summary

The chapter reviewed the background to Kings Cross, including web resources. The main planning issue of 'neighbourhood preservation in a tourist precinct' (including green bans) was reviewed. Following this review, indicators of sustainability criteria were applied from surveys on the ground (2009–2014). It was concluded that Kings Cross had in general been accommodating six of the seven applied indicators of sustainability. The seventh indicator, planning and development being fair to everyone, would need further addressing by all three levels of government, that is City, State and Federal. The next chapter will examine Chippendale, the first case study area in the Inner South area of the City of Sydney.

References

City of Sydney (2014a) Historic walk—Kings Cross passion. City of Sydney Council, Sydney
City of Sydney (2014b) Strip on the strip. City of Sydney Council, Sydney

Part III
City of Sydney—Inner South Area Case Studies

Part III looks at the case study areas within the City of Sydney's Inner South Area. These case studies include Chippendale (Chap. 5) and Redfern and Waterloo District (Chap. 6). The Inner South Area (Plate 5.0) lies immediately adjacent to and south of the city CBD, Haymarket District and Ultimo suburb (as shown on the map). To the south is the South Sydney growth area of (clockwise) Green Square, Zetland, Beaconsfield and Alexandria. Suburbs and localities within the Inner South Area (clockwise from top) include Surry Hills, Moore Park, Waterloo, Eveleigh and Redfern. The district is landlocked though it has major parks at (clockwise) Prince Alfred Park, Moore Park, Waterloo Park, Alexandria Park and Redfern Park. The district is predominantly residential with a long history of industrial developments. The industry land use base is rapidly transforming into residential and commercial services bases. The web resources at the beginning of each chapter provide links with sites that provide historical, planning, development and social backgrounds on each of the suburbs and localities in the district.

Part III covers the case studies of the south side of the City of Sydney; these areas now to be examined (including a main planning issue of each study area) include

Chapter 5 Chippendale—Village Revival in Face of New Development

Chapter 6 Redfern and Waterloo District—Public and Private Housing Balance

Plate 5.0 Sydney 'Inner South' (*Source* City of Sydney Archives 2014)

Chapter 5
Chippendale—Village Revival in Face of New Development

Plate 5.1 Aboriginal Flag and Hands Street Wall Art, Chippendale (*Source* Humanist House Artist and photo Raymond Rauscher 2014)

Dedication This chapter is dedicated to Anthony Martin Fernando (1864–1949), Australian Aboriginal.
He moved around inner city Sydney, including Chippendale, in his activist role. The wall art (at Humanist House in Chippendale) depicts the Aboriginal flag and symbolic hands (bottom of art) and represents the spirit of reconciliation. Fernando would have worked all his life to educate the community and governments about reconciliation. A glimpse at his story (no photographs of Fernando are available) is below.

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_5

Abstract The chapter firstly reviews the background of Chippendale, a suburb within the Inner South Area of the City of Sydney. The main planning issue in Chippendale that has been central to its development, the progression of village revival in face of new development, is then reviewed. Indicators of sustainability (as adopted in Chap. 1) are then applied to Chippendale. The application is to gauge the extent of urban sustainability achieved by 2014, particularly in the context of impact of new developments. Finally, conclusions are reached and lessons learned are outlined.

5.1 Background of Chippendale

A glimpse of Chippendale history at Wikipedia states:

> The area was first occupied by the Gadigal people of the Dharug Nation. William Chippendale was granted a 95 acre (38 ha) estate in 1819. It stretched to the present day site of Redfern railway station. (*Source* Wikipedia 2014)

Chippendale suburb started as a 38 ha estate in 1819 and for many years the suburb was noted for housing the 168 year old Kent Brewery (closed in 2000). A map (Google) showing key features of Chippendale is accessible at: https://maps.google.com.au/maps?oe=utf-8&client=firefox-a&channel=np&q=google+map+chippendale+australia&ie=UTF-8&hq=&hnear=0x6b12ae0516367d99:0x5017d681632b120,Chippendale+NSW&gl=au&ei=E1HXUteJBcuArgeNvYGgCg&ved=0CC0Q8gEwAA

Backgound on urban planning and history of Chippendale and adjacent suburbs (Plate 5.1) can be accessed in Information Box 5.1. Camperdown (1) (in vicinity of Chippendale) is heavily populated and contains the University of Sydney. It has a population of 7,866 (Census 2011) with 42.4 % of the population born overseas. Central Park (2) is one of Sydney's biggest redevelopment projects (completion about 2016) creating a 'town within the city' as this project web site indicates. The City of

Information Box 5.1 Chippendale and adjacent suburbs and localities—urban development and history web resources

1. Camperdown (suburb)	http://en.wikipedia.org/wiki/Camperdown,_New_South_Wales
2. Central park (Chippendale)	
Project site	http://www.centralparksydney.com/
City of Sydney	http://www.cityofsydney.nsw.gov.au/development/major-developments/central-park
3. Chippendale	http://en.wikipedia.org/wiki/Chippendale,_New_South_Wales
4. Darlington (suburb)	
Dictionary of Sydney	http://dictionaryofsydney.org/entry/darlington
Wikipedia	http://en.wikipedia.org/wiki/Darlington,_New_South_Wales
5. University of Sydney (Precinct)	http://en.wikipedia.org/wiki/University_of_Sydney

Sources Webs as noted September 2014

Sydney also maintains a site on this project, given the importance of this development to the City. An outline of Chippendale history and development (as noted above) can be sourced at (3). Darlington (4) (in vicinity of Chippendale) is a small suburb with a population of 2,243 (Census 2011) and 43.3 % of the population born overseas. Finally, given the influence of the ever expanding University of Sydney and that expansion's impact on all surrounding suburbs, including Chippendale, the web site noted (5) gives a background on the development of the University.

A brief glance at the history of Chippendale is contained in Plate 5.2. Throughout the inner city area in the late 1800s and early 1900s street scenes often showed children at play with parents close by. The streets were often in a stark and drab setting (top left). Here there is an absence of trees and no urban embellishments which we take for granted today. Life evolved around a short walking distance to shops, school and work. Chippendale was the home of the railway Mortuary Station, a siding off the main Sydney railway line (top middle). The activities at the mortuary station meant an endless procession of horse and buggies and funeral processions via Chippendale. The designers and builders of early

Plate 5.2 Chippendale History. *Left* to *right* Inner Sydney 1800s/early 1900s; Railway mortuary siding; Row housing for working families; More prestigious Terraces with setbacks; Public housing 1940s/1950s; and, Narrow streets and curbs (*Source* Raymond Rauscher 2009–2014)

Chippendale varied the design of new housing to meet investor needs and budgets. This resulted in a distinct variety of design among the dwellings (though most residential properties were town houses). In addition, given the economy of building, rows of terraces were completed for the working families of Chippendale (top right). The dwellings were usually simple and built in small development allotments of 4–6 or more. Where there was a larger block available, a more prestigeful set of terraces could be built (bottom left). This higher standard of dwelling could often reach mansion status and housed prosperous businessmen. In the 1940s and 1950s well designed public housing would be introduced in suburbs such as Chippendale (bottom middle). This housing was often of a high design style based on English traditional medium density provisions. Finally, row housing was often built in narrow streets without walkways as illustrated here (bottom right). The opportunities for landscaping were thus usually limited. Three poems express the changes of urban living in Chippendale. The poem *Chippendale—Humble to Grand Again* (Appendix 2 #2) gives an insight into the revival of Chippendale. Secondly, the spirit of this revival in 2014 is partly covered in the poem *Devonshire St Tunnel of Spirit* (Appendix 2 #4) on the Devonshire Street Railway Tunnel leading into Chippendale. Thirdly, the poem *Heritage Fabric of Chippendale* (Appendix 2 #10) explores the theme of the value of heritage to communities such as Chippendale.

5.2 Main Planning Issue in Chippendale

Although Chippendale is one of the smaller suburbs of Sydney, the impact of new developments has been central to the planning of the suburb. An example of one development pressure has been the accommodation of one of Sydney's biggest redevelopment sites, the old Kent Brewery. This site is being developed as a high rise housing, commercial and open space complex under the name Central Park. This project (completion in 2015) provides for a major 'new town in town' development on the northern side of Chippendale. At the same time, other major developments impacting on Chippendale include expansion of education facilities, including Notre Dame University (located on grounds of the St Benedicts Church (RC) in Chippendale) and University of Technology Sydney (UTS). The UTS developed a small campus in Chippendale (using Blackfriars old public school) and instituted a major UTS expansion opposite Chippendale in Broadway (Haymarket District) (construction continued in 2014). The case study looks at these new developments and their impacts on Chippendale village revival.

A sample of Chippendale village revival is contained in Plate 5.3. Restoring traditional housing often incorporates utilization of original wall structures (top left). Sandstone was a popular building material, with unlimited supplies in the Sydney area. Stone masonry was a big industry, with European skills in stone work brought to Australia in the 1800s. Most of the factory and commercial buildings in Chippendale have been converted to residential or office use (top middle). The spaces within these early buildings were often generous and lent themselves

Plate 5.3 Chippendale—Main Planning Issue. *Left* to *right* Utilizing historic fencing; Converting factory to housing; Infilling new housing; Utilizing heritage colours in Infill housing; Medium density new housing; and, Converted building with new balconies added (*Source* Raymond Rauscher 2009–2014)

to open floor space living. Infilling vacant sites with modern new housing often completes a streetscape (top right). Infill housing can cover a greater site area than the original house. This new housing is completed either in heritage styles, modern architecture (bottom left) or a combination of both. Medium density new housing has been built on larger vacant blocks in Chippendale, often where an older industrial building had been razed (bottom middle). Adapting buildings for medium density use such as adding balconies (in this instance) occurs throughout Chippendale (bottom right).

5.3 Applying Indicators of Sustainability

There are seven indicators of sustainability selected (Chapter 1) for application to the case study area of Chippendale. These indicators being: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

(1) Protecting Heritage

The protection of heritage is evident on moving around Chippendale. In general, a large proportion of the heritage warehouse buildings and residential housing have been preserved. Chippendale had, over the inner Sydney area, one of the highest rate of warehouse conversions to new residential and commercial uses. Samples from a survey of heritage items on the ground in Chippendale, 2009–2014, shows there have been significant endeavours by the community and City of Sydney to protect heritage (Plate 5.4). The Kent Brewery model of restoration within the Central Park project is centered around upgrading the old brewery building itself (top left). This project aims to retain the brewery building and introducing other uses. The Kent Brewery brewery insignia (top middle) is a reminder of the importance of this major employer to the district. Abercrombie St cafe with residential above is typical of corner properties taking advantage of commercial position on a busy thoroughfare in Chippendale (top right). The old local school in the area, Blackfriars School, has heritage protection and is now part of the University of Technology Sydney (UTS), as noted. The architectural features of the school is a reminder of the attention to detail early State governments paid to public building designs. Extensive tracks of terraces such as these on Shephard St (bottom middle) have been preserved. Note

Plate 5.4 Chippendale—Protecting Heritage. *Left* to *right* Kent Brewery model of restoration within Central Park; Kent Brewery insignia; Abercrombie St cafe with residential above; Blackfriars School; Shephard St terraces; and, Street pavement ceramics preserved (*Source* Raymond Rauscher 2009–2014)

Plate 5.5 Chippendale—Reinforcing Cultural Features. *Left* to *right* Preserved plaster relief at child care centre; Chippendale identity photo at art installation, Kent Brewery, Central Park site; Pavement ceramics of early Chippendale streets; closeup of pavement ceramics; Beams Arts Festival of Chippendale; and, Stain glass window at St. Benedicts RC Church (*Source* Raymond Rauscher 2009–2014)

the easy access arch way access feature designed into this group of terraces. Finally, street pavement ceramics (bottom right) occur in several parts of Chippendale, thus retaining local history. From the field research survey (2009–2014) in Chippendale, it is concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the suburb is moving in the right direction of meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

With this background of Chippendale heritage protection (above), the indicator of sustainability of reinforcing cultural features is examined next (Plate 5.5). A preserved plaster relief at a child care centre reflects a long established children's caring facility that has serviced Chippendale (top left). A photo of a Chippendale past identity (as included in the temporary art installation at the Kent Brewery development project of Central Park) reflects a local interest in Chippendale's history (top middle). Pavement ceramics of early Chippendale life occurs in several locations in the suburb, this one outlining the urban layout of the suburb (top right). A closer look at the pavement ceramics indicates the cultural details in most of the works (bottom left). The new and popular Beams Arts Festival celebrates the creative output of the

Chippendale community (bottom middle). The area continues to attract new galleries (i.e. White Rabbit showcasing art of China). Finally, the stain glass window at St. Benedicts RC Church in Chippendale illustrates the importance of craftsmanship skills applied in early Chippendale (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is moving in the right direction of meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Places

Neighbourhoods of Chippendale were surveyed (2009–2014) to examine if public places had been enhanced (given Chippendale's village revival) since the 1970s and the impact of development on village revival. Samples of this examination are contained in Plate 5.6. Firstly, a street has been widened into a plaza area here (top left). The street planting has further enhanced this corner space. A small vest pocket park with street wall art has been created in the vicinity of the Central Park development (top middle). The City of Sydney has created a significant number of these small rest area parks throughout the older neighbourhoods of the city (as noted in Chap. 2). The temporary public art installation, as created on the old Kent Brewery Central Park development, enhanced this public space for a time

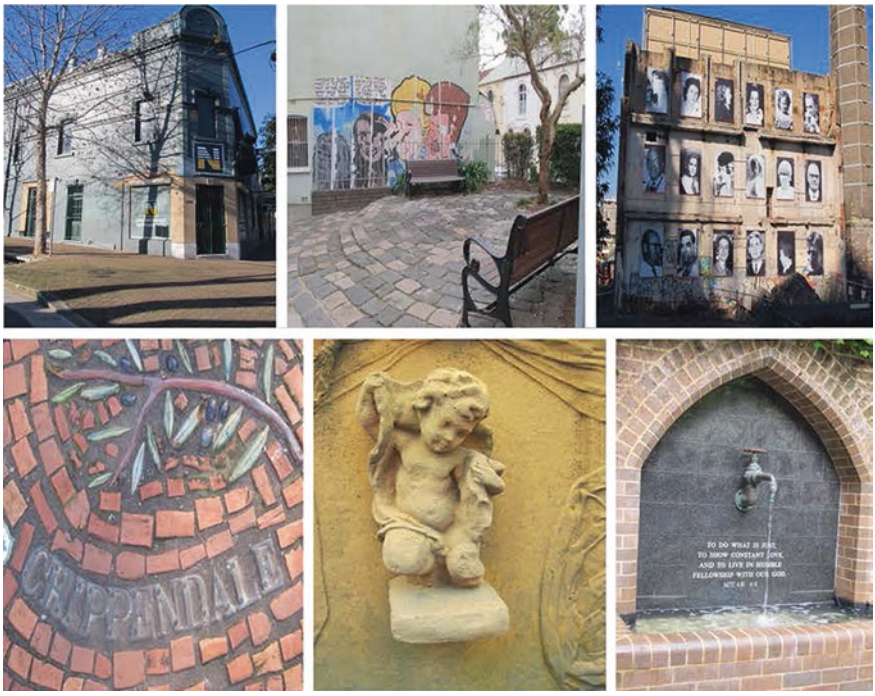

Plate 5.6 Chippendale—Enhancing Public Places. *Left* to *right* Street widening into plaza; Small vest pocket park with street wall art; Public art on Closed Kent Brewery mural; Pavement art; Sculpture figure; and, Old water fountain at St Benedicts (*Source* Raymond Rauscher 2009–2014)

(top right). Pavement art in Chippendale spells out a history of the suburb (bottom left). Small sculptures such as this one grace many of the public buildings in Chippendale and thus enhance the public space (bottom middle). Finally, an old water fountain at St Benedicts (as a focus with an engraved story) embellishes this public space (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Sustainable Development

A survey of new development in Chippendale was undertaken from 2009–2014. The survey was to determine the extent that new development was integrated sustainably, with minimum impact on the village revival of the suburb (Plates 5.4, 5.5 and 5.6). The Central Park development represents the current (2014) biggest impact on Chippendale. Aspects of the Central Park development have incorporated sustainability principles (Plate 5.7). The entry (top left) to the development from the start of construction incorporated several temporary convenience shops. The large size of the block enabled a set back of buildings facing inwards towards the main neighborhoods of Chippendale (top middle). Open space was set aside in creating a new park and square (top right). The model of Central Park (bottom left)

Plate 5.7 Chippendale—Integrating Sustainable Development. *Left* to *right* Central Park entry; Setbacks shown in model of Central Park; Park and square; Vertical landscaping; model of medium density; Medium density complex; and, solar units on roof top (*Sources* Central Park PL and Raymond Rauscher 2009–2014)

shows the vertical landscaping introduced over several of the residential buildings (Chap. 2). Likewise, medium density was incorporated to compliment the high rise (bottom middle). Finally, the solar units on top of a high rise building is shown here (bottom right). The local newspaper *Central* (11 June 2014 p. 3) reported on the scale and design success of Central Park as follows:

> The 29 story One Central Park (designed by French architect practice Ateliers Jean Nouvel) is known as 'green building' by locals given there are over 1200 sq m of vegetal walls. A Sky Garden cantilever juts out just 5 floors from the top and extends 40 m. The Garden includes an outdoor dining room, with pool, trees and fringe landscaping. One Central Park has been named Best Tall Bldg in Asian and Australasian region by Council on Tall Buildings and Urban Habitat (CTBUH) based in Chicago. (*Source Central* 11 June 2014)

It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Spaces

A field survey on the addition of new open spaces in Chippendale was undertaken between 2009–2014. Plate 5.8 provides illustrations of added open spaces achieved in the suburb. A park area embellished with trees is shown here (top left). A landscaped area beside medium density development has been provided here (top middle). St Benedicts has provided a small public open space area on its Broadway site (top right). The new plaza of Central Park is outlined here in a model (bottom left). A paved open space area is provided here (bottom middle). Finally, the completed green section of Central Park plaza is shown here (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

A field survey of the provision of new infrastructure in Chippendale was undertaken between 2009–2014, with particular reference to recent new developments. Examples of this new infrastructure are shown in Plate 5.9. Organic waste recycling bins have been introduced on several streets by the City of Sydney Council (top left). The old Kent Brewery, as part of the Central Park complex, as noted, will be recycled for residential and recreation uses (top middle). The heritage Mission Church Hall has been converted to an art gallery and restaurant (top right). Settlement Neighbourhood Centre has served the area over many years, upgraded here to provide multi-services (bottom left). New pathways and plantings in upgrading the infrastructure are shown here (bottom middle). Finally, the introduction of vertical landscaping provides alternative greenery at Central Park (bottom right) (this type of landscaping discussed in Chap. 2). In addition Chippendale is experimenting with the potential of light coloured streets to reduce temperature of surrounding areas. Urban heat islands contribute to cities often being a few degrees warmer than regional areas. This is caused by surfaces such as roads, footpaths and buildings absorbing heat. A trail has been set up by the City of Sydney Council in Chippendale to monitor equipment that will determine whether there is a reduction in ambient

Plate 5.8 Chippendale—Expanding Open Spaces. *Left* to *right* Open space embellished with trees; Landscaped open space beside medium density; St Benedicts public open space area in Broadway; New central plaza shown in model of Central Park; Paved open space area; and, Completed green section of Central Park plaza (*Source* Raymond Rauscher 2009–2014)

temp along the paler pavements. The local paper *Central* (25/6/14, p. 6) reported that the independent sustainability expert and Chippendale resident Michael Mobbs said trials offered an important opportunity in sustainable urban planning. Mobbs (2010) argues in *Sustainable House* that all houses can be converted to higher levels of sustainability. It can be concluded (based on the 2009–2014 survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Planning and Development is Fair to Everyone

The early (1970s) move by residents of Chippendale to revive the village atmosphere of the area started a momentum that continues today (2014). This engagement has resulted in protection of heritage and cultural enhancement within Chippendale. The planning and development of Chippendale, however, does not meet the indicator of sustainability in being 'fair to everyone'. The retention and expansion of the public housing, rental accommodation and boarding houses in the area has been inadequate and at unaffordable levels. The development of projects

Plate 5.9 Chippendale—Providing Sustainable Infrastructure. *Left* to *Right* Organic Waste recycling; Old Kent brewery being converted; Mission Church Hall; Settlement Neighbourhood Centre; New pathways and plantings; and, vertical landscaping (*Source* Raymond Rauscher 2009–2014)

such as Central Park (with high rents) is likely to add to the competition for rental housing and purchase price of homes in Chippendale. The continued expansion of educational institutions in and adjacent to Chippendale is also contributing to rental competition (2014). It can be concluded, thus, (based on reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Chippendale is not moving in the right direction in meeting the sustainability indicator 'planning and development being fair to everyone'.

5.4 Conclusions and Lessons Learned

The rehabilitation of Chippendale was underway in the early 1970s. This activity provided a type of insurance that the area would unlikely face full scale redevelopment (as was happening at the time in Woolloomooloo) (Chap. 3). The small size of Chippendale provided the residents with easy access to the suburb's history, resulting in a strong local allegiance to place. At the same time the population had been familiar with engaging with developers when development was being proposed. One example here was the experience gained by local residents engaging with

developers in the conversion of Chippendale old warehouses to residential and commercial uses from the 1970s onwards. The major new developments of Notre Dame University and residential/commercial Central Park (developed from 2010 and forecast for completion in 2015, as noted) have been subject to development guidelines (Chap. 2), thus encouraging integration with Chippendale's history and village revival. It appears that the close collaboration between proponents of both Notre Dame University, Central Park and the Chippendale community has enabled the projects to integrate into Chippendale. However, both projects have had an impact on Chippendale's village scale urban design and living styles. The contribution by the Central Park development of additional open spaces, public areas, pedestrian linkages and provision of low scale commercial services (i.e. cafes and convenience stores) were planned to compliment the Chippendale's village setting. Likewise, Notre Dame University appears to have ensured its buildings reinforce connectivity to Chippendale open spaces. The many instances of Chippendale sustainable living (i.e. recycling of warehouses, community gardens, and street art), noted in the chapter, provides benchmarks for any new development proposals in the area. By 2014, given results from survey noted above, it can be concluded that Chippendale is moving in the right direction in meeting the indicators of sustainability with one exception. That exception being indicator #7 'planning and development being fair to everyone'. To meet this indicator the City Council, State and Federal governments would need to jointly address the scarcity of public housing, rental accommodation, boarding houses and unaffordable new housing in Chippendale.

5.5 Summary

The chapter firstly reviewed the background to Chippendale, including web resources. The main planning issue of 'village revival and integrating new development' was then assessed. The planning of Notre Dame University and Central Park in particular illustrated the importance of community engagement. Questions confronting residents and the City Council included the expansion of open spaces and the integration of new development with the traditional village layout and streetscapes of Chippendale. Indicators of sustainability were then applied from results of the field surveys of Chippendale (2009–2014) and references to City of Sydney and NSW governments' planning policies. It was concluded that Chippendale was moving in the right direction in meeting indicators of sustainability, with the exception of indicator #7 'planning and development to be fair to everyone'. The next chapter will examine the Redfern and Waterloo District, also residing within the Inner South Area of the City.

Reference

Mobbs M (2010) Sustainable house. Choice Publishing, Sydney

Chapter 6
Redfern and Waterloo District—Public and Private Housing Balance

Plate 6.1 William Redfern (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to William Redfern (1774–1833), leading surgeon in early colonial New South Wales (Plate 6.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_6

Extracts from Wikipedia provide the following background on William Redfern.

> Redfern was sentenced to death for his part in the naval Mutiny of the Nore in 1797. This was commuted to transportation for life due to his age at the time of his crime. After spending 4 years in an English jail he was transported to New South Wales in 1802. Redfern was granted a conditional pardon following his arrival in Sydney. In 1803, he received a full pardon from the colony's governor, King. As early as 1804 Redfern had been advocating the new smallpox vaccination. Redfern was doctor to governor Macquarie. In 1814 Redfern reported to Macquarie on the sanitary problems of the ships transporting convicts to New South Wales. Redfern had a large private practice as a physician, and though somewhat brusque in manner was much liked and trusted; he became the "best" and "best-known" surgeon in Sydney. In 1826 he retired from practising as a physician, and for about 2 years engaged in scientific farming which had been a hobby of his for some time. He went to Edinburgh about the end of 1828 and died there towards the close of July 1833. Redfern can be regarded as one of the "fathers" of the medical profession in Australia. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to Redfern and Waterloo, suburbs within the Inner South area of the City of Sydney. The main planning issue in the Redfern and Waterloo District, the public and private housing balance, is reviewed. That issue takes the reader to the early 1970s when Waterloo was planned to accommodate a major public residential redevelopment project (including the imposition of green bans) (Chaps. 3 and 4). Indicators of sustainability (as adopted in Chap. 1) are then applied to the District to gauge the extent of urban sustainability achieved by 2014. This is examined particularly in the context of the planning issue of public and private housing balance. Finally, conclusions are reached and lessons learned are outlined.

6.1 Background to Redfern and Waterloo

Redfern and Waterloo maps (Google) can be viewed at: https://maps.google.com.au/maps?client=firefox-a&channel=np&q=google+maps+redfern+australia&ie=UTF-8&hq=&hnear=0x6b12b1de8530bf65:0x5017d681632c810,Redfern+NSW&gl=au&ei=xDzBUq77GoTLkgWgloCQBQ&ved=0CCsQ8gEwAA

A snippet from Wikipedia provides a brief history of the district (also noting William Redfern) follows.

> William Redfern was granted 100 acres (0.40 km^2) of land in this area in 1817 by Lachlan Macquarie. He built a country house on his property surrounded by flower and kitchen gardens. As waves of immigrants arrived in Australia, many made Redfern their first home. (*Source* Wikipedia 2014)

A glance at the history of the Redfern and Waterloo District is contained in Plate 6.2. Redfern railway station was a central transport interchange for the urbanizing Sydney metropolitan area from the 1800s (top left). The poem *Eveleigh Workers Not Forgotten* (Appendix 2 #7) captures the years when a portion of these

Plate 6.2 Redfern and Waterloo—Historical Background. *Left* to *right* Redfern railway station, 1800s; Shop and residential above, Waterloo; Sketch of terrace housing, Redfern; Cyclist before road paved; Tutor style hotel, Redfern St; and, Street wall art symbol of early Aboriginal occupation of the area (*Source* City of Sydney Archives and Raymond Rauscher 2009–2014)

lands were being used for the Eveleigh Railway Workshops. Early Redfern and Waterloo corner buildings often had a shop below and residential above (top middle). A sketch illustrates the row terrace housing that was popular in the district. Redfern and Waterloo, like most inner city areas, has a long history of settling migrants, as the poem *Inner City Multicultural Spirit* (Appendix 2 #11) captures. Roads, until the early 1900s, were often unfinished as illustrated here with a young cyclist in the foreground (bottom left). As in every early Sydney suburb the hotel pub was central to local life. Often the hotel was a significant building in a main street, as this Redfern tutor style hotel represents (bottom middle). This community spirit is picked up in a poem on the area adjacent to Redfern (Surry Hills) entitled *Ruth Park Knew Surry Hills* (Appendix 2 #18). Finally, local street wall art depicts the early occupation of the area by the Aboriginal community (addressed later in this chapter). Three poems express the background of the Aboriginal community in the Redfern and Waterloo District and the wider Australia. The poem *Eora Country Down Under* (Appendix 2 #6) gives an insight into the Eora nation, as the district once was. Secondly, the protection of Aboriginal history is explored in *Not to Erase Indigenous Lands* (Appendix 2 #13).

Thirdly, the poem *Walls Dripping Ochre* (Appendix 2 #24) provides insight into Aboriginal history through the street wall art of Redfern.

Additional background on urban planning and history of Redfern and Waterloo as above and adjacent suburbs and localities can be accessed from Information Box 6.1 below. Aboriginal history and current community campaign (2014) to secure renewal of The Block is covered at this site (1). A comprehensive view of the history of the Aboriginal community in Redfern is accessible at (2). Alexandria (3) (adjacent to Redfern and Waterloo) has in the past been an industrial suburb. Its population is 7,050 (Census 2011) with 39.1 of its population born overseas. The Alexandra Canal (in vicinity of Waterloo) (4) is being upgraded as part of the City's renewing green spaces. A main thoroughfare through Redfern is Cleveland St (5), once filled with mansions and centres of commerce. Eveleigh (6) (adjacent to Redfern) is one of Sydney's smallest suburbs with a population of 573 (Census 2011). Eveleigh contains the Australian Technology Park, a major joint research effort of several Sydney based universities, government and businesses. The Eveleigh Railway Workshops were converted into the ATP complex (including arts space). Access is provided here to Eveleigh via the Dictionary of Sydney and Wikipedia. The history and development of Redfern (7) is accessible at four web sites, including: City of Sydney villages site, Redfern Map Atlas, Dictionary of Sydney; and, Wikipedia. A Higinbotham and Robinson map (1885–1990) of

Information Box 6.1 Redfern and Waterloo and adjacent suburbs and localities—urban development and history web resources

1. Aboriginal—The Block	http://dictionaryofsydney.org/place/the_block
2. Aboriginal Heritage—Redfern	http://www.cityartsydney.com.au/cityart/projects/redfernterrace.asp
3. Alexandria	http://en.wikipedia.org/wiki/Alexandria,_New_South_Wales
4. Alexandra Canal	http://en.wikipedia.org/wiki/Alexandra_Canal_(New_South_Wales)
5. Cleveland St (Redfern)	http://en.wikipedia.org/wiki/Cleveland_Street,_Sydney
6. Eveleigh	
Dictionary of Sydney	http://dictionaryofsydney.org/place/eveleigh
Wikipedia	http://en.wikipedia.org/wiki/Eveleigh,_New_South_Wales
7. Redfern	
District Village 2030	http://www.sydney2030.com.au/in-your-village/redfern-street-village
Dictionary of Sydney	http://dictionaryofsydney.org/place/redfern
Wikipedia	http://en.wikipedia.org/wiki/Redfern,_New_South_Wales
Historic Map of Redfern	http://www.photosau.com.au/CoSMaps/scripts/home.asp
8. Waterloo	
Wikipedia	http://en.wikipedia.org/wiki/Waterloo,_New_South_Wales
Dictionary of Sydney	http://dictionaryofsydney.org/place/waterloo
Historic Map of Waterloo	http://www.photosau.com.au/CoSMaps/scripts/home.asp

Source Webs as noted September 2014

Redfern Municipality shows the boundaries of the municipality, with the principal streets, railway line, parks and wards. Redfern Municipality was a growing metropolis at the time of this map, with elected councillors administering the wards of the area. Likewise the history and development of Waterloo (8) is accessible at Wikipedia, Dictionary of Sydney and a historical map of Waterloo as a municipality. Both Redfern and Waterloo today (2014) are using their town halls for community and library (Waterloo) purposes.

6.2 Main Planning Issue in Redfern and Waterloo

Redfern and Waterloo, from the 1950s onwards, has been held by a sector of the community as a less desirable place to reside in than other parts of the metropolitan Sydney area (e.g. middle and outer Sydney suburbs that became more popular in the 1920s–1960s as an alternative to the inner city). This poor impression of Redfern and Waterloo District was built up over years of urban neglect, and in an absence of State urban upgrading of the district. Also, during this time the considerable industrial activity (established in the 1800s and early 1900s) in the district had an impact on residential and retail land uses.

A large section of Redfern in the 1960s was subject to a redevelopment project of high rise and medium rise public housing. However, the fight in the early 1970s for the protection of Waterloo's traditional housing from clearing for further public housing redevelopment united the community in fighting those plans. This action led to a union green ban being imposed on the State development proposal. There was a parallel planning sequence here, with the State proposing at this time (early 1970s) redevelopment at Woolloomooloo (Chap. 3). At the same time (early 1970s) the Redfern based Aboriginal community opposed redevelopment plans of 'The Block' (a precinct of Redfern on the western side of the railway line). The Block was inhabited mostly by Aboriginal people who settled there from different parts of the State and beyond. The Aboriginal community, instead, at that time lobbied for rehabilitation and local ownership of housing.

Currently (2014), Redfern and Waterloo is subject to State planning decisions (i.e. affecting The Block and public housing renewal). At the same time, private developments and new residents' housing investments continue to expand within the Redfern/Waterloo District. This in turn affects the balance of public and private housing, the planning subject of this chapter. Some of the planning and development issues stemming from the above actions can be observed in Plate 6.3. An aerial view of Redfern redevelopment zone (in foreground) is shown here (top left). The Redfern rail station is a distinct planning area under UrbanGrowth NSW, a government unit (http://www.urbangrowthnsw.com.au) (top middle). The planning under UrbanGrowth NSW is under the *Central to Eveleigh Urban Renewal and Transport Program*. The greening of Redfern St (main shopping street) has attracted an upgrade of commercial premises along this street (top right). An artist sketch shows the extent of the Redfern St proposed upgrade (middle left). Public

Plate 6.3 Redfern and Waterloo—Main Planning Issue. *Left* to *right* Aerial view, Redfern redevelopment zone in foreground; Redfern rail station planning area; Redfern St greening program; Redfern St up grade; Housing redevelopment zones; Proposed public and private housing development; and, Completed new public and private housing (*Sources* City of Sydney Archives and Raymond Rauscher 2009–2014)

housing in Redfern (under the NSW Department of Housing) in the early 2010s focused on redeveloping earlier 1960s low and medium rise buildings as illustrated in this zoning map (middle centre). An artist sketch shows the proposed combined public and private housing development as promoted by the State (middle right). The next three (bottom line) photos show samples of the completed public housing (2014). Note the incorporation of shaded balconies (bottom left). In several

developments generous balconies have been designed (bottom middle). Finally, a variety of facade colors have been applied to dwellings (bottom right).

This redevelopment of this earlier (1960s) Redfern public housing estate was a major policy shift by the NSW Government (represented by the Redfern—Waterloo Authority) to address the balance of public and private housing. The Sydney Morning Herald (5 February 2011) reported on this policy shift, with details on the 20 year redevelopment proposal, as follows:

> The number of homes on public land in Redfern and Waterloo will double under plans to radically change the area with the largest concentration of social housing in the inner city. Proposals just published by the Redfern-Waterloo Authority will lead to many of the three-story apartment blocks dotted across 33 hectares being replaced with blocks four, six and eight stories high. And much of the open space that surrounds existing social housing developments will be used for infill development under the plans that will reshape the area over the next 20–25 years. Summaries provided to residents say the plans 'could result in approximately 3500 additional dwellings in the whole Redfern and Waterloo area', many of which will be private homes built on what is now public land. The documents say the authority wants to break down the heavy concentration of social housing and create communities that are more mixed, in keeping with the philosophy that guides Housing NSW. 'The aim is to achieve a mix of 60 % private and affordable housing dwellings and 40 % social housing to encourage a thriving and sustainable community' the (government) documents say. While they do not spell out how this mix will be achieved, it is likely many smaller public housing blocks will be sold to developers who will replace them with new private housing developments with much higher density. There are 4300 social housing dwellings in the area. The authority has promised that social housing tenants who are relocated will be rehoused elsewhere within the City of Sydney. Many of the low-rise buildings will go, but the high-rise towers will remain. As the current economic life of high-rise towers buildings is generally about 30 years or more, it is anticipated that these buildings will be retained for some time', it says. But with many of the apartments in these towers run down, the plan says there is 'real potential' for them to be renovated so they blend better with more upmarket private housing planned for the area. (*Source* Sydney Morning Herald, 5 February 2011)

The article went further in gaining a community response from the local community group, REDWatch. The group expressed concern that the State plans were for a much higher density (35 % increase) than had been proposed by the City of Sydney, potentially doubling the current density. The group also commented that under the authority's rules the height of a current building to increase to 12 stories. The issue of housing needs in Redfern and Waterloo will be further addressed below under the application of indicator of sustainability #7, 'ensure planning and development is fair to everyone'.

6.3 Applying Indicators of Sustainability

There are seven indicators of sustainability criteria selected (Chap. 1) for application to a study area of Redfern and Waterloo. These indicators being: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everybody.

(1) Protecting Heritage

The protection of heritage (residential, commercial and industrial) is evident in the Redfern and Waterloo District, but the overall heritage of the district has been heavily impacted upon by earlier redevelopment housing projects (1960s and 1970s as noted above). A glance at examples of heritage that has been protected in the district is contained in Plate 6.4. St Mels Church and school buildings remains a central heritage precinct in Waterloo (top left). Redfern Town Hall represents the municipal status of the local government area of South Sydney Council (absorbed into the City of Sydney in the early 2000s) (top middle). The building is used extensively by community groups and service providers. The late Mum Shirl, past Aboriginal leader of Redfern, is depicted here in street wall art (top right). A traditional commercial building with residential above is in Redfern St shopping area as shown here (bottom left). The historic tutor style hotel pub has been upgraded within heritage guidelines (bottom middle). Finally, a group of single story row cottages represent working class housing, often located in narrow streets and lanes, is shown here (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in

Plate 6.4 Redfern and Waterloo—Protecting Heritage. *Left* to *right* St Mels Church; Redfern Town Hall; Late Mum Shirl, past Aboriginal leader street wall art; Traditional commercial buildings; Tutor style hotel; Single story row cottages (*Source* Raymond Rauscher 2009–2014)

Plate 6.5 Redfern and Waterloo—Reinforcing Cultural Features. *Left* to *right* NSW Railways past head office; Aboriginal street wall art; Call for Aboriginal unity on rail station; Cleveland Boys High school; Technology Park industrial art; and, Part of the Redfern Town Hall (*Source* Raymond Rauscher 2009–2014)

Chap. 2 and this chapter) that Redfern and Waterloo District is (in spite of past loses) moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

Reinforcing cultural features in the Redfern and Waterloo District is evident from the ground survey (2009–2014). The revival of the village living attributes in Redfern and Waterloo started to gain momentum in the early 2000s, compared to other suburbs in the vicinity that started in the 1970s (i.e. Chippendale as noted above). A sample of sites that reinforce the cultural features of the district are illustrated in Plate 6.5. The NSW Railways for over a century operated in Redfern from this head office building (yet to be restored) (top left). Several Aboriginal street wall art works can be viewed in Redfern, here illustrating the importance of the Eora nation settlement of early Sydney (top middle). The call for unity among the Aboriginal people of Redfern (and wider Sydney) is depicted on the road bridge leading to Redfern railway station (top right). Cleveland Boys Highschool for over a century has been a central educational feature of Redfern (bottom left).

The conversion of parts of the Eveleigh industrial works is illustrated here with the preservation of an overhead gantry in the Australian Technology Park (bottom middle). Finally, the early Redfern Town Hall is shown here (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is moving in the right direction (though with continued attention needed to protecting Aboriginal cultural features) in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Places

Public places of the Redfern and Waterloo District were surveyed (2009–2014) to examine if these places had been enhanced, given the impact of past redevelopment projects within the district (1960s and 1970s). Examples of public place changes noted from this survey are contained in Plate 6.6. Street shrub plantings in residential streets creates an improved public walkway here (top left). Traditional public housing fences upgrading adds to the streetscape attractiveness (top middle).

Plate 6.6 Redfern and Waterloo—Enhancing Public Places. *Left* to *right* Introduction of shrubs in residential streets; New fencing upgraded streetscape; Technology Park public areas introduced; Row terraces with street edge tree planting; A small park has been upgraded; and, Walkway landscaping introduced (*Source* Raymond Rauscher 2009–2014)

The Redfern based Australian Technology Park contains industrial buildings converted to educational and commercial uses within a new public area (top right). Note the tree planting at street edges (to right) provides a visual streetscape break for this row of terraces (bottom left). A small park (Charles Kernan Reserve) has been upgraded (bottom middle). Finally, walkway landscaping has been introduced to this terraced street (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Sustainable Development
A survey of new development in Redfern/Waterloo was undertaken from 2009–2014 to determine the extent that this development was sustainable. Examples of this new development integration are illustrated in Plate 6.7. New landscaping has been introduced at this cottage providing summer sun protection (top left). One

Plate 6.7 Redfern and Waterloo—Integrating Sustainable Development. *Left* to *right* New landscaping for cottage to protect in summer; Converted factory building to Residential; Maintaining vegetation in converted building to restaurant below, offices above; Reuse of older building for Technology Centre; Infill low energy House; and, Plan for new residential with shops below from Oliver Electric Co (*Source* Raymond Rauscher 2009–2014)

of many converted factory buildings (to residential use) is illustrated here (top middle). Trees have been saved here and integrated into the design of a restaurant and offices in an upgraded older building at Waterloo (top right). One of several older buildings have been redesigned for the Australian Technology Park (bottom left). One of many infill low energy houses built in the area is illustrated here (bottom middle). Finally, a plan for a new residential complex with shops below from converted Oliver Electric Co building is depicted here on a developer's billboard (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Spaces

A survey on the addition of new open spaces in Redfern and Waterloo District was undertaken between 2009–2014. Plate 6.8 provides illustrations of added open spaces achieved in the district. New landscaping and seating at an infill

Plate 6.8 Redfern and Waterloo—Expanding Open Spaces. *Left* to *right* New land scaping and seating; Crane sculpture in Technology Park public square; Passageway landscaping; Tennis Centre with solar units at Prince Alfred Park; Waterloo Park pedestrian way; and, Park memorial feature (*Source* Raymond Rauscher 2009–2014)

park is shown here (top left). Crane sculpture in Technology Park public square enhances this open space (top middle). Passageway landscaping of vest pocket park has been created here (top right). The tennis centre building is equipped with solar units at Prince Alfred Park, across from Cleveland St, Redfern (bottom left). In addition, the City Council completed a square of open space beside the new (2010) Redfern Community Centre within the area of The Block. Finally, a Waterloo Park pedestrian way is maintained here (bottom middle), along with a memorial feature (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure
An on the ground survey of the provision of new infrastructure in Redfern and Waterloo District was undertaken between 2009–2014, with particular reference to the public housing impacts on the district (1960s and 1970s as noted earlier). Examples of this new infrastructure are included in Plate 6.9. Solar traffic warning light signals for pedestrian crossings are used at several locations (top left). An experimental wind vane to generate energy for building use is shown here (top middle). The route of Sydney's light rail extension passes (at Surry Hills and Moore Park) adjacent to Redfern East as indicated on this City map (top right). The State government's $1.6b South East Light Rail Project (2014–2020) from the CBD and traveling through Surry Hills will see ten (10) new stations between Circular Quay and Surry Hills. An example of the trams (early form of light rail) that serviced Redfern and Waterloo were part of a major City tram network (bottom left). New cycle paths were announced in 2014 to extend through Redfern and Waterloo District (bottom middle). Finally, the Australian Technology Park (Redfern) university research centres (bottom right) include within their portfolios many renewable energy projects. It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Ensuring Planning and Development is Fair to Everyone
The early (1970s) move by residents of Waterloo to protect local housing from State redevelopment plans did reduce the total amount of housing removed. The balance of public housing (including Redfern and Waterloo) to private housing has since the 1970s been skewed (relative to other City of Sydney suburbs) to public housing. The recent redevelopment of public housing to a mixed public and private market State policy partly addresses (according to the State) providing a better balance of public and private housing. There is however a continued need to renew the current public housing in both Redfern and Waterloo. A current example of that shortage is the issue of housing for the Aboriginal community of Redfern and Waterloo to be accommodated in The Block area of Redfern. On the 26 May 2014 a section of the Aboriginal community established a tent embassy to draw attention to the need for a start to planned renewal housing under the Aboriginal

Plate 6.9 Redfern and Waterloo—Providing Sustainable Infrastructure. *Left* to *right* Solar traffic warning light signals for pedestrian crossing; Wind vane generator on building; Route of Light Rail extension to pass through Redfern East; Early Trams that went through Redfern and Waterloo; New cycle paths to extend through Redfern/Waterloo; Australian Technology Park university research centres, including energy projects (*Source* Sydney City Archives and Raymond Rauscher 2009–2014)

Housing Company (ACH). The ACH proposal that the State favoured called for mixed use development (including student housing and retail development) and Aboriginal housing as a second stage of development. The ACH had secured approval for a $70 m project (called Pemulwuy after an Aboriginal warrior) of 110 lots, with a residential complex of 62 affordable housing units in that later stage (when an income stream was produced from Stage 1). The planning of The Block has a history of slow planning progress that commenced in 1972, when the Whitlam government was called into assist this community in drawing up renewal plans. The last census (2012) showed 31.7 % of the NSW Indigenous population living in Greater Sydney, with Redfern as the cultural centre. Moving beyond Aboriginal housing needs, there is also inadequate rental housing and boarding houses across Redfern and Waterloo. Private housing is also at unaffordable levels, with the ever increasing cost of housing in the City of Sydney illustrated in Chap. 2. Also, as noted above, the redevelopment of the Redfern public housing estate (a major policy shift by the NSW Government under the Redfern—Waterloo Authority) raises many questions on the government not providing sufficient

public housing when introducing private housing replacements. Finally, the continued expansion of educational institutions in and adjacent to Redfern (in particular Sydney University) is contributing to rental competition (2014). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Redfern and Waterloo District is only partly moving in the right direction in meeting the indicator of sustainability 'planning and development is fair to everyone'.

6.4 Conclusions and Lessons Learned

The long established tradition of working class strength in Redfern and Waterloo reinforced over time the urban fabric of the area (assisted by central location of facilities around the rail station and adjacent commercial area). The introduction of public housing redevelopment projects (1960s and 1970s) led to an imbalance of public housing within the district. Given local Waterloo resident response in the early 1970s (including a green ban at Waterloo), partial support for rehabilitation was eventually adopted within the three levels of government (City, State and Federal). The popularity of the availability of less expensive housing in Redfern and Waterloo led to higher income groups moving into the area from the 1980s onwards. This factor, and the renewal State public housing initiatives in Redfern starting around 2010, started to redress (according to the State) the balance of public and private housing. The urban upgrading projects at Redfern and Waterloo under the City of Sydney in the first decade of 2000 and up to 2014 were having a significant result in the district (i.e. renewal of commercial Redfern St). There is considerable more State and Federal governments attention to this balance and need to support upgrading of public housing in Redfern and Waterloo District. By 2014, given results from the survey noted above, it can be concluded that Redfern and Waterloo was moving towards meeting most of the indicators of sustainability, however further initiatives by government were needed in particular to meet indicator of sustainability #7, planning and development being fair to everyone.

6.5 Summary

The chapter reviewed the background to the Redfern and Waterloo District, including key web sites. The main planning issue of public and private housing balance was reviewed. Indicators of sustainability, following a survey of the district (2009–2014), were applied to the district. It was concluded that, in general Redfern and Waterloo District was moving in the right direction in meeting indicators of sustainability, with exception of further work needed to meet the indicator 'planning and development being fair to everyone'. The next chapter moves to the Inner West district of the City of Sydney in examining Erskineville, the first case study area in this district.

Part IV
City of Sydney—Inner West Area

Part IV looks at the case study of Erskineville suburb within the City of Sydney's Inner West Area. Erskineville is south of the CBD with surrounding suburbs including (Plate 7.0) (clockwise from top): Camperdown, Darlington, Macdonaldtown, Alexandria, St. Peters and Newtown. The suburb is land locked, though it is close to open spaces of (clockwise) Alexandria Park, Perry Park, Sydney Park, and Erskineville Oval. The district is predominantly residential with a long-term history of industry to the east and south (e.g. St Peters Brickworks, now Sydney Park). The web resources at the end of the chapters provide links with sites that provide historical, planning and social background on each of the suburbs and localities in the district.

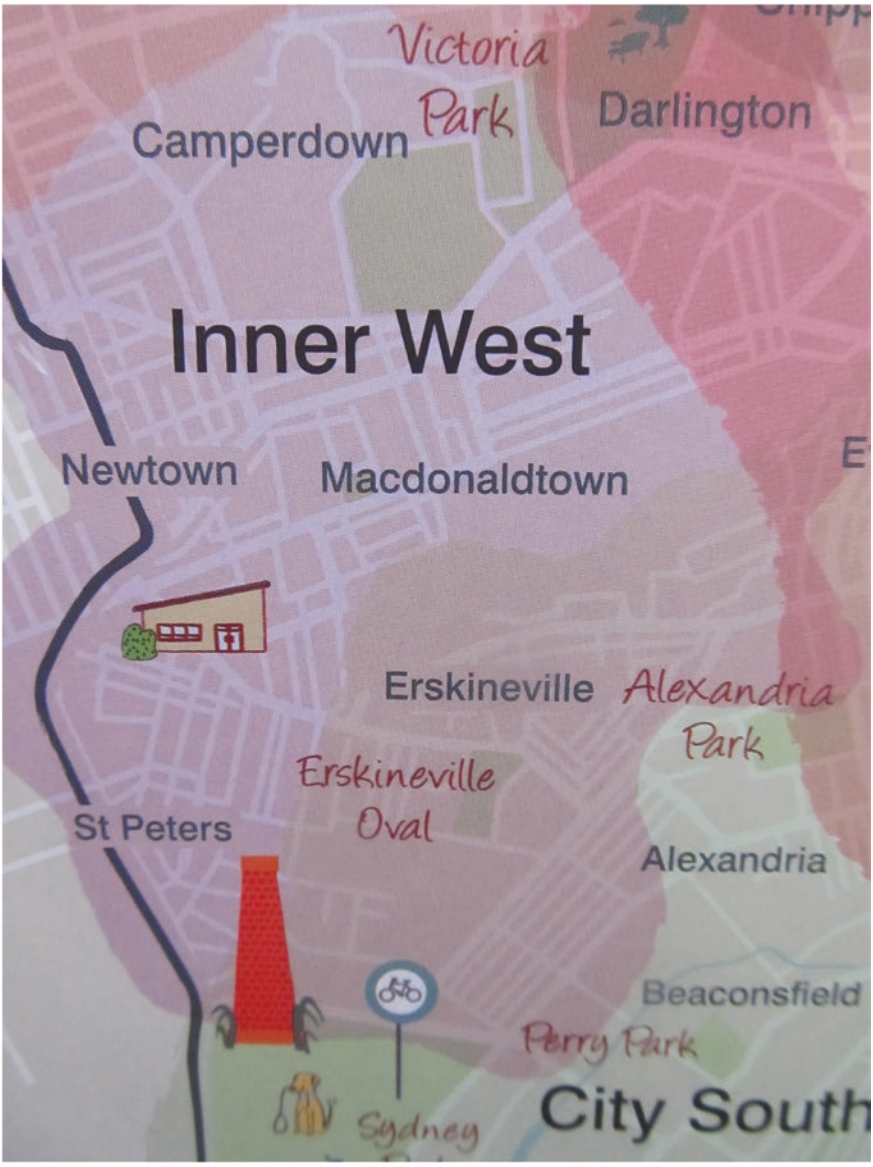

Plate 7.0 City 'Inner West' (*Source* City of Sydney Archives 2014)

Chapter 7
Erskineville—Redevelopment Versus Rehabilitation

Plate 7.1 Gough Whitlam, PM of Australia (1972–1975)

Dedication This chapter is dedicated to Gough Whitlam, Prime Minister of Australia between 1972 and 1975. PM Whitlam introduced significant urban development bills into the Australian Parliament during his term. He pioneered 'new cities' planning (i.e. Albury-Wondonga and Bathurst in NSW for example) and renewal of inner city areas (i.e. Woolloomooloo and Glebe in the City of Sydney). Whitlam died in 2014, having been one of the most progressive PMs in Australian history (Plate 7.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_7

Extracts from Wikipedia provide the following background on Gough Whitlam.

> The Whitlam Government implemented a large number of new programs and policy changes, including the elimination of military conscription and criminal execution, institution of universal health care and fee-free university education, and the implementation of legal aid programs. With the Opposition-controlled Senate delaying passage of laws, Whitlam called a double-dissolution election in 1974 which he went on to win, albeit with a slightly reduced majority. However, the Opposition continued to control the Senate, and after becoming emboldened by government scandals and a flagging economy, began to challenge Whitlam again. In late 1975, the Senate prevented the progress of appropriation bills, thus denying the Government supply. Whitlam refused to back down, arguing that his elected Government was being held to ransom by the Senate. The crisis ended on 11 November, when Governor-General Sir John Kerr controversially dismissed Whitlam and commissioned Opposition Leader Malcolm Fraser as caretaker Prime Minister. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to Erskineville, a suburb within the Inner West area of the City of Sydney. A main planning issue in Erskineville is redevelopment versus rehabilitation of the suburb, particularly focusing on planning events in the early 1970s (including resident opposition to redevelopment plans at the time). Indicators of sustainability (as adopted in Chap. 1) are then applied to the suburb to gauge the extent of urban sustainability achieved by 2014. Finally, conclusions are reached and lessons learned are outlined.

7.1 Background to Erskineville

The Erskineville district was scheduled for total clearance for redevelopment in plans before the local council (with acknowledgment by the State) in 1971. The campaign by the local population at the time to stop these plans proved successful. The district has since relied up rehabilitation of traditional housing to create an upgraded neighbourhood. The case study looks at the 1971 redevelopment plans, the community campaign and the current urban state of this district.

A brief background on the suburb follows.

> The suburb was originally called after an earlier subdivision in 1846 in the south of Erskineville owned by Stephen Macdonald. The inhabitants were originally market gardeners, though brick making and tanning also became dominant industries. The Victorian cottages and small rows of Victorian terraces that dominate the built form of the suburb were the homes of the workers in these industries, which explains their smallness: a four-meter wide terrace is large by Erskineville standards. In the early twentieth century, manufacturing in the area diversified, and Erskineville became a resolutely working class inner city suburb, with a proud history of resistance, and a less proud history of street violence. After World War II, Greek and Macedonian migrants found it an affordable place to settle, near the city. (*Source* Wikipedia 2014)

Two poems capture the changes in Erskineville and adjacent Newtown. The poem *Endless Buzz Newtown* (Appendix 2 #6) exploring the community of Newtown. Secondly, the poem *New Towns in Sydney City* (Appendix 2 #12)

provides an insight into the new areas on inner city being developed like 'new towns' (such as Ashmore in Erskineville).

A Google map of Erskineville provides the means of examining the suburb up close at https://maps.google.com.au/maps/ms?ie=UTF8&oe=UTF8&msa=0&msid=105172685724521796144.000496029a184652607e1

There are a number of web sources (in additional to those inner city Sydney sites noted in Chap. 2) that provide the reader with an understanding of Erskineville (e.g., listed in Information Resource Box 7.1). Alexandria (1), Camperdown (3) and Darlington (4) are suburbs in the vicinity of Erskineville. Historical maps

Information Box 7.1 Erskineville and adjacent suburbs and localities—urban development and history web resources

1. Alexandria	
Wikipedia	http://en.wikipedia.org/wiki/Alexandria,_New_South_Wales
Historical Map of Alexandria	http://www.photosau.com.au/CoSMaps/scripts/home.asp
2. Ashmore Residential Project	http://www.cityofsydney.nsw.gov.au/development/major-developments/ashmore-precinct
3. Camperdown	
Wikipedia	http://en.wikipedia.org/wiki/Camperdown,_New_South_Wales
Historical Map of Camperdown	http://www.photosau.com.au/CoSMaps/scripts/home.asp
4. Darlington	
Wikipedia	http://en.wikipedia.org/wiki/Darlington,_New_South_Wales
Historical Map of Darlington	http://www.photosau.com.au/CoSMaps/scripts/home.asp
5. Erskineville	
Map and demographics	http://dictionaryofsydney.org/place/erskineville
Backgound	http://en.wikipedia.org/wiki/Erskineville,_New_South_Wales
Newtown Project	http://www.sydneyarchives.info/essays-a-histories/25-newtown-ejectment-case
Friends of Erskineville	http://www.erskinevillevillage.org/about/our-history
Historical Map of Erskineville	http://www.photosau.com.au/CoSMaps/scripts/home.asp
6. Macdonaldtown	
Wikipedia	http://en.wikipedia.org/wiki/Macdonaldtown,_New_South_Wales
Historical Map of Macdonaldtown	http://www.photosau.com.au/CoSMaps/scripts/home.asp
7. Newtown	
Wikipedia	http://en.wikipedia.org/wiki/Newtown,_New_South_Wales
Historical Walk (incl. Erskineville)	http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0020/122708/WalkTourGritty.pdf
8. St Peters	http://en.wikipedia.org/wiki/StPeters,_New_South_Wales

Source Webs as noted September 2014

illustrating Alexandria, Camperdown and Darlington as municipalities is accessible under each location heading as noted in the box. Ashmore (2) is a newly developing high density (including high rise) residential locality within Erskineville, where old industrial lands are being converted to a 'town within the city'. This locality is thus in contrast to the main section of Erskineville that is predominantly traditional terraces and cottages. Erskineville (5) history and development can be accessed at five resource web sites. Sites include: map and demographics; background to Erskineville; the Newtown Project (history of Erskineville and Newtown); the local community association Friends of Erskineville; and, a historical map of Newtown Municipality (incl. Erskineville). The population of Erskineville is 6,848 (Census 2011) with 36.1 % overseas born. Macdonaldtown (6) is an 'urban place' located next to Erskineville and was originally part of the same estate. The historical map is of Macdonaldtown (including part of Erskineville) when it was a municipality. Newtown (7) is adjacent to Erskineville and the centre of commerce and entertainment (since the 19th century). Also, a historical walk of Newtown (including Erskineville) is provided by the City of Sydney (7). The population of Newtown is 14,148 (Census 2011) with 40 % of the population born overseas. Finally, St Peters (8) is a suburb adjacent to Erskineville with a population of 2,871 (Census 2011). St Peters is noted for its major brick works centre (1870s onwards) which has now been converted to a major park called Sydney Park.

7.2 Main Planning Issue in Erskineville

Erskineville redevelopment planning, as in many parts of the inner city Sydney area, stretches back to post WW2, when the State proposed new housing schemes. In 1971 these earlier schemes and one proposed for Erskineville in 1971 are reviewed in a thesis *Community Response to a Redevelopment Proposal* (Rauscher 1971). Key planning aspects to this proposal are partly illustrated in Plate 7.2. The photo from Crago's Flour Mills shows Erskineville and Newtown in the early 1950s (note the high density) (top left). The Erskineville planning proposal of 1964 is illustrated here (top middle). This proposal called for the redevelopment of sections of Erskineville. It was 1969 that an Erskineville redevelopment plan was represented in this model (top right) (to be addressed further in this chapter). Erskineville parklands zoning (green) and the Ashmore development area (lower right in blue) are illustrated in this plan of 2000 (bottom left). A corner butcher and general store in Union St operated for many years serving the local community (bottom middle). These same two buildings are now residential premises (bottom right).

The redevelopment plans (South Sydney Council) for Erskineville (1970) were drawn at a time when the community was predominantly multi-cultural, with a low social economic status. Plate 7.3 illustrates the nature of Erskineville at the time in photos taken by Rauscher (1971). Streets were heavily populated with children playing (top left). At that time the streets served as 'community areas', reflecting what Jane Jacobs wrote in the 1960s (Jacobs 1961) (Chap. 2).

Plate 7.2 Erskineville—Main Planning Issue. *Left* to *right* Newtown from Crago's Flour Mills (c1950); Planning proposals 1964; Erskineville redevelopment model (1969); Erskineville and parklands; Corner butcher and general stores (1950s); Same buildings as '5', and, Butcher shop and general store now residential (*Sources* City of Sydney archives, and Raymond Rauscher, 1970 and 2009–2014)

New immigrant families found the area affordable (top middle). These immigrant families followed the footsteps of many generations settling Sydney from overseas countries. Row housing was sometimes built with narrow footpaths (top right). This was housing the migrant groups were familiar with in their home countries. Higher density living was acceptable and practical (cheaper and closer to work in the CBD or local industries). Dogs as pets played at will in the streets (bottom left). The era of dog controls enforcement in neighbourhoods had not come effect at the time. Today, not a stray or family dog would be found loose in Erskineville. Hidden passageways were a discovery land for the young people (bottom middle). The suburb, built at a high density, afforded many interactions for children, usually within close proximity to homes. Finally, most play took place on the curbside (bottom right). The problem here was the constant pedestrian conflict with cars (drivers using Erskineville as a short cut to avoid busy roads such as King St).

Plate 7.3 Erskineville—Street Life Erskineville 1970. *Left* to *right* Streets for children's play; New settler's family; row housing with narrow footpaths; Dogs as pets in streets; Hidden passageways; and, Curbside play (*Source* Raymond Rauscher 1970)

The residents of Erskineville formed the Erskineville Residents Group to oppose the redevelopment plans (1969). Plate 7.4 illustrates some of the group's activities in 1970. An arts competition on 'value of streets' was held to build interest in community among residents (top left). Many local residents had lived in Erskineville for several decades and were keen to express the value of the area. School students are assisting parents here with a street improvement survey (top middle). The area's residents network of communication was extensive, as pedestrian movements and children at play in the streets added to this communication. The local recreation centre (still operates) was central to holiday and weekend playtime for children (top right). The area benefited from the tradition of local government councils in metropolitan Sydney providing play centres. The winner of the streets art competition is proud of his effort here (bottom left). Examples of children's submitted 'value of streets' drawings shows a keen perception of the neighborhood by the young people (bottom middle). Finally, another submitted 'value of streets' drawing illustrates some of the problems and traffic conflicts in Erskineville as noted above (bottom right).

Plate 7.4 Erskineville—Residents Association Preservation Actions 1970. *Left* to *right* Arts competition on 'value of streets'; Two school students assisting parents with street survey; Boys having a recreation break; Winner of streets arts competition; Submitted streets drawing; and, Second submitted streets drawing (*Sources* Raymond Rauscher 1970 and Erskineville Residents Assoc)

7.3 Applying Indicators of Sustainability

The seven indicators of sustainability as selected (Chap. 1) are now applied to the study area of Erskineville. These indicators being: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everybody.

(1) Protecting Heritage

The protection of heritage in Erskineville is evident from the field survey (2009–2014). In general, most of the heritage listed housing, commercial and community buildings in the suburb have been preserved. Some of these are illustrated in Plate 7.5. Stand alone cottage here (top left). Two story terrace recently

Plate 7.5 Erskineville—Protecting Heritage. *Left* to *right* Stand alone cottage; Two Story terrace; Catholic Church; Restored corner terrace; Cottage with stone wall; and, Past corner shop with residential above (*Source* Raymond Rauscher 2009–2014)

restored with French door on balcony here (top middle). Catholic Church serving Erskineville and Alexandria here (top right). Restored corner terrace, likely shop below in past here (bottom left). This cottage has stone and picket fence here (bottom middle). Finally, this corner building was a corner shop in past with residential above (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

Reinforcing cultural features in Erskineville is evident from ground surveys (2009–2014). Those sites that reinforce the cultural features are shown in Plate 7.6. A public arts ceramics history of the district was erected outside the Erskineville Town Hall (top left). Anglican church symbol of family strength is mounted outside the church (top middle). A building scheduled for redevelopment has enabled artists to create street wall art (top right). The recently restored Imperial Hotel is here (lower left). South Sydney Council for many years held

Plate 7.6 Erskineville—Cultural Features. *Left* to *right* Public arts ceramics history; Anglican Church symbol; Building wall art; The Imperial Hotel; Erskineville Town Hall; Erskineville Hotel (*Source* Raymond Rauscher 2009–2014)

meetings at Erskineville Town Hall (bottom middle). Opposite the shopping centre is the Erskineville Hotel (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Spaces

Existing neighbourhoods of Erskineville were surveyed (2009–2014) to examine if they had been enhanced, given the extent of rehabilitation since the 1970s. Examples of neighbourhood change (from this survey) is contained in Plate 7.7. Many streets have had landscaping introduced (top left). Planting of trees here assists in embellishing streetscapes (top middle). A single tree strategically placed becomes a public space feature (top right). Placing vegetation as street borders encourages more pedestrian activity (bottom left). Space to stand a bike in the public street assists local bikers (bottom middle). Finally, clearly defined fence lines delineates street pathways (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

Plate 7.7 Erskineville—Enhancing Public Spaces. *Left* to *right* Introduced landscaping; Cottage restoration; Duplex upgrading; Vegetation insets; Stand alone dwelling; and, Single story cottages (*Sources* Raymond Rauscher 2009–2014)

(4) Integrating Sustainable Development

A survey of new development in Erskineville was undertaken from 2009–2014. The survey was to determine the extent that new development was integrated sustainably. Examples of this integration are illustrated in Plate 7.8. A factory building has been converted to commercial uses here (top left). Medium density with shops below in Erskineville Rd is integrated here (top middle). Cottages restored and shaded landscaping introduced here (top right). Street pathway landscaped for summer sun protection here (bottom left). Community Garden in Erskineville Rd developed here (bottom middle). Sign on park commemorating time when Green Bans was placed on this site (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Spaces

A survey on the addition of new open spaces in Erskineville was undertaken between 2009–2014. Plate 7.9 provides illustrations of added open spaces achieved in the suburb. Expanse of parkland provided here (top left). An alcove

Plate 7.8 Erskineville—Integrating Sustainable Development. *Left* to *right* Converted Factory building to commercial uses; Medium density with shops below in Erskineville Rd; Cottages restored and shaded landscaping; Street pathway landscaped; Community garden; and, Sign on park commemorating Green Bans placed on this site (*Source* Raymond Rauscher 2009–2014)

open space here (top middle). An area of child secure open space here (top right). Following a residents fight for more open space a Green Ban Park was established (bottom left). Here a walkway has been upgraded alongside open space (bottom middle). Finally, school open space with protected shade area opposite a park can be viewed in distance (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

An on the ground survey of the provision of new infrastructure in Erskineville was undertaken between 2009–2014 [with particular reference to the 1970s redevelopment plans (noted earlier)]. Examples of this new infrastructure are contained in Plate 7.10. Solar powered pedestrian crossing is shown here (left). An explanation of the heat island for the community (as mounted) is shown here (middle). A model of an Urban Heat Island to be introduced is shown here (right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

Plate 7.9 Erskineville—Expanding Open Spaces. Expanse of parkland; Alcove open Space; protected child secure open space; Green Ban Park; Walkway upgraded with open space; and, school open space with protected shade area (*Source* Raymond Rauscher 2009–2014)

Plate 7.10 Erskineville—Providing Sustainable Infrastructure. Solar powered pedestrian crossing; Urban Heat Island to be introduced; and, example of the heat island equipment (*Source* Raymond Rauscher 2009–2014)

(7) Ensuring Planning and Development is Fair to Everyone
The early (1970s) move by residents of Erskineville to protect their housing from a State redevelopment plan preserved the heritage of the area as well as the whole of the housing stock. Erskineville has since then continued to revive the village atmosphere of the area, with momentum continuing in 2014. The availability of affordable housing, public housing, rental and boarding houses in the area has not kept pace with demand. The continued expansion of educational institutions in and adjacent to Erskineville and Newtown, in particular Sydney University is contributing to rental competition. This trend of increasing costs to purchase or rent housing in Erskineville continues (2014). It can, thus, be concluded (based on reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Erskineville is not moving in the right direction in meeting the indicator of sustainability 'planning and development being fair to everyone'.

7.4 Conclusions and Lessons Learned

Erskineville redevelopment plans of 1969 as proposed by the South Sydney Council out of context with the historical values and community aspirations of Erskineville in the late 1960s and early 1970s. The urban street patterns and housing was accepted by the population residing there at the time. The actions of the residents stopped the inappropriate redevelopment plans moving to implementation. The investment in the traditional housing that had taken place in the 1960s onwards contributed to a strengthening of the community. The main lesson learned from the authorities' redevelopment plan (1971) is that authorities need to ensure they know the values and housing positions of residents before plans being considered. This would make any planning to improve housing (including rental housing) more likely to be accepted by the community (i.e. redevelopment or rehabilitation exercises). The subsequent rehabilitation of the district and attraction of new development at Ashmore (south east end of Erskineville) by the beginning of 2010 enhanced the value of Erskineville in offering a variety of housing. By 2014, given results from the survey noted above, it can be concluded that Erskineville has in general met the indicators of sustainability, with the exception of (#7) 'ensuring planning and development being fair to everyone', given housing unaffordability as noted.

7.5 Summary

The chapter reviewed the background to Erskineville, including web resources. The main planning issue of 'redevelopment versus rehabilitation' (including resident actions to prevent redevelopment of the suburb) was reviewed. Following that, indicators of sustainability criteria were applied from surveys on the ground

(2009–2014). It was concluded that Erskineville had in general been accommodating six of the seven selected indicators of sustainability. The next chapter will examine the Haymarket District, the first case study area in the Inner West district of the City of Sydney.

Acknowledgments This chapter also acknowledges Irishman Nicholas Divine, first principal superintendent of convicts, who arrived in the area in 1790. Divine obtained a grant and built a homestead near the corner of Erskineville Road and George Street, Erskineville.

Reference

Rauscher R (1971) Community response to a redevelopment proposal. University of Sydney (Library Microfilm), Sydney

Part V
City of Sydney—City West Area

Part V looks at the case studies of the Haymarket (Chap. 8), Pyrmont and Ultimo (Chap. 9) districts, within the Sydney 'City West' area (Plate 8.0). The area is west of the CBD with surrounding suburbs and localities including (clockwise from top): Darling Harbour (tourist precinct), Chinatown (locality) and Blackwattle Bay (locality). The area has foreshores to the north of Darling Harbour and to the west Blackwattle Bay. A major open-space complex exists at Darling Harbour and to the south is Wentworth Park. The district is predominantly residential with a long-term history of heavy industry at Pyrmont (i.e. power station and sugar refinery at north Pyrmont, wool stores and docks). The web resources at the end of the chapters provide links with sites that provide historical, planning and social background on each of the suburbs and localities in the 'City West' area.

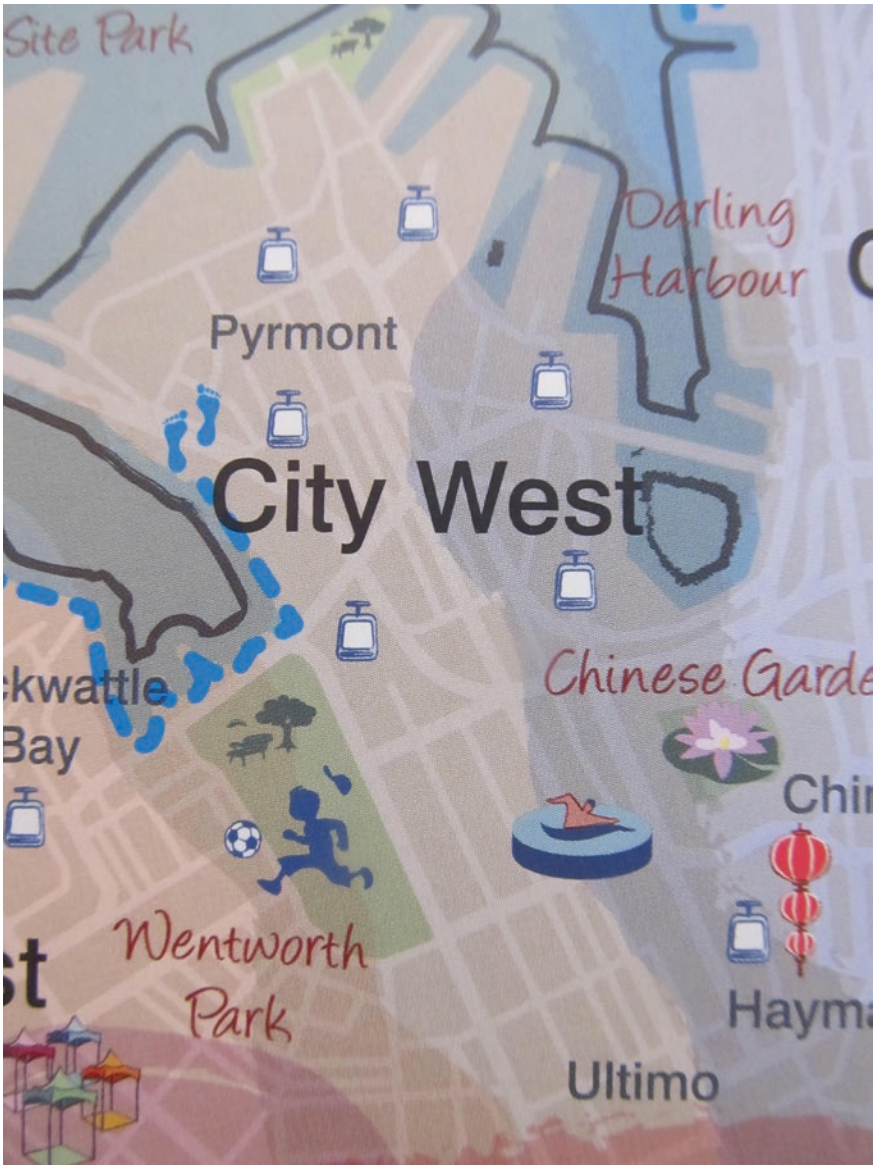

Plate 8.0 Sydney 'City West' Area (*Source* Local Action Plans, City of Sydney Archives)

Chapter 8
Haymarket District—Integrating Development Precincts

Plate 8.1 George McRea (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to George McRea (1858–1923), who served as Government Architect of NSW (Plate 8.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_8

> George McRae was born in Edinburgh, Scotland, in 1858. He arrived in Sydney in 1884 and was appointed Assistant Architect in the City Architect's office. He became City Architect and City Building Surveyor in 1889. George McRae was responsible for the design of many buildings in Sydney and other places, several of which still survive and are heritage-listed. Some of the buildings are: Rozelle Tram Depot, located in Glebe, 1904; Education Department Building, Bridge Street, Sydney, 1912; Former Parcels Post Office, Railway Square, 1913; Taronga Zoo lower entrance, Sydney, 1916; and Queen Victoria Building, George Street, 1893–98. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to the Haymarket District, a district within the 'City West' area of the City of Sydney. A main planning issue in the Haymarket District that has been central to development of that district is reviewed. That issue is how to protect neighbourhoods while integrating development precincts within the district, in particular State initiated development proposals (1970s to present 2014). Indicators of sustainability (as adopted in Chap. 1) are then applied to the Haymarket District to gauge the extent of urban sustainability achieved by 2014, particularly in the context of the on ground author survey (2009–2014) and planning issues of neighbourhood protection. Finally, conclusions are reached and lessons learned are outlined.

8.1 Background of Haymarket District

The Haymarket District has a rich history as this brief extract illustrates:

> Haymarket is a locality of Sydney's city centre and includes much of Sydney's Chinatown, Thaitown and Railway Square localities. Sydney's produce markets were located in Haymarket from the early 20th century through to the 1980s when they were moved to a new site at Flemington. Paddy's Markets still operate on part of the site of the vegetable markets as a produce and flea market. Darling Harbour (in Haymarket District) is a harbour adjacent to the city centre of Sydney, and is a large recreational and pedestrian precinct that is situated on western outskirts of the Sydney central business district. Darling Harbour is named after Lieutenant-General Ralph Darling, who was Governor of New South Wales from 1825 to 1831. It was originally part of the commercial port of Sydney, including the Darling Harbour Railway Goods Yard. By mid-to-late 1980s, when the area had become largely derelict it was redeveloped as a pedestrian and tourist precinct. Finally, Sydney's Chinatown (also in the Haymarket District) is centered around Dixon Street, a pedestrian street mall with many Chinese restaurants, and with a Paifang at each end. (*Source* Wikipedia 2014)

To move around Haymarket District a google map is available at: https://maps.google.com.au/maps?client=firefox-a&channel=np&q=google+maps+haymarket+australia&ie=UTF-8&hq=&hnear=0x6b12ae2f9e28b605:0x5017d681632b9e0,Haymarket+NSW&gl=au&ei=xgbBUvGtIc7OkQWy44GABw&ved=0CCsQ8gEwAA

Background on urban history and development of the Haymarket District and adjacent suburbs and localities can be accessed in Information Box 8.1 web resources. Broadway (1) is an 'urban locality' and is also the name of the road that

Information Box 8.1 Haymarket district and adjacent suburbs and localities—urban development and history web resources

1. Broadway	http://en.wikipedia.org/wiki/Broadway,_Sydney
2. Chinatown	http://en.wikipedia.org/wiki/Chinatown,_Sydney
3. Darling Harbour	
Dictionary of Sydney	http://dictionaryofsydney.org/place/darling_harbour
Wikipedia	http://en.wikipedia.org/wiki/Darling_Harbour
4. Haymarket	
Dictionary of Sydney	http://dictionaryofsydney.org/place/haymarket
Wikipedia	http://en.wikipedia.org/wiki/Haymarket,_New_South_Wales
City of Sydney—Our Villages	http://www.cityofsydney.nsw.gov.au/learn/about-sydney/our-villages/chinatown-and-cbd-south
5. University Technology Sydney	http://www.uts.edu.au

Sources Webs as noted September 2014

runs into the City CBD. This road was one of the first roads built in the colony. A poem *St Barnabas Out of Ashes* (Appendix 2 #19) gives an insight into the popular historic church St Barnabas of Broadway. Chinatown (2) is an 'urban locality' that was established at this location in the 1920s and continues to expand its boundaries. Darling Harbour (3) (noted above) history and development can be accessed at two web sites. Likewise, Haymarket (4) (noted above) can be accessed at three web sites, including: Dictionary of Sydney; Wikipedia; and, City of Sydney—Our Villages. Finally, the University of Technology Sydney (UTS) (5), a major expanding institution within the Haymarket District, can be accessed as noted.

8.2 Main Planning Issue in Haymarket District

The Haymarket District (bordering the CBD) has witnessed continued urban change since the 1970s, especially within several precincts, including: Darling Harbour; Chinatown, and Broadway. The case study looks at early and present day planning within each of these above precincts and impact on local neighbourhoods.

Darling Harbour Precinct

Darling Harbour Precinct (nominated as a planning precinct in the 1970s) is one of City of Sydney's prime entertainment and recreation areas. Plate 8.2 illustrates some of the features of Darling Harbour. A water recycling fountain provides a focal point in a public area (top left). A low energy outer facade office building creates a vista on a narrow street's horizon (top middle). Green features have been integrated into walkways (top right). Fountains assist in creating cooling effects

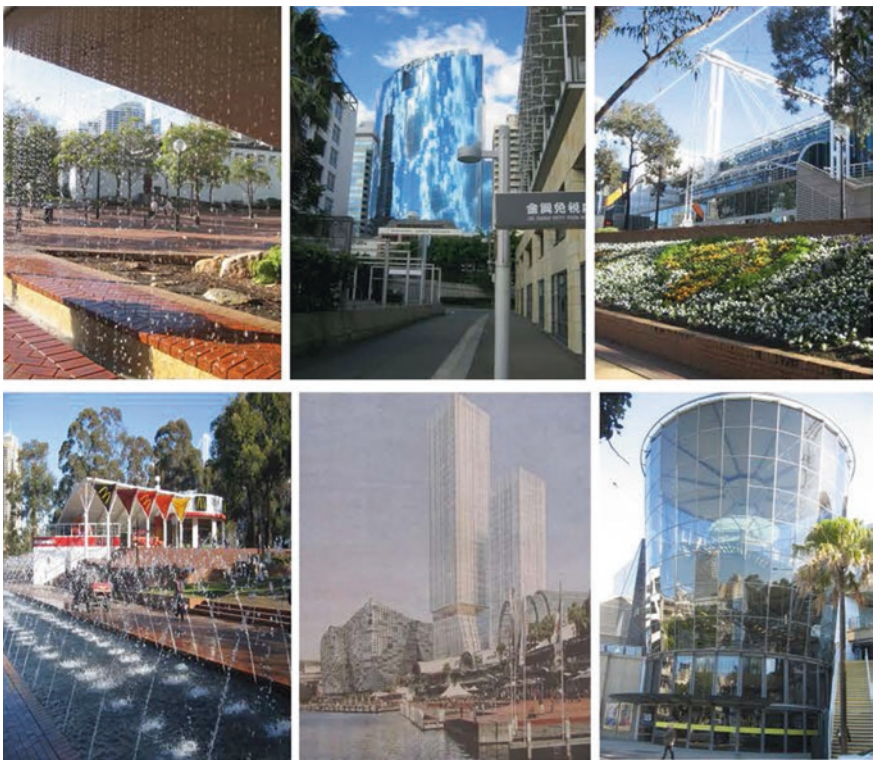

Plate 8.2 Haymarket District—Planning Darling Harbour. *Left* to *right* Recycling water fountain; Low energy office building; Maximizing greenery; Water features; Proposed high rise; and, Architecture experimentation (*Source* Raymond Rauscher 2009–2014)

in summer (bottom left). A proposed high rise mirror image buildings has been recently proposed (2014) (bottom middle). Finally, Darling Harbour encourages architecture experimentation (bottom right).

Chinatown Precinct

The Chinatown Precinct (designated as a planning precinct in the 1970s) is the City of Sydney's prime location for the city's Chinese community and serves as an entertainment and dining area. Plate 8.3 illustrates some of the features of Chinatown. Dixon St Mall is the central feature of Chinatown (top left). Activity starts early in Chinatown as morning cafes are popular (top middle). A welcome archway marks the start of a commercial zone (top right). The Chinese Gardens contain many waterway coves such as this one (bottom left). Tea houses within the

Plate 8.3 Haymarket District—Planning Chinatown. *Left* to *right* Dixon St Mall; Early morning cafe; Welcome entry archway; Chinese Gardens waterway; Tea houses; and, Commercial traditional shop (*Source* Raymond Rauscher 2009–2014)

gardens create an authentic Chinese setting (bottom middle). Finally, shops catering for the tourist market provide a cornerstone of commercial activity (bottom right). A poem *Chinatown in Great Southland* (Appendix 2 #1) gives an insight into Chinese settlement in the Haymarket District.

Broadway Precinct

The Broadway Precinct contains the City of Sydney's central transport node into and out of the City along Broadway, becoming Parramatta Rd. going west. Plate 8.4 illustrates some of the planning features of Broadway. Central Railway Stn was designed in the 1800s (top left). The State government announced in 2014 the Parramatta Rd Urban Renewal Program (under UrbanGrowth NSW, a State instrumentality) (https://www.urbangrowthnsw.com.au). This project (transforming

Plate 8.4 Haymarket District—Planning Broadway. *Left* to *right* Central Stn late 1800s; Broadway upgrading plans; Transport upgrading; Plaza extension; Integrating new buildings; and, providing sustainable buildings (Dean Centre in *orange*) (*Sources* City of Sydney archives and Raymond Rauscher 2009–2014)

a 20 km corridor) is likely to see calls for high density residential developments on both sides of the road as it passes suburbs of the City of Sydney (i.e. Glebe and Forest Lodge), Leichhardt Municipality (suburbs of Lillyfield and Annandale) and municipalities further west leading to the City of Parramatta. At the same time, Broadway is expected to be a feeder into the recently announced (2013) WestConnex (https://www.westconnex.com.au) road project to service the City, airport and Western Sydney. The WestConnex Delivery Authority is to deliver this motorway which would provide the catalyst for the Parramatta Rd Urban Renewal Program (implemented from 2015).

Broadway upgrading plans were released by the City of Sydney Council in the early 2000s (top middle). Transport upgrading along Broadway has been recommended by the Council (top right). Plaza extension at Central Rail Sn is shown here (bottom left). Integrating new buildings with colour (an added feature with many new buildings) is shown here (bottom middle). The University Technology Sydney (UTS) is one of the fastest localities within this precinct. A recent building to open (2014) is clad in aluminum and features many sustainability advances.

One advance is the installation of a urine recycling unit, a system that will recover phosphorous, one of the rarest earth elements. The building also includes a wind turbine, water recycling and solar panels. A further building nearing completion (2015) is the Gehry (international architect) designed Dr. Chau Chak Wing (housing the UTS Business School). The building is imaginatively designed with sustainability guidelines (including aestheticist appeal to the public). Catalyzing public debate, the building has been referred to by architect and writer Elizabeth Farrelly as 'a karate chopped paper bag of undulating brickwork (or a bad Gaudi)' in a recent SMH article. The UTS has several other buildings under a $1b + program to be completed in 2016 (including student housing). Finally, sustainable buildings such as the Dean Centre (1990s) (in orange) reflects an early State government encouragement to the building industry to plan and build sustainably (bottom right).

8.3 Applying Indicators of Sustainability

The indicators of sustainability as adopted in Chap. 1 (with reference to City of Sydney and NSW governments' planning documents outlined in Chap. 2) will now be applied to the Haymarket District, including indicators: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

(1) Protecting Heritage
The protection of heritage is evident from the field survey of the Haymarket District. In general, most of the heritage listed housing, commercial and service buildings have been preserved. Examples of these are illustrated in Plate 8.5. Maintaining Chinatown character meets one of the City of Sydney's planning guidelines as reviewed in Chap. 2 (top left). Design details are important as in this example within the Chinese Gardens (top middle). This heritage building facade is being protected and used in subsequent building construction (top right). Building parapets can contain a good deal of heritage information as seen here (bottom left). Darling Harbour accommodates considerable maritime heritage items (bottom middle). Finally, maintaining public foreshore access is central to heritage protection as illustrated in the Darling Harbour walkway (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Haymarket District, though having lost significant heritage buildings in the past, is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features
Reinforcing cultural features in the Haymarket District is evident from ground surveys (2009–2014). Selected sites that reinforce cultural features are contained in Plate 8.6. The steam locomotives painting at Central Stn reflects an era when

Plate 8.5 Haymarket District—Protecting Heritage. *Left* to *right* Maintaining Chinatown character; Design details in Chinatown; Utilizing heritage building facades in Haymarket; Protecting building parapets in Chinatown; Accommodating maritime heritage at Darling Harbour; Maintaining public foreshore access at Darling Harbour (*Source* Raymond Rauscher 2009–2014)

these trains were vital to the entire city transport network (top left). The painting of a Chinese lady reflects the increasingly growing locality of Chinatown (top middle). The Chinese ceramic is representative of the Chinese traditions held high is this community (top right). The immigrant family sculpture presents a reminder of the waves of immigrants who had settled the Haymarket suburb (bottom left). A recent extension of the open space in Darling Harbour was built around a water works children's play area (bottom middle). Finally, the Wall of Immigrants, Darling Harbour, records the 1000s who came to Australia as immigrants (bottom right). It can be concluded (based on the survey and reference to City of Sydney sustainable urban planning documents in Chap. 2 and this chapter) that the Haymarket District is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Spaces

Existing neighbourhoods of the Haymarket District were surveyed (2009–2014) to examine if they had been enhanced, given the development of precincts in the district from the 1970s to current (2014). Examples of neighbourhood change

Plate 8.6 Haymarket District—Reinforcing Cultural Features. *Left* to *right* Locomotives painting, Central Stn; Chinese painting, Chinatown; Ceramic, Chinatown; Immigration family sculpture, Haymarket; Recreating water works, Darling Harbour; and, Wall of Immigrants, Darling Harbour (*Source* Raymond Rauscher 2009–2014)

from this survey are contained in Plate 8.7. This laneway in Chinatown has been upgraded with artworks (top left). This traditional shop restoration, in Chinatown has enhanced this public space (top middle). An open pedestrian public space has been created here in Darling Harbour; (top right). The highlighting of the lead light windows in Central Stn enhances the public space (bottom left). This colonnade in Haymarket provides a protected public passageway (bottom middle). Finally, new plaza has been created at the University of Technology Sydney in Haymarket (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Haymarket District is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Sustainable Development

A survey of new development in the Haymarket District was undertaken from 2009–2014. The survey was to determine the extent that new development was integrated sustainably. Examples of this integration are illustrated in Plate 8.8.

Plate 8.7 Haymarket District—Enhancing Public Spaces. *Left* to *right* Laneway upgrading with artworks, Chinatown; Traditional shop restoration, Chinatown; Open pedestrian public space, Darling Harbour; Lead light windows, Central Stn; Colonnade upgrade, Haymarket; New plaza, UTS (*Source* Raymond Rauscher 2009–2014)

Water features adds a coolness to the environment of Darling Harbour (top left). New parklands have been introduced to balance development (top middle). New development can bring additional green spaces (top right). Urban zones can be protected (bottom left). The pumping station house at Darling Harbour has been recycled into a restaurant and cafe facility (bottom middle). Finally, the low profile foreshore recreation and entertainment buildings are easily integrated into Darling Harbour, complimenting foreshore activities (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Haymarket District is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Space

A survey on the addition of new open spaces in the Haymarket District was undertaken between 2009–2014. Plate 8.9 provides illustrations of added open spaces

Plate 8.8 Haymarket District—Integrating Sustainable Development. *Left* to *right* Water features, Darling Harbour; New parklands to balance development, Darling Harbour; provision of *green* spaces, Darling Harbour; Protecting urban zones, Chinatown; Pump House, Darling Harbour; and, foreshore spaces, Darling Harbour (*Source* Raymond Rauscher 2009–2014)

achieved in the district. Water features are essential to the Chinese Gardens (top left). Here a mini tree plantation has been created (top middle). New parklands compliment the new commercial building. A new public square is an additional form of open space (bottom left). Children's water based play spaces are incorporated with new construction (bottom middle). Finally, the open space provision around the ferris wheel creates an open space precinct (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Haymarket District is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

An on the ground survey of the provision of new infrastructure in the Haymarket District was undertaken between 2009–2014, with particular reference to the 1970s (noted earlier). Examples of this new infrastructure are contained in Plate 8.10. The historic Pyrmont Bridge is used solely for pedestrian traffic (top left). The wharf here is used for outdoor dining and recreation (top middle). The

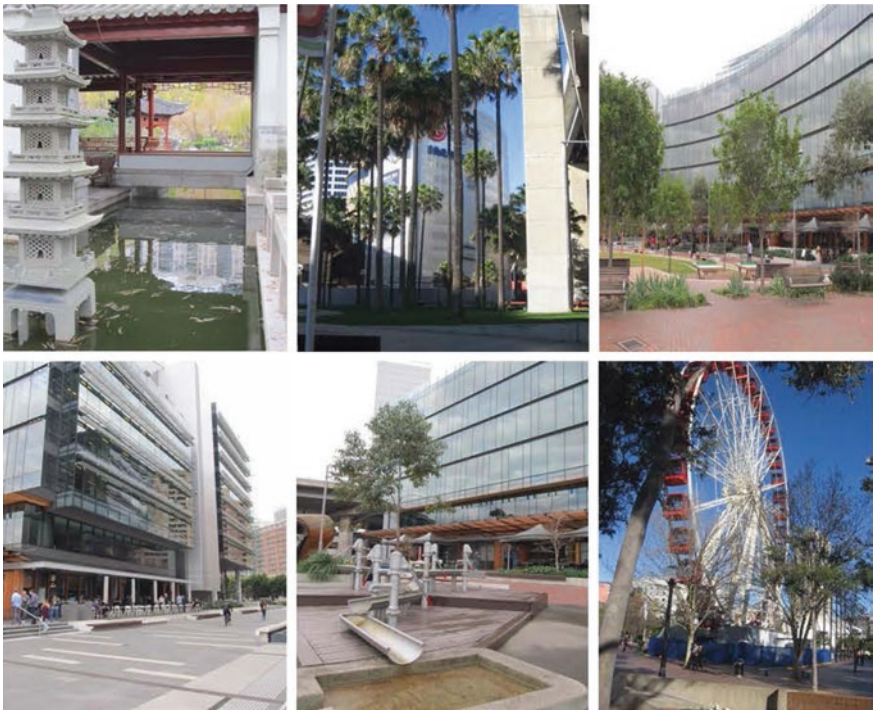

Plate 8.9 Haymarket District—Expanding Open Space. *Left* to *right* Water features In Chinatown; Mini tree plantation, Darling Harbour; New parkland, Darling Harbour Public square, Haymarket; Children's water based play spaces, Darling Harbour; and, open space area around ferris wheel, Darling Harbour (*Source* Raymond Rauscher 2009–2014)

children's play area contains water themed structures (top right). This wharf is used for public purposes, serving the Australian Maritime Museum (background) (bottom left). A road tunnel ventilation shaft is less conspicuous since it was designed as a high rise imaginative structure (bottom centre). Finally, the stepping stones play area expands a child's play challenges (bottom right). The future road plans (noted earlier) outlined under the Broadway Precinct (e.g. Parramatta Rd Urban Renewal Program and the Westconnex project) will need to be examined (by the City of Sydney and the State) for the extent these projects adopt sustainable transport principles (i.e. inclusions of cycleways, pedestrian facilities, urban heat island absorption, public transport measures and energy savings). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' urban planning documents in Chap. 2 and this chapter) that the Haymarket District is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'. However new road programs (as noted) will need to be measured for their incorporating sustainable transport principles.

Plate 8.10 Haymarket District—Providing Sustainable Infrastructure. *Left* to *right* Darling Harbour Examples—Pyrmont Bridge (*left*), pedestrians only; Wharf for dining; Children's water theme play area; Wharf and Maritime Museum; Ventilation shaft; and, Playground structures (*Source* Raymond Rauscher 2009–2014)

(7) Ensuring Planning and Development is Fair to Everyone

Since the early 1980s the Haymarket District has seen continuos growth of all the precincts within the district, recently that growth has accelerated. While many of the heritage and cultural aspects of the Haymarket District have been lost, there has in general been protection guidelines applied. The integration of all the precincts (Chinatown, Darling Harbour, and Broadway) within the district has in most instances been accommodated. The development of these precincts has, however, made rental accommodation scarce and housing less affordable. The continued expansion, for example, of the University Technology Sydney (UTS) has put continued housing pressures on the district. This trend of increasing costs to purchase or rent housing in the district continues in 2014. Thus, the planning and development of the Haymarket District (with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) does not in general meet the indicator of sustainability 'planning and development being fair to everyone'.

8.4 Conclusions and Lessons Learned

The Haymarket District has throughout its 200+ years of development been undergoing significant urban change, partly because of its strategic position adjacent to the Sydney CBD. The district has demonstrated its ability to integrate diverse development activities (as this chapter has shown). The integration of development (focusing on 1970s to current) has been undertaken with significant growth of precincts (i.e. Broadway, Chinatown, and Darling Harbour). The development of these precincts, as undertaken via City of Sydney, State and Federal government planning, has had significant impact on local neighborhoods. The challenge has always been to maintain viable communities during these urban change phases. By 2014 (based on the survey and reference to City of Sydney and NSW governments' urban planning documents in Chap. 2), it can be concluded that the Haymarket District has in general met neighborhood sustainability criteria, with the exception of rental and house purchase affordability. The biggest challenge remains to ensure the Haymarket District maintains a community scale within its neighbourhoods, given continued precincts' development.

8.5 Summary

The chapter reviewed the background to the Haymarket District, including web resources. The main planning issue of 'neighbourhood preservation and integrating development precincts' was reviewed. Following that, indicators of sustainability were applied from qualitative research surveys on the ground (2009–2014). It was concluded that the Haymarket District had in general met six of the seven selected indicators of sustainability, with the exception being number seven ('planning and development being fair to everyone'). It was the scarcity of affordable rental accommodation and houses to purchase in the district that made this indicator unsustainable. The next chapter will examine Pyrmont and Ultimo District, a further case study area in the Inner West district of the City of Sydney.

Chapter 9
Pyrmont and Ultimo District—Government Sponsored Redevelopment

Plate 9.1 Cadigal Aboriginal People (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to the Cadigal Aboriginal people of Sydney, who populated many parts of the Sydney inner city area before settlement (Plate 9.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_9

Snippets from Wikipedia provides an insight into the Gadigal tribe as follows.

> Before British colonisation of Sydney in 1788, the peninsula was no stranger to human occupation. With a wealth of resources, the peninsula that would 1 day be named Pyrmont was Pirrama, home of the Cadigal tribe. The Cadigal tribe was one of 34 Australian Aborigine tribes, or bands, that inhabited the greater Sydney area. With territory that extended south of Port Jackson, encompassing from South Head to Petersham, the Cadigal lived along the coastal regions of the Pyrmont peninsula, then called Pirrama. The land was seized from the Cadigal when the British invaded in 1788. Along with these 'White Ghosts' came disease, notably small pox, which decimated the Cadigal and other 33 tribes in the surrounding areas. .Suburbs such as Glebe are also home to ancestors of the Cadigal people. With new discoveries of Cadigal sites still occurring, their past will be restored piece by piece. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to Pyrmont and Ultimo, suburbs within the City West area of the City of Sydney. A main planning issue in Pyrmont and Ultimo has been government sponsored redevelopment (planning commencing in the 1970s) at the same time government has had to ensure neighbourhood preservation. Indicators of sustainability (as adopted in Chap. 1) are then applied to the Pyrmont and Ultimo District to gauge the extent of urban sustainability achieved by 2014, particularly in the context of the neighbourhood preservation. Finally, conclusions are reached and lessons learned are outlined.

9.1 Background to Pyrmont and Ultimo

Snippets from Wikipedia provide a brief history of the district as follows.

> Pyrmont (and Ultimo) was once a vital component of Sydney's industrial waterfront, with wharves, shipbuilding yards, factories and wool stores. As industry moved out, the population and the area declined. In recent years it has experienced redevelopment with an influx of residents and office workers. Before European settlement, the Eora tribe of Indigenous Australians inhabited the area. Thomas Jones was granted 55 acres (22 ha) of land on the peninsula in 1795. Pyrmont became a working class industrial and port community. The 1870s saw the rise of a successful wool industry in the area, with auctions being transferred from London to Sydney. By the 1890s, wool stores, power stations and mills created employment for thousands of local residents and continued to do so until well into the 1960s, particularly during World War II. As early as 1900, Pyrmont was the Australian centre for distribution of flour, milk, sugar and wool, and was providing Sydney with all its power for lights and trams. As well as its thriving wool industry, Pyrmont was the home of Sydney's best sandstone, creating a highly profitable quarrying business. Today, Pyrmont (and Ultimo) is a lively mixture of industry, small businesses and residential areas. (*Source* Wikipedia 2014)

A map of the district can be found on google at: https://maps.google.com.au/maps?q=google+maps+pyrmont+australia&ie=UTF-8&hq=&hnear=0x6b12ae3403d96201:0x5017d681632c790,Pyrmont+NSW&gl=au&ei=WTLBUv_HDIejlQX_wYCQDw&ved=0CCsQ8gEwAA

Early photographs of Pyrmont and Ultimo give a picture of life in the 1800s and early 1900s (Plate 9.2). Row housing was available for the workers who were often be employed in the local industries (top left). Waterfront industry was a dominant activity in Pyrmont and Ultimo over most of its history (top middle). Scattered throughout Pyrmont and Ultimo, also, in the 1800s were larger residential estates (top right). Streets in general were minimum standard and many were narrow (bottom left). Young people often spent a good deal of their play time in the streets (bottom middle). Finally, the construction of the markets building at Haymarket would add a main attraction into the locality and would continue over a century (bottom right). The poem *Ultimo's Secret* (Appendix 2 #22) provides insight into preservation of Ultimo today (2014).

Background on urban history and development of Pyrmont and Ultimo and adjacent suburbs and localities can be accessed using web resources noted in Information Box 9.1. Jacksons Landing (1) is a high density and high rise inner city commercial and residential planned community in Pyrmont. The site that the Landing is built upon is the old sugar refinery that was operated by CSR Ltd. Pyrmont (2) history and development can be accessed by the two web sites noted, Dictionary of Sydney and Wikipedia. The City of Sydney (3) provides a background of both Pyrmont and Ultimo in the City's 'villages' site. Finally, the Power House Museum (located in Ultimo) makes available the history of Pyrmont and Ultimo (4) through a study that resulted in an exhibition. Also, the City of Sydney has provided two walking tours of the district (4). The first one is centered on the port and notes: 'In past decades, the Pyrmont-Ultimo peninsula was Sydney's industrial heartland, with its wharves, goods yards, wool stores and factories.' The second walk (called Renewal) examines the renewal of Pyrmont

Plate 9.2 Pyrmont and Ultimo—History. *Left* to *right* Row housing; Waterfront activities; large residential property; Streets of minimum standard; Young people in Haymarket; and, Construction of the markets building at Haymarket (*Source* City of Sydney Archives 2014)

Information Box 9.1 Pyrmont and Ultimo adjacent suburbs and localities—urban development and history web resources

1. Jacksons landing	http://en.wikipedia.org/wiki/Jacksons_Landing
2. Pyrmont	http://dictionaryofsydney.org/place/pyrmont http://en.wikipedia.org/wiki/Pyrmont,_New_South_Wales
3. Pyrmont and Ultimo backgrounds	http://www.cityofsydney.nsw.gov.au/learn/about-sydney/our-villages/harris-street
4. Pyrmont and Ultimo history	
Powerhouse exhibition	http://www.powerhousemuseum.com/exhibitions/paradise.php
Walking historic tours (port and renewal)	http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/urban-history/historical-walking-tours

Source Webs as noted September 2014

and Ultimo and notes: 'Until 1850, Ultimo was semi-rural, with cornfields and cow paddocks. Members of the Gadigal people still harvested cockles on its foreshores. When the landscape was remade by sandstone quarrying and a new railway and goods yard, the suburb became crowded with factories, wool stores and workers' housing. Eventually, its industrial sites were adapted for entertainment and education.'

9.2 Main Planning Issue in Pyrmont and Ultimo

The Pyrmont/Ultimo District was planned for rehabilitation and redevelopment by the State and City of Sydney, with Federal Government participation (including Better Cities Program) in the 1970s and 1980s. The development of the district continues today (2014), with the continued involvement of all three levels of government. The case study looks at early planning of the district and the implementation of those plans.

The redevelopment plan (NSW 1980) for the district was a joint effort of the City of Sydney, State and Federal governments. Plate 9.3 contains a sample of plans from the NSW government planning for the district. Zones for redevelopment in Pyrmont were established (top left). The generous foreshores allows considerable development of foreshore residential developments and open spaces. A model of residential development for Pyrmont incorporates high density around the wharf area (top middle). Zones of redevelopment were also established at Ultimo as shown here (top right). Foreshore upgrading at Ultimo was one of the concept plans adopted by the State and City of Sydney Council (bottom left). Open space areas were created throughout Pyrmont and Ultimo as part of the

Plate 9.3 Pyrmont and Ultimo—Planning Overall. *Left* to *right* Zones of development, Pyrmont; Model of development, Pyrmont; Zones of development, Ultimo; Foreshore upgrading, Ultimo; Creating open space, Pyrmont sketch of proposed open space (*Sources* NSW State Archives)

development approval process (bottom middle). Finally, proposed open space at Ultimo is sketched to progress approval considerations (bottom right).

The State has taken a lead role in the Pyrmont/Ultimo District foreshores development (having guided the planning process above) as illustrated in Plate 9.4 below. Pyrmont and Ultimo planning is intricately linked with waterways of Darling Harbour (top left). The extent of development on the foreshores can be viewed from the air (top middle). As a historical marker, Pyrmont as an industrial suburb can be seen from this 1950s view (top right). The scale of foreshore redevelopment can be viewed in vicinity of Jackson's Landing (middle left). New residential development at Jackson's Landing stands out in this view (middle centre). A casino (Star City) was developed at Ultimo in the 1980s, seen here in the middle with the city CBD in the background (middle right). A closer view of waterfront upgrading at Pyrmont can be viewed here (bottom left). An artist's sketch illustrates new medium and high density residential buildings at Pyrmont (bottom middle). Finally, planning to integrate traditional and new architecture was aimed to create a balanced outcome of development as shown here at Ultimo Tafe (bottom right).

Plate 9.4 Pyrmont and Ultimo—Planning Foreshores. *Left* to *right* Pyrmont and Ultimo as part of waterways; Waterways from air; Pyrmont as industrial, 1950s; Foreshore redevelopment; New residential; Pyrmont with CBD backdrop; Waterfront upgrading; Sketch of new buildings; and, Planning to integrate old and new at TAFE (*Source* Raymond Rauscher 2009–2014)

9.3 Applying Indicators of Sustainability

The indicators of sustainability as adopted in Chap. 1 (and with reference to City of Sydney and NSW governments' planning documents outlined in Chap. 2) will now be applied to the Pyrmont and Ultimo District, including indicators: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

Plate 9.5 Pyrmont and Ultimo—Heritage Protection. *Left* to *right* TAFE tower; Facades preserved; Original TAFE building; Building upgrade and open space expansion; Ultimo public school; and, Maintaining heritage and changing use (*Source* Raymond Rauscher 2009–2014)

(1) Protecting Heritage

The protection of heritage is evident on moving around the Pyrmont and Ultimo District. In general, most of the heritage listed housing, commercial and service buildings have been preserved. Some of these are shown in Plate 9.5. The TAFE (Technical and Further Education) tower at Ultimo (was a welcome symbol to visitors of Haymarket Markets, still operating today without the vegetable and fish markets that were relocated) is a focal point in the suburb (top left). The preserving of the market's walls is illustrated here (top middle). A prominent current TAFE building was the original Science Museum in Harris St (top right). TAFE building upgrade and open space expansion is evident here (bottom left). Ultimo Public School continues to serve the district (bottom middle). Finally, the challenge of maintaining heritage and changing building uses can be achieved as shown here (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

Plate 9.6 Pyrmont and Ultimo—Reinforcing Cultural Features. *Left* to *right* Ceramic wall art; Water feature sculpture; Anzac bridge sculpture; Lecture sculpture; Memorial dedication; and, Uniting church steeple (*Source* Raymond Rauscher 2009–2014)

(2) Reinforcing Cultural Features

Reinforcing cultural features in the Pyrmont/Ultimo District is evident from ground surveys (2009–2014). Samples of those sites that reinforce the cultural features are shown in Plate 9.6. Ceramic street wall art covers the front wall of the International School (high school) in Ultimo (top left). A water feature sculpture is a center piece in an Ultimo park (top middle). An Australian soldier sculpture dedicated to all armed forces stands at the western end of the Anzac Bridge (Rozelle end) (top right). A similar sculpture dedicated to New Zealand armed forces sits on the other side of the bridge (also Rozelle). A lecturn sculpture represents educational pursuits in the district (bottom left). A peace memorial adorns the Ultimo Square (bottom middle). Finally, the importance of a church steeple (Uniting Church) in a village setting reinforces a local culture. It can be concluded (based on the survey and reference to City of Sydney and NSW governments' urban planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

Plate 9.7 Pyrmont and Ultimo—Enhancing Public Spaces. *Left* to *right* Businesses with residential above; Corner shop; Shop on corner; Commercial off square; Shop entries; Tafe college grounds (*Source* Raymond Rauscher 2009–2014)

(3) Enhancing Public Spaces

Public spaces of the Pyrmont and Ultimo District were surveyed (2009–2014) to examine if they had been enhanced, given the impacts from development of the district from the 1970s to the survey being completed (2014). Examples of enhancement of public spaces is contained in Plate 9.7. A number of footpaths have been widened, such as this one in Ultimo (top left). Outdoor cafe spaces have been accommodated (top middle). Spaces around shops have been uncluttered for ease of pedestrian movements (top right). Public spaces have been provided with trees for summer shade (bottom left and middle). Finally, the TAFE has provided an upgraded public space and fountain within its courtyard (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Development Sustainably
An on the ground survey of new development in the Pyrmont and Ultimo District was undertaken from 2009 to 2014. The survey was to determine the extent that new development was integrated sustainably. Examples of a range of new high rise residential developments are contained in Plate 9.8. The buildings have had to subscribe to the NSW Basix Building and Sustainability Index Act (NSW 2000). Basix has contributed significantly to the building industry and the public understanding of requirements for reducing impacts on the environment. The Act provides guidelines on reducing energy, water and waste and increasing living comfort levels in housing. At the same time the residential design requirements under the City of Sydney (Chap. 2) means the buildings need to subscribe to set backs, shadow diagrams, open space requirements and other design requirements. Each development is also advertised for public comments and reports to Council before approval is given. It is concluded that the developments have met building sustainability criteria, given: the survey noted above (2009–2014); the agreement by Council as required (after considering community comments) each of these developments; and, the need for developers to adhere to Basix and City of Sydney design requirements as noted above. The question of cumulative impact of all new development of this type in Pyrmont and Ultimo and development impact on neighbourhoods (and their protection) is further addressed in application of other indicators of sustainability below. It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'integrating development sustainably'.

(5) Expanding Open Spaces
A survey on the addition of new open spaces in the Pyrmont and Ultimo District was undertaken between 2009–2014. Plate 9.9 provides illustrations of added open spaces achieved in the district (with particular reference to the developments from 1970s to current time (2014). This open space park has industrial art remnants (boiler vats) from Pyrmont earlier industry land uses (top left). New open space with pathways has been provided here (top middle). Sculptures have been integrated into some of the open spaces (top right). Inscribed stone sculptures are scattered in this park (bottom left). A new open space pedestrian passageway in a residential area has been created (bottom middle). Finally, sculptures have been created under a road viaduct (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure
An on the ground survey of the provision of new infrastructure in the Pyrmont and Ultimo District was undertaken between 2009–2014, with particular reference to development from the 1970s to 2014. Examples of this new infrastructure are contained in Plate 9.10.

Plate 9.8 Pyrmont and Ultimo—New High Rise Developments (*Source* Raymond Rauscher 2009–2014)

Plate 9.9 Pyrmont and Ultimo—Expanding Open Spaces. *Left* to *right* Open space park with industrial remnants (boiler vats); open space with pathways; sculpture in open space; Inscribed stone plates in park; open space pedestrian passageway; viaduct sculptures (*Source* Raymond Rauscher 2009–2014)

Extended footpaths and tree planting improves this pedestrian area (top left). A courtyard with flower beds and grassed amphitheater has been upgraded in the Ultimo TAFE complex (top middle). Light filtering roofs have been installed on a TAFE building, saving on electric lighting (top right). Protected walkways have been added here to give pedestrians added sun protection (bottom left). Pedestrian outdoor lifts give access to a lower level recreation area (bottom middle). Finally, a suspended roof over the Ultimo swimming center is an energy saving structure, also letting more natural light into the pool complex (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the Pyrmont and Ultimo District is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Planning and Development is Fair to Everyone

Since the early 1980s the district has met continuos growth demands, under the guidance of planning and development controls of the State and City Council governments. The continued residential development of the district has also put extra urban design challenges on the district, given reduced lands available for

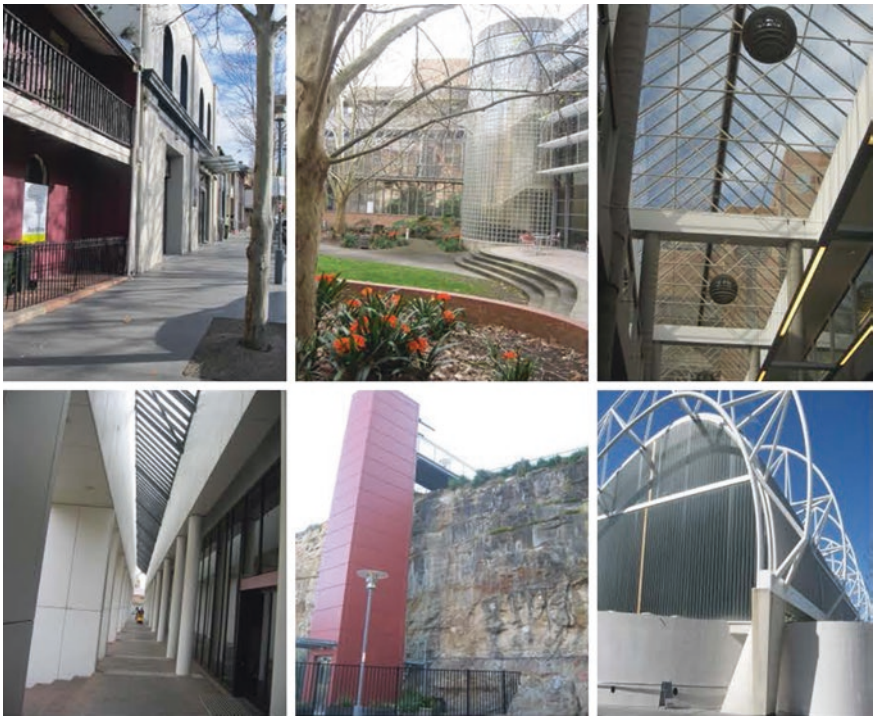

Plate 9.10 Pyrmont and Ultimo—Providing Sustainable Infrastructure. *Left* to *right* Extended footpaths and tree planting; Courtyard at Ultimo TAFE; Light filtering roofs; Protected walkways; Pedestrian outdoor lifts; and, Suspended roofs (*Source* Raymond Rauscher 2009–2014)

development. The development popularity of the district, however, has made rental accommodation scarce and housing less affordable. This trend of increasing costs to purchase or rent housing in the Pyrmont and Ultimo district (continued in 2014) means the district development has not met this indicator of sustainability. The planning and development of the Pyrmont and Ultimo Haymarket District, thus, does not meet (with reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) the indicator of sustainability 'planning and development is fair to everyone'.

9.4 Conclusions and Lessons Learned

The intervention of the State in the redevelopment of Pyrmont and Ultimo commencing in the 1980s has been the biggest factor influencing urban development in the district. The scale of that development has been dramatic and comprehensive throughout the district. The geology of the district (mostly on stone seams and

accessible foreshores), and geographical position adjacent to the Sydney CBD, has enabled development to proceed with few construction restrictions. Being on a peninsula the favorable water position has served the area in all of its history of development (i.e. industries on foreshores from the 1800s to prime residential sites from the 1970s to present). The planning and redevelopment of the Pyrmont and Ultimo District has enabled the area to move from an industrial and working families district over its history to the more recent investment in housing, entertainment and recreation facilities for higher income groups. While many of the residential areas have met with a degree of neighbourhood preservation, there have been other areas within the district that have lost a portion of its valued heritage (thus affecting community cohesion). Finally, scarcity of rental accommodation and unaffordability of housing to purchase has contributed to Pyrmont and Ultimo not meeting the seventh indicator of sustainability, 'planning and development is fair to everyone'.

9.5 Summary

The chapter reviewed the background to the Pyrmont and Ultimo District, including the provision of access to key web sites on planning, development and social background of the district. The main planning issue of 'redevelopment and rehabilitation mix' was then reviewed. Attention was drawn to the role of the State government in planning the district in a master planning approach. Indicators of sustainability were then applied to the case study area. Finally, conclusions were reached and lessons learned outlined. It was concluded that the Pyrmont and Ultimo District had in general accommodated six of the seven indicators of sustainability. The one indicator not met was 'is planning and development fair to everyone', given additional planning needing to be done on meeting criteria for affordability in rental and house purchase. The next chapter will examine Glebe, a case study located the City of Sydney's North West area.

References

NSW (1980) Pyrmont and Ultimo plan. NSW Department of Planning and Infrastructure, Sydney
NSW (2000) Building and sustainability index (Basix) act. NSW Govt, Sydney

Part VI
City of Sydney—North West Area

Part VI looks at the case study area of Glebe (Chap. 10), within the Sydney 'North West' area (Plate 10.0). The area is west of the CBD and Pyrmont/Ultimo with surrounding suburbs and localities including (clockwise from top) Blackwattle Bay, Camperdown, Forest Lodge and Glebe. The area has foreshores to the north at Blackwattle Bay and open spaces including Bicentennial Park on the north and Victoria Park to the south. The district is predominantly residential with a long-term history of industry on the north, utilizing the waterway for docks. The web resources noted at the start of chapter provides links with sites that provide historical, planning and social background on the North West area and Glebe.

Plate 10.0 Sydney 'North West' Area (*Source* City of Sydney Archives)

Chapter 10
Glebe—Maintaining and Upgrading Traditional Neighbourhoods

Plate 10.1 Richard Johnson (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to Richard Johnson (1756–1827), first Christian cleric in Australia (Plate 10.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_10

> Richard Johnson was appointed chaplain of the prison colony at New South Wales in 1786. He and his wife sailed with the First Fleet and arrived in Australia in 1788. Governor Arthur Phillip had first of all to find means of feeding and housing the soldiers and convicts. Johnson played a critical role in meeting these needs. A main road, Johnson St in Annandale, is named after him. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background to Glebe, a suburb within the North West area of the City of Sydney. The main planning issue of building on the strength of traditional neighbourhoods is reviewed. Criteria of sustainability (as adopted in Chap. 1) are then applied to Glebe to gauge the extent of urban sustainability achieved by 2014, particularly in the context of building on traditional neighbourhoods. Finally, conclusions are reached and lessons learned are outlined.

10.1 Background of Glebe

A brief note on the history of Glebe follows.

> Glebe's name is derived from the fact that the land on which it was developed was a glebe, originally owned by the Anglican Church. 'The Glebe' was a land grant of 400 acres (1.6 km^2) given by Governor Arthur Phillip to Reverend Richard Johnson, Chaplain of the First Fleet, in 1790. (*Source* Wikipedia 2014)

The Glebe district has in the past had municipal status and has been noted for its working class roots. While may inner city districts around the world have been gentrified, Glebe has maintained a social balance of population groups living in the district. The case study looks at the early planning of Glebe and the planning initiatives that have aimed to maintain a traditional urban character. The map (Google) of the district can be viewed at: https://maps.google.com.au/maps?oe=utf-8&client=firefox-a&channel=np&q=google+maps+glebe+australia&ie=UTF-8&hq=&hnear=0x6b12afd358dba465:0x5017d681632b810,Glebe+NSW&gl=au&ei=mTrBUtjvBcWFkAX7o4GICA&ved=0CC0Q8gEwAA

Early photographs of Glebe give a picture of life in the 1800s and early 1900s (Plate 10.2). Glebe, as a separate municipality had its substantial Town Hall (top left). The town hall was central to life in Glebe as the area developed outside the Sydney centre. This hospital for sick children showed the major service centre Glebe was developing into (top middle). Hotels were often large and many in number, as the Centennial Hotel, Ross St, Glebe illustrates (top right). The Anglican Church serviced not only a religious focal point (St John's Bishopthorpe here) but also provided land for housing (discussed later in this chapter (bottom left). Horse pulled passenger service was essential to move around, in particular since the roads and footpaths would have been of only minimum standard (bottom middle). These services in time connected to near by suburbs such as Rozelle. The poem *Rozelle of Workers' Might* (Appendix 2 #17) explores early life of this suburb (with a good deal in common with Glebe), leading up to current times (2014).

Plate 10.2 Early Glebe *Left* to *right* Glebe Town Hall; Hospital for sick children; Centennial Hotel, Ross St; St John's Bishopthorpe; Horse pulled passenger service; Steam tram on Broadway (*Source* Max Solling and City Archives)

Finally, steam trams expanded the public transport service (on Broadway here) (bottom right). A poem *Colour Crimson for Glebe* (Appendix 2 #3) gives an insight into the new settlers (2014) of Glebe. Further information on any of the above can be accessed in *Grandeur and Grit—History of Glebe* (Solling 2007).

Background on urban history and development of Glebe and adjacent suburbs and localities can be accessed within web resources in Information Box 10.1. Forest Lodge (1) is a suburb adjacent to Glebe with a population of 2,360 (Census 2006) and overseas born at 33.3 %. The suburb can be accessed at the two web sites noted below. Glebe (2) can be accessed at four web sites as noted. These include: Dictionary of Sydney, Wikipedia, map of the early municipality of The Glebe, and a historic walk of Glebe (under 'Preservation'). The historic walk explores Glebe as a place of contrasts, hence looking at the built environment and 'the areas fascinating built environment and its long history of bohemian lifestyle, activism and intellectual pursuits." The poem *Veil of Glebe Lifted* (Appendix 2 #23) reviews Glebe from the 1800s to today (2014).

The Glebe population is 11,123 (Census 2011) with an overseas born population of 42.6 %. The City of Sydney has available background on Glebe in the 'villages' City web site (3). As Glebe was once under Leichhardt Council that council had a historical background of Glebe (4). A popular recreation of Glebe is located at Glebe Point, and this area is accessed at (5) below. A current major

Information Box 10.1 Glebe and adjacent suburbs and localities—urban development and history web resources

1. Forest Lodge	http://dictionaryofsydney.org/place/forest_lodge
	http://en.wikipedia.org/wiki/Forest_Lodge,_New_South_Wales
2. Glebe	
Dictionary of Sydney	http://dictionaryofsydney.org/place/glebe
Wikipedia	http://en.wikipedia.org/wiki/Glebe,_New_South_Wales
Historical Map of Glebe	http://www.photosau.com.au/CoSMaps/scripts/home.asp
Waling historic tour of Glebe	http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/urban-history/historical-walking-tours
3. Glebe District Villages	http://www.cityofsydney.nsw.gov.au/learn/about-sydney/our-villages/glebe-point-road
4. Glebe History (once under Leichhardt council)	www.leichhardt.nsw.gov.au
5. Glebe Point	http://en.wikipedia.org/wiki/Glebe_Point,_New_South_Wales
6. Harold Park	http://www.cityofsydney.nsw.gov.au/development/major-developments/harold-park
7. Wentworth Park	http://en.wikipedia.org/wiki/Wentworth_Park

Source Webs as noted September 2014

residential redevelopment site, Harold Park (once a trotters racecourse), can be accessed at (6) as noted. Finally, Wentworth Park (7) a major sporting facility (currently greyhound racing) and a park of that same name are located in Glebe.

10.2 Main Planning Issue in Glebe

A main planning issue in Glebe is the ability to build on the strength of the traditional neighbourhoods. There was a resident battle in the early 1970s to save Glebe from having the western distributor running through the middle of the suburb. A union green ban was imposed and eventually the road proposal was dropped by the State. Also in the early 1970s the Federal government (under PM Gough Whitlam and Urban and Regional Development Minister Tom Uren) declared a section of Glebe (Bishopthorpe Estate) for renewal. A town planning officer (David Young) was appointed to the area to assist in the housing and street renewal program. Most of those homes as restored are still occupied today by public housing residents. Glebe has a long tradition stretching back to its early days as a municipality of supporting families with housing and services. With that foundation, many Glebe residents have since embellished this traditional housing, with examples in Plate 10.3. Residential three story and two story buildings would

Plate 10.3 Glebe—Traditional Streets *Left* to *right* Corner residential; Commercial Shops; Hotel pub with residential above; Working families cottages; Landscaped street; and, Upper and lower levels of accommodation (*Source* Raymond Rauscher 2009–2014)

often be built side by side (top left). Glebe Point Rd has maintained its prominence as architecturally appealing as this street commercial scene shows (top middle). A hotel pub with residential areas were anchors to street life (top right). Publicly assisted working families cottages occur in a number of Glebe locations (bottom left). Many Glebe streets are well landscaped to protect from summer sun (bottom center). Finally, many streets have homes with upper and lower levels of accommodation (bottom right).

10.3 Applying Indicators of Sustainability

The indicators of sustainability as adopted in Chap. 1 (and with reference to City of Sydney and NSW governments' planning documents outlined in Chap. 2) will now be applied to the Glebe suburb, including indicators: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces; (6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

Plate 10.4 Glebe—Protecting Heritage. *Left* to *right* Original stone housing site; Glebe Town Hall insignia; Town Hall (restored); Corner business, residential above; Cafe and shops; Eatery, residential above (*Source* Raymond Rauscher 2009–2014)

(1) Protecting Heritage

The protection of heritage was evident in completing the field survey in Glebe (2009–2014). In general, most of the heritage listed housing, commercial and service buildings have been preserved. Some of these are included in Plate 10.4. A number of houses in Glebe were built of stone (top left). Glebe Town Hall was the head administration building for the Municipality of Glebe (top middle). The decorative town hall insignia is embedded in the entry to the town hall (top right). Many corner commercial businesses have been restored, note the heritage red colonial color (bottom left). This cafe has an entry on the corner and residential above (bottom middle). Finally, this French style eatery with residential above retains an attractive heritage preservation (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Glebe is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

(2) Reinforcing Cultural Features

Reinforcing cultural features in Glebe is evident from ground surveys (2009–2014). Examples of sites that reinforce Glebe cultural features are included in Plate 10.5, illustrated in art works. A street wall art 'Glebe Village Welcome' decorates a neighborhood

Plate 10.5 Glebe—Reinforcing Cultural Features. *Left* to *right* Glebe Village welcome; Cafe artwork; Wall art on community theme; Wall art of social theme; Local hotel bistro; Wall painting in local outdoor cafe (*Source* Raymond Rauscher 2009–2014)

wall (top left). Art features are central to commercial streets as depicted here on a corner cafe wall (top middle). Street wall art extends a message of respect between races (top right). Another street wall art presents a social theme (bottom left). The local Friends in Hand hotel advertises on its front facade a bistro (bottom middle). Finally, a wall painting illustrating coffee bean harvesting is displayed in another local outdoor cafe (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Glebe is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Spaces

Public spaces of Glebe were surveyed (2009–2014) to examine if they had been enhanced from the 1970s. Examples of these spaces from this survey is contained in Plate 10.6. Glebe Library plaza has created a quiet sitting area (top left). As Glebe had significant foreshore industry in the past, pieces of industrial archaeology are scattered on the foreshore (top middle). The Glebe foreshore has a long expanse of land with several sections of restored beaches, this one with a boat launch (top right). A historic crane has been preserved as industrial art (bottom left). The popular Walter Burley Griffin incinerator and public plaza offers a large expanse of

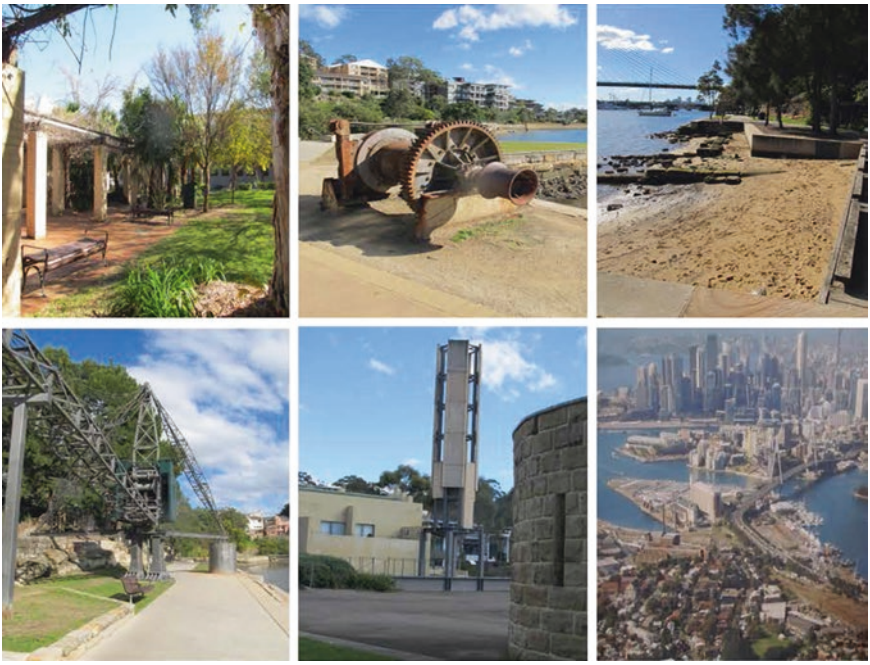

Plate 10.6 Glebe—Enhancing Public Spaces. *Left* to *right* Glebe Library plaza; Industrial art, steel shaft; beach board launch; Industrial art, historic crane; Walter B Griffin Incinerator public plaza; Bays Precinct (*Source* Raymond Rauscher 2009–2014)

public space (bottom middle). Sections of Glebe now have been connected with a foreshore shared pathway (bicycles and walkers). A recently announced project under the State government likely to affect access and use of public spaces in the Bays Project (bottom right). The plan will open up 80 ha of publicly owned land along the harbour foreshore under an urban renewal.

The Bays Precinct Taskforce, which was established by the previous NSW Government, worked for a significant time and produced community supported plans and suggestions through a cross-agency program. The Taskforce was concerned that the Bays (bottom right) could see multi-story buildings for Glebe Island and White Bay, and thus suggested the State needs to engage in more consultation with local government and the community (Jamie Parker, member for Balmain, 12 Aug 2014 Hansard NSW Parliament). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Glebe is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Sustainable Development

A survey of new development in Glebe was undertaken from 2009 to 2014. The survey was to determine the extent that new development has been integrated within the traditional neighborhoods, illustrated in Plate 10.7. Low profile new

Plate 10.7 Glebe—Integrating Sustainable Development. *Left* to *right* Low profile attached houses; Medium density energy efficient homes on foreshore; Infill new housing; Residential energy efficient complex facing open space; Conversion of factory building to housing; Standalone new energy efficient home (*Source* Raymond Rauscher 2009–2014)

attached houses have been developed along sections of the foreshore (top left). A row of medium density energy efficient homes (i.e. shading and roof solar capture) on foreshore is shown here (top middle). Glebe has a number of infill residential dwellings as shown here (top right). The few large sites (early industry) that exist in Glebe are often developed as higher density complexes (bottom left). In other instances factory buildings are converted to housing (bottom middle). Finally, new style standalone (and energy efficient) homes are seen built on vacant lands (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Glebe is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development.

(5) Expanding Open Spaces

A survey on the addition of new open spaces in Glebe was undertaken between 2009–2014. Plate 10.8 provides illustrations of added open spaces achieved. Foreshore restoration is depicted in this artist's sketch (top left). A Rozelle Bay foreshore upgrading is laid out in this City Council plan (top middle). Details of planned new foreshore steps to bay shown in this sketch (top right). Upgraded green space included here (bottom left). A cafe with outdoor seating on the foreshore caters for recreation foreshore users (bottom middle). Finally, timber access

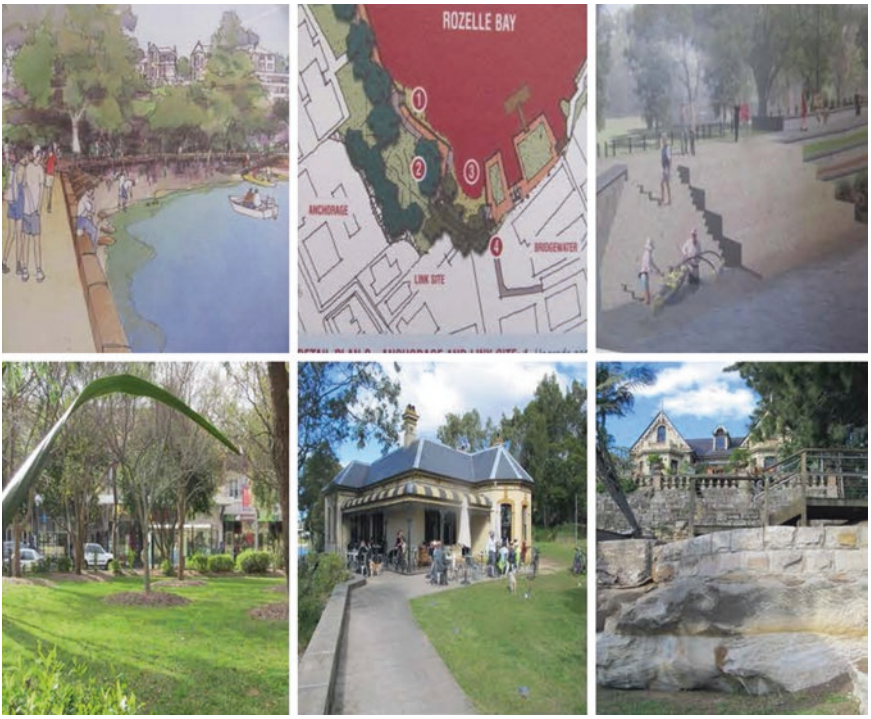

Plate 10.8 Glebe—Expanding Open Spaces. *Left* to *right* Foreshore restoration pathway sketch; Rozelle Bay upgrading plan; Details of water access; Cafe with outdoor seating on foreshore; Timber access steps to foreshore (*Source* Raymond Rauscher 2009–2014)

steps are shown here from rock escarpment to foreshore (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that Glebe is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

An on the ground survey of the provision of new infrastructure in Glebe was undertaken between 2009–2014, with particular reference to the 1970s onwards (noted earlier). Examples of this new infrastructure are included in Plate 10.9. Light rail approaches a rail station (top left). The station displays a clear sign (tram meaning 'light rail') (top middle). Cycleways are located on the foreshore (top right). A solar protected public area is provided at the Incinerator exhibit (bottom left); Recently completed (2014) here are low energy Foley Park toilets (bottom centre) (Council receiving an architecture award in NSW architecture awards for 2014. Finally, a shaded play area for sun protection is provided here (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that

Plate 10.9 Glebe—Providing Sustainable Infrastructure. *Left* to *right* Light rail; Tram stop (light rail); Foreshore cycleway with cycles; solar protected public area; Low energy Foley Park toilets; Shaded play area (*Source* Raymond Rauscher 2009–2014)

Glebe is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Ensuring Planning and Development is Fair to Everyone
Since the early 1970s Glebe has experienced continuos growth. This growth, however, has made rental accommodation scarce and housing purchase costs less affordable. The continued expansion of the University of Sydney, for example, has put continued pressure on housing availability in Glebe. The planning and development of Glebe, thus, does in general not meet (based on reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) the indicator of sustainability 'planning and development being fair to everyone'.

10.4 Conclusions and Lessons Learned

Glebe has a rich history of working families settlement, as the chapter has illustrated. As the foreshores attracted industry in the 1800s and early 1900s, these same foreshores attracted (particularly 1970s onwards) new residential

developments. The chapter has shown that the value of traditional neighborhood renewal was embraced by the residents in the early 1970s, commencing a revival of Glebe. This trend contributed to residents backing Leichhardt Council to oppose the State proposed 'western distributor' (early 1970s). This battle undertaken by residents and the Council was successful. The community here rallied around the protection of historic Lyndhurst House (affected by the distributor proposal), indicating residents' determination to protect Glebe neighborhoods. The use of a green ban here, as in Woolloomooloo and Kings Cross, assisted the residents in negotiating with all levels of government. Following this success of stopping the distributor and protecting Lyndhurst, the residents and the local council looked to further revive the area. Thus, the Federal government's initiative in the early 1970s of rehabilitating 'The Bishopthorpe Estate' (was originally developed by Church of England) was a further success. The renewal of this housing area was a boost to Glebe maintaining its village atmosphere. This program was fundamental to assisting affordable housing provisions in Glebe, with further work still facing governments today. By 2014, (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) it can be concluded that Glebe has in general met sustainability criteria around a theme of maintaining and upgrading traditional neighborhoods.

10.5 Summary

The chapter reviewed the background to Glebe, including the provision of access to key web sites on planning, development and social background of Glebe. The main planning issue of 'traditional neighbourhoods maintenance and upgrading' was then reviewed. Attention was drawn to the green bans imposed to stop the proposed 'western distributor' impacting on Glebe neighborhoods. Indicators of sustainability were then applied. Finally, conclusions were reached and lessons learned outlined. It was concluded that Glebe had in general accommodated six of the seven indicators of sustainability. The one indicator not met was #7 'ensuring planning and development is fair to everyone'. Additional planning here is needed to meet the criteria for affordability in rental and house purchase. The next chapter will examine South Sydney, the final case study located the Sydney South area of the City of Sydney.

Reference

Solling M (2007) Grandeur and grit—history of Glebe. Halstead Press, Sydney

Part VII
City of Sydney 'City South'—Case Study

Part VII looks at the case study of the City of Sydney 'City South' area (Plate 11.0) (generally called South Sydney District). This district covers the southern extremity of the city and has a long history of industrial land uses (close to the Port of Botany to the south). The suburbs and localities within South Sydney District include (clockwise from top) Green Square, Zetland, Rosebery and Beaconsfield. Other suburbs in the vicinity include (north on map) Alexandria and St. Peters. This district is landlocked with open spaces including (clockwise) Joynton Park, Turruwul Park, Sydney Park and Perry Park. The district was predominantly industrial with pockets of residential, however the district (being designated a 'growth centre' in the 1980s) is fast becoming mostly residential, commercial and service industry based. The Information Box 10 within the chapter provides links with websites that provide historical, planning and social background on the district, suburbs and localities.

Plate 11.0 Sydney ‘City South’ (*Source* City of Sydney Archives 2014)

Chapter 11
South Sydney District—Inner City Growth Centre

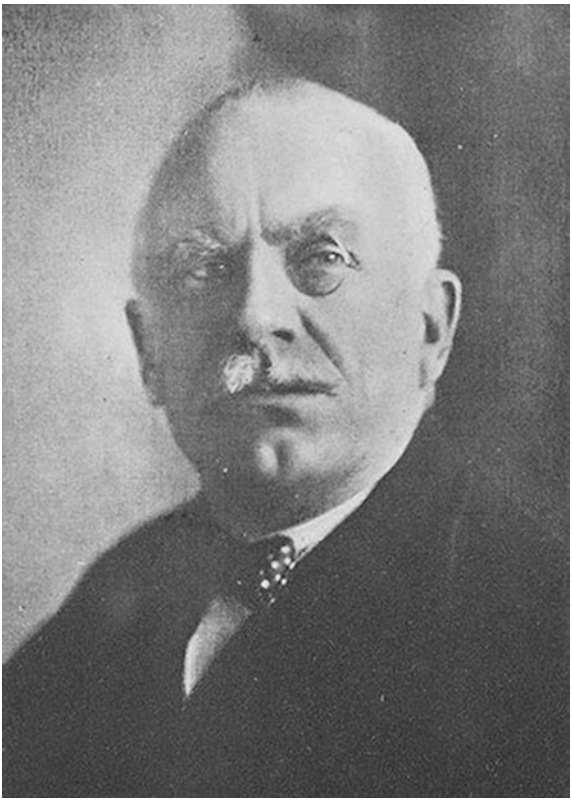

Plate 11.1 Joynton Smith (*Source* Wikipedia 2014)

Dedication This chapter is dedicated to Sir James Joynton Smith KBE (1858–1943), Australian hotelier, racecourse owner and newspaper proprietor, and 48th Lord Mayor of Sydney (Plate 11.1).

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0_11

> Joynton Smith established the Imperial Arcade Electric Light Co, which later formed the nucleus of Sydney City Council's electricity system. In 1901, he took out a lease at Brighton racecourse at Rockdale, and later the Forest Lodge racecourse in Glebe, which eventually became Harold Park. In 1908 he opened the Victoria Park racecourse at Zetland and was appointed for life to the Legislative Council in 1912 and served as Lord Mayor of Sydney in 1917. He also assisted in the launch of the newspaper *Smith's Weekly* (1919–50), a paper supporting the rights and welfare of returned servicemen. Smith was noted for his generous support of patriotic and hospital charities, as assisted in the establishment of Royal South Sydney Hospital, across the road from Victoria Park racecourse. (*Source* Wikipedia 2014)

Abstract The chapter firstly reviews the background of the South Sydney District growth centre, a district within the City South area of the City of Sydney. The main planning issue of South Sydney District (planning and developing a growth centre within an inner city area) will be reviewed. The planning of this growth centre (started in the 1980s) and its development to date (2014) will be examined in the context of sustainable urban development principles. Indicators of sustainability (as adopted in Chap. 1) will then be applied to South Sydney to gauge the extent of urban sustainability achieved by 2014 (with reference to growth centre planning). Finally, conclusions are reached and lessons learned are outlined.

11.1 Background of South Sydney

History and current life of the South Sydney District (including suburbs of Zetland, Beaconsfield and Green Square) is accessible via the Information Box 11.1 provided later in this chapter, along with a district map link above. Snippets from Wikipedia provide a brief history of the district's suburbs as follows.

> Zetland is a largely industrial suburb with medium to high density residential areas. Zetland was named for Thomas Dundas, 2nd Earl of Zetland, who was a friend of Governor Sir Hercules Robinson. Zetland originally featured a lagoon and swamp which was drained in the early 1900s to create the Victoria Park racecourse. The Waterloo Swamp once dominated the landscape of the surrounding areas of Waterloo and Zetland. In the 1800s industries such as wool washing and tanning were attracted to this are by the clean water from the aquifer. Beaconsfield has a mixture of industrial and medium to high density residential areas. The suburb was named after Benjamin Disraeli, Lord Beaconsfield, a British prime minister during the reign of Queen Victoria. The area was part of the suburb of Alexandria and was officially gazetted on 10 June 1977. Green Square is a district in the inner-city of Sydney, associated with the suburbs of Alexandria, Zetland, Waterloo and Beaconsfield. Green Square railway station, on the Airport and East Hills Line, is located at this junction. The area is predominantly light industrial, with a small amount of high-density residential development. Finally, the area is undergoing one of the largest urban renewal projects undertaken in Australia. The urban renewal area spans 292 hectares. According to the Lord Mayor, "Green Square will provide 20,000 new homes; 22,000 jobs; and house 40,000 new residents". (*Source* Wikipedia 2014)

To view the South Sydney District a map is available at Google: https://maps.google.com.au/maps?oe=utf-8&client=firefox-a&channel=np&q=google+maps+zetland+australia&ie=UTF-8&hq=&hnear=0x6b12b1c056d5601b:0x50

Information Box 11.1 South Sydney district and adjacent suburbs and localities—urban development and history web resources

1. Beaconsfield	http://en.wikipedia.org/wiki/Beaconsfield,_New_South_Wales
2. Green Square	
Development	http://www.cityofsydney.nsw.gov.au/development/major-developments/green-square
Engagement	http://sydneyyoursay.engagementhq.com/green-square
Wikipedia	http://en.wikipedia.org/wiki/Green_Square,_New_South_Wales
3. Rosebery	http://en.wikipedia.org/wiki/Rosebury,_New_South_Wales
4. South Sydney Villages	http://www.cityofsydney.nsw.gov.au/learn/about-sydney/our-villages/green-square-and-city-south
5. Victoria Park Central	http://www.sydneyarchitecture.com/GS/JAAY24.htm
6. Zetland	
Dictionary of Sydney	http://dictionaryofsydney.org/place/zetland
Wikipedia	http://en.wikipedia.org/wiki/Zetland,_New_South_Wales

Source Webs as noted September 2014

17d681632d180,Zetland+NSW&gl=au&ei=mEHBUuSBBYq7kQXEt4CYAg&ved=0CC0Q8gEwAA

Examining photos of the early days of South Sydney gives an insight into life in the district in the 1800s and early 1900s as shown in Plate 11.2. Horses and carts were used to pick up produce (top left). The photo illustrates the early industry role that South Sydney played. Early commercial buildings were built of brick or stone (see walls and steps) (top middle). Sandstone was in ready quantities within the settlement area of Sydney (i.e. The Pyrmont and Ultimo District). Warehouses had annexes for conducting the paperwork business side of operations (or for attached residential living) (top right). Note the substantial construction along European building lines that migrant settlers brought to Australia. The original Tote building has been restored as a community centre for the Victoria Park residential precinct (bottom left). The building is a reminder of the area's fame during the operations of the local racecourse noted above. The Royal South Sydney Hospital insignia is displayed on the old hospital (now closed and designated a development site) (bottom middle). Many of the inner city areas (i.e. Glebe, Marrickville and Lewisham) had their own hospitals. Finally, a pediment head sculpture in Beaconsfield, is one of many placed on building gables in the area is seen here (bottom right). A poem *Plank Roads of South Sydney* (Appendix 2 #15) gives an insight into early days of South Sydney District.

Background to urban development and history of the South Sydney District and adjacent suburbs and localities can be accessed via web resources in Information Box 11.1. Beaconsfield (1) has a population of 906 (Census 2011) with 45.4 % of the residents born overseas. The central focus of Beaconsfield is Green Sq. rail station. The background to the planning and development of Green Square can be followed with the three web sites as provided (2). The sites are: City of Sydney development of Green Sq; the engagement of residents by the City; and, background

Plate 11.2 South Sydney—Historical Background. *Left* to *right* Horse and carts to pick up produce; Early commercial buildings; Warehouse and early transport; Original Tote building restored as community centre; Royal South Sydney Hospital; and, building sculpture (*Source* City of Sydney Archives and Raymond Rauscher 2009–2014)

to Green Sq at Wikipedia. Rosebery (3), southern end of South Sydney, has a population of 7,428 (Census 2006) and has been the home to many migrant groups since the 1960s, in particular Greeks and Italians. The City of Sydney provides a web site on the city's villages (4), including Green Sq. and other villages in the southern end of the city. Victoria Park Central (5), one of several residential and commercial mixed use projects in Victoria Park, presents an example of the current (2014) development of that area. Finally, Zetland (6) demographics and historical notes can be sourced at two web sites as noted, Dictionary of Sydney and Wikipedia. The population of Zetland is 2,591 (Census 2006) with 33.4 % born overseas.

11.2 Main Planning Issue

The area immediately adjacent to a number of older inner city Sydney neighborhoods (such as Redfern, Waterloo and Alexandria) is designated 'South Sydney District'. This district was selected by the State, in agreement with the City of Sydney, to be an inner city growth area in the early 1980s. The area includes older

suburbs of Zetland and Beaconsfield (noted above), as well as the new center (rail hub) of Green Square (also noted above). The case study looks at planning proposals for the South Sydney District, including Green Square and Victoria Park. The inner city area of Sydney in the late 1800s and early 1900s saw development moving from Redfern and Waterloo south into the Zetland and Beaconsfield suburbs. A century later by the 1980s the State government and the City of Sydney could see the eventual relocation of South Sydney District industry (that once saturated Beaconsfield and Zetland) to other areas of metropolitan Sydney. The industrial sites of South Sydney District would be given up for more expansive lands in outer Sydney where modern factories and bulk goods stores could be established. The workforce was also on the move, looking for larger homes, bigger backyards and more community playing spaces. The State thus declared the South Sydney Growth Area and instituted the South Sydney Development Corporation (now under the State auspices of Urbangrowth NSW) to assist in the residential and commercial development of this area. The area encompassed Zetland, Beaconsfield and parts of Alexandria, Waterloo, St Peters and Rosebery. The area also contained many older government institutions such as South Sydney Hospital and schools such as Waterloo Public School.

Plate 11.3 reviews some of the planning steps of the growth centre area. The South Sydney development area is depicted (top left). This area (as agreed to by the State and the City of Sydney) covers an area from Waterloo (north) to Rosebery (south), and from Zetland (east) to Alexandra Canal (west). This area is a designated growth centre as noted above under State legislation, with the planning and development guided by the State. A regional office to assist the planning process and guide development was located at Victoria Park, then Green Square (staffed under the State unit Urban Growth (was called Landcom as noted) (http://www.urbangrowthnsw.com.au). A Victoria Park development model, and an associated master plan as completed by the State, guides development in that section of South Sydney (top right). Victoria Park is planned as a 'town within the city', thus catering for a full range of land uses. Many commercial as well as residential complexes are placed around green spaces (to be examined later in this chapter). For a number of years in the 1980s and 1990s it was Victoria Park that provided the incentive for development in South Sydney. The Green Square development area is outlined here (middle left). The planning of this area follows some of the overseas examples of master planned communities around the world as addressed in Chap. 2. An artist's oblique sketch illustrates the Green Square proposal in more detail (middle right). Note the higher densities that are centralized around the rail hub. A schematic of future Green Square's open plaza has been prepared (bottom left). Note the generosity of space and the setbacks of the high rise residential and office buildings. Finally, there is a sketch of the proposed Green Square Central (bottom right). This area is designed for intense urban activities and incorporates water features.

The Green Square project is outlined by the City at http://sydneyyoursay.engagementhq.com/green-square

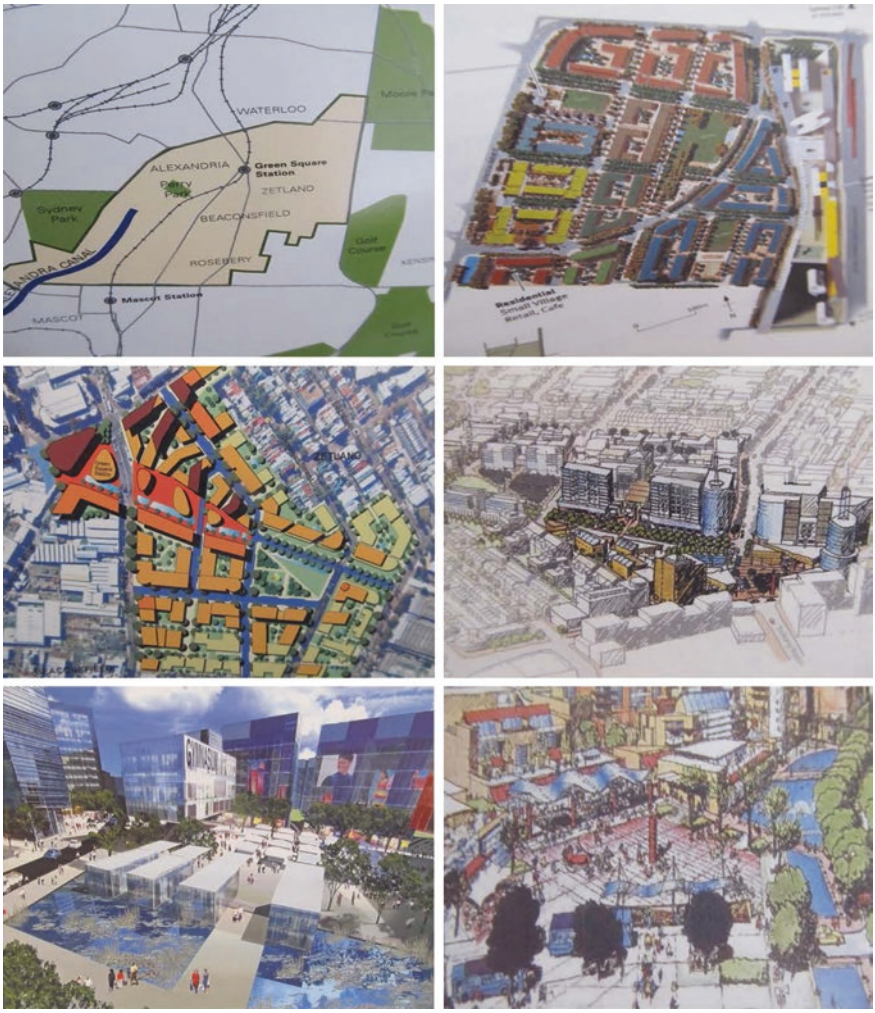

Plate 11.3 South Sydney—Main Planning Issue. *Left* to *right* South Sydney development area; Victoria Park development model; Green Square development area; Sketch of Green Square proposal; Schematic of future Green Square; Sketch of proposed Green Square Central (*Source* Urban Growth NSW and City of Sydney Council)

Snippets worth noting from the background notes on Green Square and South Sydney District from the City web include:

> In 2001 Landcom held an international planning competition to select a design for the Town Centre at Green Square. A new library and plaza is planned to be located near the Green Square railway station as part of the area's commercial and retail hub. In June 2012 another international design competition was launched for a $25 million library and the redesign of the approved $15 million plaza by the council. It is expected that the new Green Square library will be constructed in 2016. Green Square railway station is located in the northern part of the suburb and is part of a large urban renewal project. According to latest estimates

> 20,148 residents (10.98 % of the City) and 25,039 workers (6.50 % of the City) make up the South Sydney area. Within this area is the suburb of Alexandria, once the nation's largest industrial area in the mid-1950s (nicknamed 'the Birmingham of Australia'). Further to the west within South Sydney is the suburb of St Peters. This suburb produced most of the city's bricks with the kiln chimneys still standing in Sydney Park, now the City's largest parkland. While South Sydney's proximity to air and port facilities means its industrial focus remains, more people are moving into this part of Sydney. (*Source* City of Sydney 2014)

A closer look at the South Sydney growth centre is provided in Plate 11.4. Green Square was nominated by the State as the center of the South Sydney

Plate 11.4 South Sydney—Mixed Development Proposals. *Left* to *right* Green Square commercial heart; Traditional streets maintained; Hub of Green Square; Night perspective of Green Square; Open space plan for Green Square; Commercial and residential complex in growth centre; Details of commercial centre; and, Public art in Green Square (*Sources* UrbanGrowth NSW, City of Sydney, and Raymond Rauscher 2009–2014)

growth center. Several urban design contests in the 1990s led to the final layout of Green Square. It was out of this design process that the Green Square railway station was chosen with the station opening in 1996, connecting the city to the Airport at Mascot. Green Square is planned to have a central commercial heart (top left). This proposal resulted from an international design competition that included sustainability criteria (i.e. carbon neutrality and generous landscaping). Traditional streets are to be maintained, especially in suburbs such as Beaconsfield and Zetland (top middle). The City Council plans aim to retain and embellish local neighbourhoods (i.e. additional open spaces) (Chap. 2). Details of the proposed Green Square hub have been released by the City Council (top right). Such a hub would operate on a 24/7 basis as similar hubs operate in global cities elsewhere. An artist perspective shows Green Square at night (middle left). Note the intensity of the urban activity expected in time. Open space planning has been undertaken for Green Square (middle centre). The object here is to maximize the amount of space that can be set aside for recreation and social uses, however the avoidance of wind tunnel effects will need to be addressed (as experienced in the survey 2009–2014). A plan for a residential complex within the South Sydney growth centre is shown here (middle right), with expected open spaces surrounding the buildings. Further, a proposed commercial and residential complex within the growth centre is illustrated here (bottom left). Within the whole of the growth centre the City of Sydney expects developers to offer quality designs as this artist sketch of the commercial entry (bottom middle) illustrates (showing a section of the building in the previous photo). Finally, an example of proposed public art in Green Square is depicted here (bottom right). The City of Sydney has placed public art high on the agenda for renewal and redevelopment of neighbourhoods as noted in planning policies reviewed in Chap. 2.

The development of high rise and medium rise buildings and streetscapes is illustrated in Plate 11.5. Here the City of Sydney's design criteria and open space codes come into effect. Note the light facade colors, spaces around the buildings, variety of architecture and building heights, and street furniture. Several locations for neighbourhood shops have been planned around plazas. The overall challenge for the planners is to create neighborhood conveniences and the feel of convivial spaces. The planners would be aware of the potential down side of residential complexes dominating the streetscapes, without the fixtures (i.e. children's play areas) and informal spaces (i.e. rest parks) that make a successful neighborhood (Chap. 2).

11.3 Applying Indicators of Sustainability

The indicators of sustainability as adopted in Chap. 1 (and based on the 2009–2014 survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) as follows are applied to South Sydney: (1) Protecting Heritage; (2) Reinforcing Cultural Features; (3) Enhancing Public Spaces; (4) Integrating Sustainable Development; (5) Expanding Open Spaces;

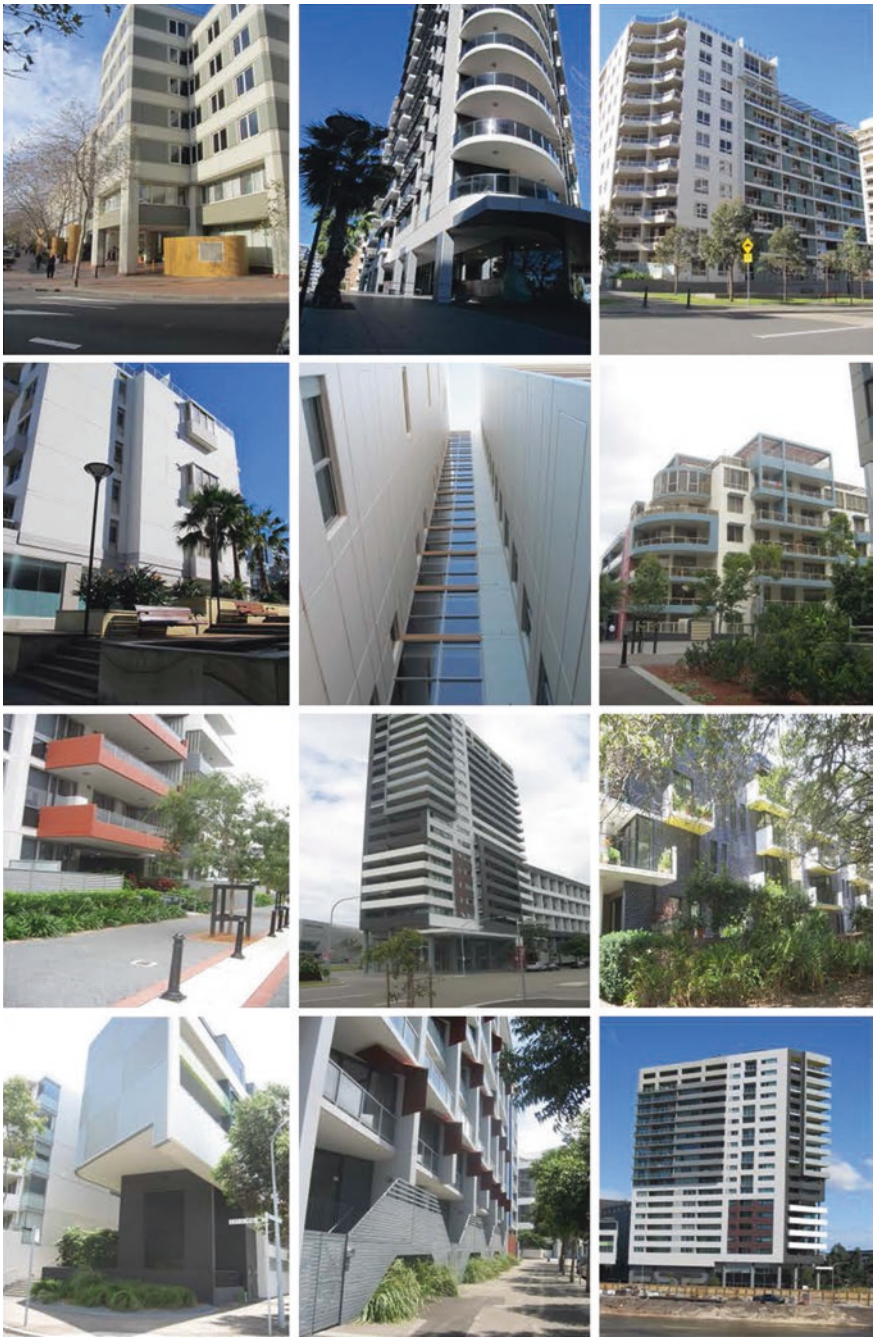

Plate 11.5 South Sydney—Residential Developments, High Density (*Source* Raymond Rauscher 2014)

(6) Providing Sustainable Infrastructure; and, (7) Ensuring Planning and Development is Fair to Everyone.

(1) Protecting Heritage

There is not in general a large bulk of heritage listed buildings and places in the South Sydney growth centre. However, a cross section of the heritage listed housing, commercial and service buildings have been preserved. Some of these are illustrated in Plate 11.6. The Cauliflower Hotel is South Sydney's oldest standing hotel (top left). As in other parts of the inner city area of Sydney there were once many hotels within neighborhoods, a focal point of neighbourhood social life. Single story built residential dwellings (once workers' housing) provide a village atmosphere in Beaconsfield and Zetland (top middle). Terrace rows can also be found in the area (top right), currently many undergoing restoration. Free standing cottages are illustrated in Victorian Georgian (bottom left) and Regency (bottom middle) styles. Federation influenced homes would later be built, filling in vacant land spaces, here a gable styled home (bottom right). It can be concluded (based on: based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the South Sydney District is moving in the right direction in meeting the indicator of sustainability 'protecting heritage'.

Plate 11.6 South Sydney—Protecting Heritage. *Left* to *right* Cauliflower Hotel, South Sydney's oldest hotel; Single story duplex; Terraces row; Free standing cottage; Colonial style; 'A' frame home (*Source* Raymond Rauscher 2009–2014)

(2) Reinforcing Cultural Features

Reinforcing cultural features in South Sydney is evident from ground surveys (2009–2014). Examples of sites that reinforce area cultural features are included in Plate 11.7. These include the placement of tile art on front entries of homes (top left). The adornment of homes with tiles has been a long held tradition in Sydney (and many overseas cities where Sydney migrants had come from). Occasional sandstone embellishment sculptures adorn homes (top middle). Given the popularity of sandstone buildings in early Sydney, these art embellishments were popular. A City of Sydney Council prepared poster depicts community activities to be promoted in Green Square (top right). The Council's aim here is to incorporate some of the sustainability criteria adopted by Council (Chap. 2) into the public education realm. Green Square railway plaza sports a row of welcome flags, building on pride of place (bottom left). Workers' industrial achievements (beer production) have been painted in a square here at Crown Square (bottom middle), an area adjacent to and associated with South Sydney's early industry. Street wall art depicts the brewery building (bottom right). It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents

Plate 11.7 South Sydney—Reinforcing Cultural Features. *Left* to *righ:* Art tiles on homes; Sandstone sculpture; Posters on Green Square; Welcome flag row; Workers industrial achievements; Wall art of early beer complex (*Source* Raymond Rauscher 2009–2014)

in Chap. 2 and this chapter) that South Sydney is moving in the right direction in meeting the indicator of sustainability 'reinforcing cultural features'.

(3) Enhancing Public Spaces

Public spaces of South Sydney were surveyed (2009–2014) to examine if they had been enhanced, given South Sydney's growth centre planning (from the 1980s). Examples of changes to public spaces from this survey is contained in Plate 11.8. The retention of corner shops, where feasible, is a policy of the City of Sydney. The shop (called 'St Jude 728') (top left) is trading 7 days per week, similar to the trading of neighbourhood shops in earlier years. Sydney is noted for its outdoor eating areas, as reflected in this South Sydney shop and outside area (top middle). To upgrade neighbourhoods the City of Sydney is following a streetscape improvements program in South Sydney (top right). Pathways maintenance and improvements can lift a street and in turn a neighbourhood as indicated here (bottom left). An upgrade of a street is further lifted when plantings are incorporated, including annual flowering shrubs (bottom middle). Finally, trees introduced into residential streets provide needed summer shade and visually enhance older streets (bottom right). Overall, it can be concluded (based on the survey and reference

Plate 11.8 South Sydney—Enhancing Public Spaces. *Left* to *right* Retaining corner shop; Outdoor eating areas; Streetscape upgrades; Pathways maintenance; Street plantings; and, tree planting street landscaping (*Source* Raymond Rauscher 2009–2014)

to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the South Sydney growth area is moving in the right direction in meeting the indicator of sustainability 'enhancing public spaces'.

(4) Integrating Sustainable Development
A survey of new development in South Sydney was undertaken from 2009–2014. The survey was to determine the extent that new development was integrated sustainably. Examples of this integration are illustrated in Plate 11.9. A medium density complex is completed here in external tiles for heat reflection (top left). New residential medium and high rise are placed in a park setting, thus creating micro-climates (top middle). A building has a skewed art inspired wing, while also providing additional summer shading (top right). Improved balcony shading is provided here by recessing the balconies (bottom left). Improved wind protection and maximizing shade is incorporated here (bottom middle). Finally, the architects have designed greater sun protection through narrow oblong positioned windows embedded balconies here (bottom right). It can be concluded (based on the survey) that the South Sydney growth area is moving in the right direction in meeting the indicator of sustainability 'integrating sustainable development'. The potential

Plate 11.9 South Sydney—Integrating Sustainable Development. *Left* to *right* Medium density finished in external tiles for heat absorption; New residential in park setting; Skewed wing of building providing greater shade areas; Balcony shading; wind protection and maximizing shade; and, greater sun protection through narrow windows (*Source* Raymond Rauscher 2009–2014)

for redevelop sites or whole streets to create wind tunnels, however, needs to be addressed. In addition, the incorporation within new developments of sufficient small play areas and informal meeting spaces, needs monitoring. It can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that South Sydney is moving in the right direction to meet the indicator of sustainability 'integrating sustainable development'.

(5) Expanding Open Spaces

A survey on the addition of new open spaces in South Sydney was undertaken between 2009–2014. Plate 11.10 provides illustrations of added open spaces achieved in South Sydney (with reference to the 1980s growth centre planning). Several public squares have been created in Crown Square, adjacent to South Sydney growth center (top left). Parklands have been strategically placed to be central to the population (top middle). Note the incorporation of benches to cater for informal leisure. Water features are an important feature in an area such as South Sydney, where there are no natural water attractions. Here a water fountain is situated in a central plaza of Victoria Park (top right). Pedestrian ways that proliferate in the inner city, have been to be especially created within master plans for South Sydney. An example of such incorporation is shown here in this pedestrian

Plate 11.10 South Sydney—Expanding Open Spaces. *Left* to *right* Public squares; Parklands; Water fountains; Pedestrian ways; Water sculptures; and, Casual play areas (*Source* Raymond Rauscher 2009–2014)

boulevard with seats and landscaping (bottom left). An artist's hand at stepped water reliefs has been included in this open space at Victoria Park (bottom middle). Finally, casual play areas (accommodating informal sports) have been incorporated into this open space (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the South Sydney growth area is moving in the right direction in meeting the indicator of sustainability 'expanding open spaces'.

(6) Providing Sustainable Infrastructure

An on the ground survey of the provision of new infrastructure in the South Sydney growth centre was undertaken between 2009 and 2014, with particular reference to the 1980s planning (referred to earlier). Examples of this new infrastructure are included in Plate 11.11. New walkways have been incorporated within this public open space (top left). Note the children's safety fence integration of the walkway within a landscaped setting. Water capture and recycling keeps this open space water feature topped up (top middle). A vine has been included in this residential complex plaza, thus providing shade and vegetation (top right). Art works can be incorporated within new infrastructure, likely to increase the use of spaces. Here, Green Square has had a sculpture placed at the Square's railway

Plate 11.11 South Sydney—Providing Sustainable Infrastructure. *Left* to *right* New walkways; Water recycling features; Seating areas; Railway entry; Pavement upgrades; and, Streetscape renewal (*Source* Raymond Rauscher 2009–2014)

entry (bottom left). Road pavement upgrades can extend the life of streets and attract additional investments into a street (bottom middle). With the inclusion of tree plantings to accompany road upgrading, a new streetscape can be created and a village atmosphere enhanced (bottom right). Overall, it can be concluded (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) that the South Sydney growth area is moving in the right direction in meeting the indicator of sustainability 'providing sustainable infrastructure'.

(7) Ensuring Planning and Development is Fair to Everyone
Since the early 1980s South Sydney has seen City, State and Federal cooperation in planning this area. The rental accommodation in the area has increased given the new developments, but so too has the rents. As in other parts of the inner city area of Sydney housing in South Sydney is unaffordable (2014). The considerable competition for rental, boarding houses, and houses to purchase looks to continue as the South Sydney growth centre develops. The planning and development of South Sydney District, therefore, does not meet (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter) the indicator of sustainability of 'planning and development being fair to everyone'.

11.4 Conclusions and Lessons Learned

The strategic planning of South Sydney District undertaken by the City of Sydney, State and Federal governments in the 1980s and 1990s saw results by the early 2000s. The district, while having several of its residential areas preserved, underwent a major redevelopment from the 1980s and continues to the present (2014). The chapter illustrated the complexity of planning such a growth centre within the City of Sydney. One of the biggest planning challenges was to plan a transition of the area from industry to residential. The government has correctly anticipated the movement of industry out of the area, owners seeking larger sites and updated new facilities outside of the City of Sydney. The movement of industry out of the area allowed the government and developers to amalgamate large sites to design and open spaces needs. The scale of two major projects, Green Square and Victoria Park, required government master planning (planning for both these projects continues in 2014). Indicators of sustainability (as adopted in Chap. 1) were applied to gauge the extent of urban sustainability of the district. Given results from the survey (2009–2014) within the growth centre and the application of the indicators of sustainability, it can be concluded that South Sydney District is moving in the right direction in meeting these indicators. The one exception is the district not meeting #7 indicator 'planning and development is fair to everyone', given the shortage of social, rental and boarding house accommodation and unaffordability of houses to purchase.

11.5 Summary

The chapter reviewed the background to the South Sydney District (a district within the City of Sydney's 'City South' area), including the provision of access to key web sites on planning, development and social background of the district. The main planning issue of 'inner city growth centre development' was then reviewed, including examples of development to date (2014). Attention was drawn to the role of the City of Sydney and the State government in planning the district in a master planning approach. Indicators of sustainability were then applied to the District (based on the survey and reference to City of Sydney and NSW governments' planning documents in Chap. 2 and this chapter). Finally, conclusions were reached and lessons learned reviewed. It was concluded that the South Sydney District had in general accommodated six of the seven indicators of sustainability. The one indicator not met was 'is planning and development fair to everyone', given additional planning needing to be done on meeting criteria for affordability in rental and house purchase. The next chapter draws conclusions on all the case study areas and examines directions for sustainable neighbourhood planning.

Chapter 12
Conclusions and Directions for Sustainable Neighborhood Planning

Abstract The chapter looks at conclusions from the nine case studies (including overall conclusions) and suggests directions for sustainable neighbourhood planning. Examining conclusions, the main planning issues as addressed in the case studies are commented upon.

12.1 Case Study Conclusions

There is value in seeking conclusions from: 1. within each study area and, 2. across the whole of the study areas. How did the nine case study areas, for example, match up in the application of indicators of sustainability (including surveys 2009–2014) to the principles of sustainable urban planning (Chap. 1) and the planning policies of the City of Sydney and NSW governments (Chap. 2)?

Conclusions Within Each Study Area

The case study areas each had a main planning issue that dominated the planning and development of that area as reviewed above. In the instance of Woolloomooloo (Chap. 3) and Kings Cross (Chap. 4) that planning issue was inappropriate State government and developer redevelopment proposals (leading to green bans in each of these examples). As the chapters illustrated, the redevelopment planning conflicts were eventually resolved (with renewal planning approaches being favoured over redevelopment). The coming together of City, State of Federal governments to resolve planning issues proved a fundamental learning curve for governments and developers to consult communities on development proposals to avoid conflicts. The resulting engagement of the local communities (in both the above examples) resulted in a longer term improved urban fabric (i.e. restoration of traditional houses and streetscapes as illustrated in the

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DOI 10.1007/978-3-319-17572-0_12

survey 2009–2014 within each chapter). The eventual introduction of government renewal plans prevented the dismantling of traditional housing and heritage valued neighbourhood precincts. In Kings Cross the main planning issue of redevelopment pressures from tourism driven accommodation interests was resolved by local residents with the assistance of the three levels of government. This action led, in subsequent years, to the commitment of the City of Sydney and the State governments to re-examine planning controls for the whole of Kings Cross (continuing in 2014). Subsequent City of Sydney planning (Chap. 2) in the 2000s, for example, embraced greater protection of the area's heritage and urban fabric (i.e. streetscapes and public places).

The main planning issue in Chippendale (Chap. 5) was 'village revival in face of new developments'. The issue illustrated the value of early village revival in fortifying a community from inappropriate redevelopment. This village revival (early 1970s onwards) kept redevelopment plans at bay until the early 2000s (i.e. Kent Brewery site of Central Park and Notre Dame University). The close knit community and the suburb's small size enabled residents to dialogue with proponents of major developments and in turn this helped protect the area overwhelming intrusions. The economic value of converting Chippendale warehouses (in abundant supply from early 1900s) also provided an incentive to adapt these buildings at the same time as renewal of traditional workers' housing accelerated (1980s onwards). This advantage of available traditional buildings would also attract educational institutions to Chippendale and its boundaries (i.e. Notre Dame University and University of Technology Sydney (UTS). This led to the adaptation of sites such for these institutions, such as St Benedict's Church to accommodate Notre Dame University and Blackfriars Public School to accommodate UTS. Given the size of Central Park and the education institutions, it appears these developments are integrating into Chippendale (survey 2009–2014).

Moving onto the Redfern and Waterloo District (Chap. 6), public housing redevelopment projects in the 1960s and 1970s led to an imbalance of public housing within that district (Chap. 6). The main planning issue of 'balancing public and private housing' continues today (2014). The State Government was forced to reconsider Waterloo redevelopment (as it had in Woolloomooloo) given resident responses (including a union green ban) to redevelopment proposals. The redevelopment proposals in general proceeded (including loss of many residential properties), but at a reduced scale and with the sparing of many resident properties. As housing rehabilitation became popular in other inner city Sydney suburbs, this trend would eventually pick up pace in Redfern and Waterloo (1990s). The availability of less expensive housing in Redfern and Waterloo however by 2014 would dwindle as higher income groups moved to the area seeking housing to upgrade.

The Erskineville (Chap. 7) redevelopment plans of 1971 (as proposed by the South Sydney Council and the State Government acknowledged) proved out of context with the community aspirations of Erskineville residents at that time. Thus the question of 'redevelopment versus rehabilitation' of Erskineville became the main planning issue at that time. The urban street patterns and smaller houses in Erskineville were suitable for the multicultural population residing there at that

time. The case for rehabilitation of houses, and in turn streetscapes, was won and thus stopped the inappropriate redevelopment plans in 1972 from proceeding. The investment in restoring traditional housing of Erskineville accelerated in the 1980s, following the inner city trend. The authorities, seeing these inner city trends in subsequent years, adopted plans that incorporated a greater emphasis on renewal (rather than redevelopment) in Erskineville (and other inner city areas). Greater planning emphasis was also placed on governments' studying the values of a local population and their immediate housing and social needs (and preferences) before drawing up plans. In additional, the responsibility of governments to redevelop vacant and industrial areas (instead of existing housing areas) was further reinforced. This is exampled in the current (2014) redevelopment plans advancing with the development of the once industrial area of Ashmore locality of Erskineville.

Moving onto the Haymarket District (Chap. 8), the main planning issue here is how to integrate diverse development precincts into the district. This has been a major challenge for all levels of government, reflecting the impact of development over 200 years in this district. The planning issue here (1970s and still current in 2014 as outlined in the chapter) is 'integrating development precincts'. The chapter showed how these Haymarket District precincts of Broadway (including UTS), Chinatown, and Darling Harbour continue to grow. The development of these precincts was significantly driven by the City of Sydney, State and Federal governments in planning and attracting developer and institutional investments (i.e. Especially UTS and Darling Harbour). All these precincts, however, experienced a loss of their traditional local neighborhoods, though these neighborhoods were often in a state of change (partly as a result of being at the door step of the City's CBD development). The District has in general accommodated these precinct changes, while facing the challenge of maintaining viable neighbourhoods.

Moving to the next case study area, there was major intervention by the State in the redevelopment of the Pyrmont and Ultimo District (Chap. 9) commencing in the 1980s. This intervention created the main planning issue in this district of 'government sponsored redevelopment'. The factors of favoured geology (rock base) and closeness to the City CBD gave the State government an opportunity to set in motion development plans. The State proposals of redevelopment and rehabilitation areas within Pyrmont and Ultimo was in time agreed to by the community, though there were many cases of building and streetscapes lose. Master plans were formally adopted in the 1980s, though planning continues today under the City of Sydney. The creation of the light rail infrastructure project (1980s) with a series of stops in the Pyrmont and Ultimo District was a stimulus to subsequent development of the district. The extension of this light rail to Dulwich Hill will attract further development pressures on the District. As with other case study areas (especially South Sydney) the transition from industrial uses to residential was a key factor in Pyrmont and Ultimo redevelopment. Finally, while many of the District residential areas have met with a degree of neighbourhood preservation, there have been other areas within the district that have lost a portion of their heritage and community cohesion.

The long history of working families settlement in Glebe (Chap. 10) saw the emergence of a planning issue of 'building on traditional neighbourhoods' in the early 1970s. The threat of a major road (Western Distributor) through Glebe (and subsequent protective green ban) would lead to intervention by the Federal government. The Federal government also in time funded the rehabilitation of the Bishopthorpe Estate housing area in Glebe. This housing renewal project became a catalyst for City of Sydney and the State to put more emphasis on rehabilitation planning in Glebe (and elsewhere in the inner city). Glebe's natural asset of bays and foreshores also led to the conversion of industry to residential and open spaces uses in those localities. This industry that had been in Glebe from the 1800s would provide generous (though rehabilitated and drained) spaces for new development. The provision of public and affordable housing provisions in Glebe, however, continue to challenge all three levels of government today.

Moving to the South Sydney District (Chap. 11), the main planning issue here (since the 1980s) is the 'planning of an inner city growth centre'. The planning and development of this growth centre would be undertaken (and continues in 2014) by the City of Sydney, State and Federal governments (and continues in 2014). The complexity of planning this inner city growth centre is still being born out today in issues of transport needs and delays in government infrastructure investments (especially at Green Square). The task of moving from a predominant industrial to a residential and business district of South Sydney continues to challenge all levels of government today. The scale of two major projects, Green Square and Victoria Park (both master planned) remain keystone planning challenges for the South Sydney growth centre. The continued protection and upgrading of the local traditional neighbourhoods of Zetland and Beaconsfield and redevelopment in parts of Rosebery, continues to require a sustained application of indicators of sustainability. Conclusions (coming out of the individual case study areas) on overall planning and principles of sustainable urban planning (Chaps. 1 and 2) in the City of Sydney gained from the chapters is examined next, including the protection upgrading and of traditional neighbourhoods such as Zetland and Beaconsfield.

Conclusions Across the Whole of the Study Areas

There are a number of conclusions across the whole of the study areas. Firstly, the introduction of green bans in a number of the case study areas in the early 1970s had a significant effect on the subsequent planning of those areas (i.e. Woolloomooloo, Kings Cross, Redfern and Waterloo District, Erskineville, and Glebe). These actions prevented unacceptable development in the eyes of the community and in general led to a response from all three levels of government (City, State and Federal). As a result of these responses more acceptable and effective planning processes were set in motion. The level of planning cooperation between the government and the communities also improved. The involvement of the

Federal government was a catalyst for actions as that involvement introduced a higher level of planning at the national level (i.e. Whitlam government actions). This involvement nudged parties to move to better and more acceptable development outcomes (i.e. in all of the above instances). These actions also brought about changes in the planning process that would affect later redevelopment programs in other parts of the city. (including the Pyrmont and Ultimo District and later the South Sydney District growth centre) (Chaps. 9 and 11 respectively).

Most of the case study areas are in general been moving in the direction of meeting the indicators of sustainability, but there are instances (as pointed out above) of greater attention needed to meeting particular indicators. There was, for example, within all the case study areas a common inability in meeting the indicator #7 'planning and development to be fair to everyone' (addressed further below). Where the community had started to revive on its own accord (say Chippendale and Glebe from the 1970s) it escaped being viewed for total redevelopment. Where redevelopment plans for inner city Sydney areas were drawn up by the State government in the 1970s, such as in the Redfern and Waterloo District, there was dampened enthusiasm by local residents and investor owners to initiate upgrading their homes. This State redevelopment approach also would affect (at the time of the 1970s) residents and investor owners in Woolloomooloo, Kings Cross, Erskineville and Glebe (Western Distributor).

All case study areas (Chaps. 3–11) are in general moving to meet the indicators of sustainability (given review of City of Sydney and NSW State policies in Chap. 2 and 2009–2014 on ground survey results noted in the chapters). This included, in order of study: Woolloomooloo, Kings Cross, Chippendale, Redfern and Waterloo District, Erskineville, Haymarket District, Pyrmont and Ultimo District, Glebe and South Sydney District growth centre. There were case study areas, however, where it was concluded more attention would be needed in addressing particular indicators of sustainability. These included, for example, addressing indicator #2 'reinforcing cultural interests' and indicator #3 'integrating sustainable new development'. The one indicator that all case study areas (except Woolloomooloo) failed to meet was #7 'development and planning to be fair to everyone'. To address this indicator there are common challenges within these case study areas (and in general the whole of inner city and metropolitan Sydney). The City, State and Federal governments face in these urban areas (refer to Chap. 2): 1. a lack of acceptable levels of affordable rental accommodation and boarding houses; 2. shortage of affordable housing to purchase; and, 3. insufficient social and public housing. As the City of Sydney, State and Federal governments have witnessed in the past (1970s onwards), proper consultation on urban needs such as housing is critical to create sustainable neighbourhoods and a sustainable City of Sydney. All three levels of government had learned over this time that programs of assisting area rehabilitation would assist in stabilizing neighbourhoods, and potentially encouraging housing upgrading. With continued public and governments' interest in sustainable urban planning (Chaps. 1 and 2) there is a message to all levels of government to place a priority on these three above housing needs. This housing affordability challenge within the City of Sydney also applies

(as noted above) to urban areas in most of Greater Sydney. In addition, this housing challenge also exists in cities and regions in commuting distance to Greater Sydney, including: the Central Coast Region; Newcastle and Lake Macquarie Cities; Hunter Region; Wollongong City; and, Illawarra Region.

In contrast to the above housing challenge, there were examples where retaining and expanding community and public housing has been pursued by the State within several case study areas. These include, for example, Woolloomooloo, Glebe and Redfern and Waterloo District. It was these areas that State and Federal governments from the 1970s initiated significant public housing investment (though the redevelopment process initially was poorly explained to residents in areas such as Woolloomooloo and Waterloo as reviewed in those chapters). A State approach now (2014) to this issue will need to examine how existing public housing can be upgraded (example of Redfern referred to in Chap. 6) and increased in quantity and quality. Glebe's spread of social and public housing (where traditional terraces and cottages have been restored) appears to have provided one of the best means of securing housing tenure and expanding housing stock. In contrast, the State's placing on auction (July 2014) of 293 public housing dwellings (offering relocation to occupants) in Millers Point (inner city area adjacent to 'The Rocks' area at the Sydney Harbour Bridge) (noted in Chap. 2) is an action that will reduce (not secure) public housing. This is somewhat reflective of State government actions back in the 1970s, where economics and not housing needs and neighbourhood cohesion predominated. The alternative would have been to upgrade the housing, allow tenures to continue and to build additional mixed housing (social, public and private) at Milles Point. There has been significant public and City of Sydney Council objection to this State move that will reduce public housing at Millers Point. Finally, to address overall housing affordability, there is a need for expanded Federal and State government planning assistance (including funding) to create more social and public housing. These levels of government (Federal and State) need also adopt policies that would increase housing stock to make house purchases more affordable (in the City of Sydney and elsewhere across urban centers in NSW and Australia).

On the urban planning side (examining conclusions across the whole of the study areas), the role of the NSW State in planning within the City of Sydney (or any NSW urban or regional center) is clearly a major one (Chap. 2). The chapter summarized how the State in its work towards adopting a final new planning act (2014) could examine a range of community engagement planning approaches. Examples of approaches the State could examine were noted, including: local government councils across Australia; overseas cities, regions and states; and, community groups within Australia (i.e. Better Planning Network (BPN) and local government based community precinct committees (CPCs) were cited). This examination (and actions) by the State could prevent situations of conflict in planning between the City of Sydney and the State (such as the recent conflicts in 2014 over the State selling of public housing homes in Millers Point (noted above and in Chap. 2). The area of conflict resolution mechanisms within planning at the State level (and to consider building into any new planning act) could

be valuable to all local government areas in the State. In addition, greater attention by the State to City of Sydney (and all urban centres in NSW) 'state of environment' (SOE) reporting is a further conclusion reached (Chap. 2). The linkage to the State SOE report and the City SOE report (and all SOE reports in NSW urban centres) is important for meeting principles of ESD (such as indicators of sustainability). Finally, comparing world urban centres' planning with the City of Sydney and NSW State planning gives additional perspectives on the move by the City and State to more sustainable urban planning (Chap. 2). Overall, considering conclusions noted above, the City of Sydney has created (especially via *Sustainable Sydney 2030* (City of Sydney 2007) the means of moving forward to create a sustainable Sydney by 2030. From these conclusions (both the individual case study areas and the study areas overall), sustainable neighborhood planning directions can now be canvassed.

12.2 Directions for Sustainable Neighborhood Planning

Governments around the world continue to search for the means of adopting sustainable urban planning approaches as reviewed in opening Chap. 1. The City of Sydney and the NSW State governments have embraced a number of sustainable urban planning policies and programs (Chap. 2). The application of indicators of sustainability (Chaps. 3–11) to nine case study areas within the City of Sydney showed the varied factors affecting these areas (i.e. inherent differences of neighbourhoods and urban development histories within each area). The adoption and application of indicators of sustainability (as reviewed in Chap. 1) by governments is one step contained within the implementation of sustainable urban planning. Examples of governments and communities addressing sustainable urban planning is outlined within Appendix 1 (Sustainable Urban Planning Web Sites). While the application of the seven indicators of sustainability within Chaps. 3–11 (and the conclusions drawn) provides one example of a qualitative research approach, there are many other newly emerging approaches (Chaps. 1 and 2). Any full application of indicators of sustainability (in any sized urban area from neighbourhood to city to regional) would include both qualitative and quantitative measurements (based on criteria as outlined in Chap. 1).

Once adopting sustainable urban planning principles and indicators of sustainability (Chap. 1) the application, evaluation and monitoring of results by governments and the community (and resulting policy and program changes) is important. The conclusions (above) illustrate the importance of on ground surveys in the application of indicators of sustainability. Likewise, the conclusions highlighted differences in neighbourhoods, districts and whole of city (City of Sydney in this instance), all moving towards becoming sustainable. The benchmarks of sustainability progress made by other cities and regions around the world provides needed benchmark comparisons for governments (Chap. 2 and Appendix 1). The advances being made within planning schools and urban development and

environmental planning professions to address these issues needs integrating within governments' policy making. New approaches to implementing urban planning (i.e. applications of urban modelling and systems analysis) would see more quantifiable tools introduced (Appendix 1). Frameworks for sustainable urban planning (Chap. 1) are still evolving and present a range of tools (selection is varied by circumstances of size of place and governance) In most instances, application of frameworks need to address the whole of sustainability components (social/cultural, environmental and economic as outlined in Plate 1.1 Chap. 1). In addition, further government, industry and community agreements on definitions of sustainability terms is needed. This includes terms such as 'ecologically sustainable development' (ESD) and 'state of environment' (SOE). The role of organizations such as the UN and peak world environment groups and institutions is important in this process (Chap. 1). Current debates on climate change and carbon reduction programs (especially in respect to urban development) illustrate the importance of dialogue on agreed approaches and programs (city, state, federal and global). The City of Sydney programs in this area were innovative (as outlined in Chap. 2). Finally, a wider application of sustainable urban planning to other areas of government and private company planning needs consideration, including: building design, energy systems, greenhouse gas reductions, biodiversity protection, sustainable transport, social development, community education and wellbeing, waste and recycling, and water engineering.

Approaches to sustainable urban planning goes well beyond neighbourhoods (as addressed in all chapters). The example of the City of Sydney adopting the *Sustainable Sydney 2030* (City of Sydney 2007) plan is a good example of city wide sustainable urban planning. The reader may wish to use Appendix 1 to review other cities and regions that have also adopted sustainability plans to compare with the City of Sydney (and the conclusions as outlined above). The challenges governments face in moving towards better urban planning was instanced in Chap. 2, referring to the State of NSW moves to replace its *Environmental Planning and Assessment Act* (1979) (NSW 1979). In both the City of Sydney and NSW State governments' approaches to sustainable urban planning, the chapters highlighted the importance of engaging the whole of community, professions and the development industry in policy formulations and feedback in program implementations. The role of the Federal government in Australia (as noted in conclusions above) and other countries in providing an overall framework for sustainable urban planning appears critical. International agreements (i.e. Rio Declaration) (UN 1992) (Chap. 1) require willing nations to work towards adopting protocols and programs that will assist all nations (developed and developing). The neighbourhood is the common denominator, as it is this level that most people witness the results of sustainable urban planning. The City of Sydney (and State of NSW) progress and ambitions in this area are worth noting in Australia and beyond.

References

City of Sydney (2007) Sustainable Sydney 2030. City of Sydney Council, Sydney
NSW (1979) Environmental Planning and Assessment Act (EPA) (1979) (Amended 1993). NSW State, Sydney
UN (1992) United Nations Conference on Environment and Development Report (Rio Agreement). UN, NYC

Appendix 1
Sustainable Urban Planning Web Sites (Updated to Book Printing Date, Please Inform Authors of Any Change via Email)

Agenda 21	http://www.unchs.org
Agenda 21 Europe	http://www.iclei.org/la21/eurola21.htm
American Planning Association	http://www.planning.org/
American Society of Civil Engineers	http://www.asce.org
Architects Australia	http://www.raia.com.au/
Austin, Texas	http://www.ci.austin.tx.us
Australian Conservation Foundation	http://www.acfonline.org.au
Australian Housing and Urban Research	http://www.ahuri.edu.au
British Columbia (Climate Change)	http://www.sdri.ubc.ca
Brookings Institute (Urban Policy), US	http://www.brook.edu.es/urban
Canada Planning	http://www.cip-icu.ca
Car free	http://www.carfree.com/
Centre for Neighbourhood Technology (Chicago)	http://www.cnt.org/
Citistates Group, US	http://www.citistates.com
Citizens for Better Environments, US	http://www.cbezambia.org
Citizens Network for Sustainable Development, US	http://orgs.tigweb.org
Community Environment Council, Santa Barbara	http://www.cecsb.org/
Community Environment Network, NSW, Australia	http://www.cccen.org.au
Community Initiatives, US	http://www.communityinitiatives.com
Community Sustainability Resource Institute, US	http://www.sustainable.org
Community Viz (Vision), US	http://www.communityviz.com
Congress for New Urbanism, US	http://www.cnu.org
Cyburbia, US	http://www.cyburbia.org
Cyberhood, US	http://www.thecyberhood.net
Dept. of Planning and Infrastructure, NSW, Australia	http://www.dopi.nsw.gov.au
Earthsharing, Australia	http://www.earthsharing.org.au
Earth Council Summit	http://www.ecouncil.ac.cr
EcoAction 2000, US	http://www.ec.gc.ca/ecoaction

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DOI 10.1007/978-3-319-17572-0

Ecodesign, US	http://www.ecodesign.com
Ecodesign Foundation/Australia	http://www.edf.edu.au
Ecopolitics, Australia	http://www.ecopolitics.org.au
Ecosystem Anthologies, US	http://www.ecoiq.com
Ecotransit, NSW Australia	http://www.ecotransit.org.au
Electronic Cultural Atlas Initiated, US	http://ecai.org
Environment Australia (Commonwealth)	http://www.environment.gov.au
Environment Defenders Office (EDO), Australia	http://www.edo.org.au
Environment Protection NSW (see Envalue)	http://www.epa.nsw.gov.au
Environment Protections Authority, US	http://www.epa.org
Europe Expert Group	http://www.iclei.org/europe/expert.htm
Futures Preferred, Australia	http://www.preferredfutures.org
Geocities, US	http://www.geocities.com/athens/2962/bos
Geotools, US	http://www.geotools.org
Global Urban Observatory (intranet), UN	http://www.urbanobservatory.org/indicators
Greenbelt, UK	http://www.greenbelt.org
Greendesign, US	http://www.greendesign.net
Greenmap, NYC, US	http://www.greenmap.org
Green Mountain Institute for Environ. Democracy, US	http://www.gmied.org
Green Network, Australia.	http://www.greennet.org.au
Ground Swell	http://www.progress.org.cg
Hamilton-Wentworth Regional Council, Canada	http://www.hamilton-went.on.ca/vis2020
Hawaii Ho'okipa Network	http://www.hawaiian.net/cbokauai
Healthy City Office (Toronto) (Healthy City Index)	http://www.city.toronto.on.ca/
Healthy Cities, UN	http://www.who.org
Innovative Urban Planning, NYC, US	http://www.columbia.edu/~jws150/urban
Institute for Local Self-Reliance, US	http://www.ilsr.org
Institute for Sustainable Futures, NSW Australia	http://www.isf.edu.net.au
International Institute of Sustainable Development, US	http://www.iisd.org
International Soc. for Ecological Economics	http://www.csf.colorado.edu/ISEE
Jacksonville Community Council, US	http://www.sustainablemeasures.com
Lansing Sustainable, US	http://www.urbanoptions.org/sustain
Lincoln Land Use Institute, US	http://www.lincolninst.edu/main.html
Local Environment Initiatives, US	http://www.iclei.org/iclei.htm
Local Government and Shires Assoc, Australia	http://www.lgsa.org.au
Maine Development Foundation, US	http://www.mdf.org/meip.htm
Mapquest, US	http://www.mapquest.com
Metro Virtual (books/webs), US	http://www.metrovirtual.org

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Millennium Ecosystem Assessment	http://www.maweb.org
Millennium Institute	http://www.igc.org/millennium
Minnesota Planning, US	http://www.mnplan.state.mn.us/mm/index.html
Mountain Assoc. for Community Econ. Dev., US	http://www.maced.org
Natural Resources Atlas (NSW aspects of NR), NSW	http://www.nr.nsw.gov.au
Neighbourhood Preservation Centre, NYC, US	http://www.neighborhoodpreservation.org
New Urbanism, US	http://www.newurbanism.org
New Urbanism News (Image Bank Mapping), US	http://www.newurbannews.com
New Urbanism Resource Site, US	http://www.netsense.net/terry/newurban.htm
Newcastle City Council, NSW Australia	http://www.newcastle.nsw.gov.au
Olympia WA, US	http://www.olywa.net/roundtable
Ontario Healthy Communities Coalition, Canada	http://www.opc.on.ca/ohcc
Ontario Roundtable on Environment and Economy	http://www.web.net.ortee/scrp
Oregon Progress Board, US	http://www.econ.state.or.us/opb
Penrith Council, NSW, Australia	http://www.penrith.nsw.gov.au
Planners Network, NYC, US	http://www.plannersnetwork.org
Planners Network, UK	http://www.plannersnetwork.co.uk
Planners Web, US	http://www.plannersweb.com
Port Stephens Council, NSW, Australia	http://www.portstephens.nsw.gov.au
Preserve Net, US	http://www.preserve.org
Positive Futures Network, UK Transport	http://www.futurenet.org
Project for Public Spaces, US	http://www.pps.org
Office of Environment and Heritage, NSW, Australia	http://www.environment.nsw.gov.au/
Quality Planning, New Zealand	http://www.qualityplanning.org.nz
Redefining Progress (progress indicators), US	http://www.rprogress.org
Resilience Alliance	http://www.resalliance.org
Rocky Mountain Institute, Colorado US	http://www.rmi.org
Santa Monica Council, US	http://www.ci.santa-monica.ca.us/environment
Seattle, US	http://www.ci.seattle.wa.us
Smart Growth America	http://www.smartgrowthamerica.com
Smart Growth Network, US	http://www.smartgrowth.org
Smart Growth Rhode Island, US	http://www.growsmartri.com
Smart Land Development, US	http://www.landuse.org
Society for Responsible Design, Australia	http://www.green.net.au/srd
Sprawl City, US	http://www.sprawlcity.org
Sprawl Watch Clearinghouse, US	http://www.sprawlwatch.org
Sustain Western Maine, US	http://www.mainewest.com/swm
Sustainability Project, US	http://www.cyberus.ca/choose.sustain

(continued)

Sustainable Boston, US	http://www.ci.boston.ma.us/environment/sustain.asp
Sustainable City, San Francisco	http://www.sustainable-city.org
Sustainable Communities Network, US	http://www.sustainable.org
Sustainable Development Centre (US DO Energy)	http://www.sustainable.doe.gov
Sustainable Development Research Institute, Canada	http://www.sdri.ubc.ca
Sustainable Earth Electronic Library, US	http://www.envirolink.org/pubs/seel/about.html
Sustainable Industries, Australia	http://www.sustainindustries.org.au
Sustainable Measurements, US	http://www.sustainablemeasurements.com
Ted Trainer (Environmental Teacher/Writer)	http://www.arts.unsw.edu.au/socialwork/trainer.h
Thoreau Centre for Sustainability, US	http://www.naturalstep.org
Tom Farrell Institute	http://www.newcastle.edu.au/research-centre/tfi
Transportation for Liveable Communities Net, US	http://www.tlcnetwork.org
UN Commission of Sustainable Development	http://www.un.org/esa/sustdev
UN Habitat	http://www.unchs.org
UN Sustainable Cities Programme	http://www.undp.org/un/habitat/scp/index.html
UNESCO Man and the Biosphere (MAB) Urban Group	http://www.unesco.orb/mab
Urban Advantage (digital), US	http://www.urban-advantage.ocm
Urban Ecology, US	http://www.urbanecology.org
Urban Futures, US	http://www.urbanfutures.org
Urban Regeneration Companies, UK	http://www.urcs-online.co.uk
Urban Photo, US	http://www.urbanphoto.org
Urbanisation Science Project IHDP	http://www.ihdp.uni-bonn.de
US Dept. of Housing and Urban Dev	http://www.huduser.org
Vermont, US	http://www.vitalcommunities.org
Virtual Library on Sustainable Development, US	http://www.ulb.ac.be/ceese/meta/sustvl.html
Walkable Communities, US	http://www.walkable.org
Waterfront Regeneration Trust, US	http://www.waterfronttrust.com
Wiley Books (Sustainable Design)	http://www.interscience.wiley.com
World Business Council on SD	http://www.wbcsd.ch
World Watch Institute, UN	http://www.worldwatch.org

Appendix 2
City Heart Poems—Inner City Sydney

Raymond Rauscher (2014 Unpublished)
These poems (a–z) cover a range of topics about suburbs, localities and the revival of inner city living in the City of Sydney. They also include an insight into the trades persons who contributed to the development and renewal of the inner city area. Poems range from Aboriginal settlement (then displacement) to the movement back into the city by home seekers today (2014).

1. Chinatown in Great Southland
2. Chippendale—Humble to Grand Again
3. Colour of Crimson in Glebe
4. Devonshire St Tunnel of Spirit
5. Endless Buzz Newtown
6. Eora Country Down Under
7. Eveleigh Workers Not Forgotten
8. Giant Citizen Architect in Woolloomooloo
9. Haymarket of Hectic Days
10. Heritage Fabric in Chippendale
11. Inner City Multicultural Spirit
12. New Towns in Sydney City
13. Not to Erase Indigenous Lands
14. Paddington of Shutters and Doors
15. Plank Roads of South Sydney
16. Protecting Your City
17. Rozelle of Workers' Might
18. Ruth Park Knew Surry Hills
19. St Barnabas Out of Ashes
20. Sydney South Bound
21. Sydney's Kings Cross
22. Ultimo's Secrets
23. Veil of Glebe Lifted
24. Walls Dripping Ochre

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0

1. Chinatown in Great Southland

Two hundred years Chinese settlement in the Great Southland of Sydney's Haymarket
Back lanes now filled with hanging lanterns and walls of Asian street art pictures
Morning worker cafes, exclusive fine dining and cake shops under red neon lights
Two dragons greet you at Dixon St dynasty gate, Chinese Gardens gates in the mist

History's pages of Chinese boats navigating Australian coast as early as 1483 it's said
Today you walk shops with rows of sweet ducks, dumplings steaming, egg drop soups boiling
The regimented order of chefs, chopping boards, dried greens, and herbs minced and diced
Australia welcomes the Chinese community and reflects on the grand contributions it has made

2. Chippendale—Humble to Grand Again

Chippendale, Sydney's tiny suburb, in tumultuous challenge of mega development
Towers of Cental Park contain the latest apartments, tempting a second New York
Notre Dame University sprawls its corridors across St Benedicts, philosophy to theology
Old Mission Church now NG Gallery leading an arts movement for the new urbanites

Pavement art expresses old Chippendale in Glacier Ice Skating, Mortuary and Allens Sweets
Community gardens sprout along the pavement edges with organic recycling colored bins
Strength of Chippendale's heritage will see more generations enjoying the pioneers past
Its citizens found the tattered heart and the revival will ensure Chippendale will be grand again

3. Colour Crimson for Glebe

Moved you'll be by colours reflecting white cockatoos and crimson parrots
Paint splashed by new citizens of inner city Sydney in a changing urban scene
Come they did from the strings of suburbs, once the escape from dreaded city
Time of 1970s to 2010s saw a relentless pursuit back to the idyllic city core

Cottages, terraces, duplexes, gun barrels or semi's all viewed in midst of scramble
Houses stripped to skeleton, walls crumbled but now opened for more light and space
Backyards with fountains, courtyards, and terrace walls brought back to speckled brick
Rooms opened, mortgages extravagant, but a vision grasped like birds in full flight

4. Devonshire St Tunnel of Spirit

The Central Devonshire tunnel echoes tones to spirit the world
Ancient religions of Krishna, Buddhism and Tao, with flute notes drifting
Bearded Chinese musician plucking the strings of dragon eras and mystique
Sydney Conservatorium school girl creating virtuoso on fiddle of a Beethoven sonata

And the poor of last night's shelter collecting breakfast coins from commuters
A blind lady in top contralto releasing chords of operatic ballads, not shy
Aboriginal artist of Outback painting of stark yellows and raw red ochre
The crowds flow, students and workers in cadence, the footstep noise drowning all

5. Endless Buzz Newtown

This endless buzz of a place called Newtown
Where in the world would you find such characters?
The place fills newcomers with passions for new life
Sustaining life, Newtown survives all passing generations

A heavy coated corner Salvation Army lady with tambourine
War Cries buried deep in her frayed bag, an extended money box
One witnesses institutions midst this human mass Down Under
Newtown quickly hastens into tomorrow's painted canvasses

Cafes chain linked with creative smells, international touch
Souls of street wise years shine beacons of welcome
It's the casual, the nod and the no fuss freedom
The multi-cultural and cosmopolitan caring attitude
The Newtown Mission opens its King St doors to all
Under umbrellas are some of the older residents
There have been many generations through these brass doors
Today the rolling drum beat marches to a peace chant

Bengali, Sri Lankin, Moroccan, Indian, Pakistani all as one
The sweet Turkish delight, Thai curry, Vietnamese vegetarian spices
Nestled in the global Sydney community in brushed up 1890s shops
The accepting Australia, the curious land so willing to learn and accept

The treasures of the world fill these colorful corners and side lanes
Peruvian hats, carpets and rugs, to medieval ceramic pots
Street front jesters of broad smiles, new freedoms and markets to develop
Newtown presents the open society, blended as a model of world goodwill

6. Eora Country Down Under

Eora country 80,000 years midst eucalypts and lush country of scarce waters
A civilization founded on land custodianship, winding creeks and dry deserts
Navigating these seas of Down Under were explorers Portuguese, Dutch and English
A flag hoisted at Botany Bay 1788, the Royalty far away in England laid claim

A spirit still roams over the diverse Sydney of Southland Australia suburbs
The Eora Nation inhabited these plains, tank stream and water hollows
The world's oldest civilization tended rich wildlife and fished bountiful seas
Others would come and move the traditional Aboriginal owners to lands far flung

More ships came on horizons east with great cargoes and men to till lands and clear the bush
The native population receded to safer camps, extending to where waters flow
A bitter harvest, yet peace to be found, newcomers learning the Aboriginal survival ways
Thus a new nation stands with two flags proud, working still on a union of community

The European and mixed nations of settlers built replicas of overseas homes
Darlington, Camperdown, Newtown, Alexandria, St Peters, Enmore sprang up
Town Halls, Institutes of Art, Mechanics Institutes and hotels of reminiscent names
A new spirit blankets the land with more newcomers, but never to forget the Eora nation

7. Eveleigh Workers Never Forgotten

Workers cast the foundry molten slags, tightened loose bolts at Eveleigh Yards
English style terraces assembled in clusters to offer families a new start
And they came to narrow streets, corner shops and walked and biked everywhere
Sydney was built on the backs of immigrants, now a new breed mix of nations arrives

A scraping spade, bristle brush and swaths of paints to enter a new era
Worlds of new religious options, slimmer families and singletonians
Sedentary workers now, home businesses, new enterprise ideas people
You pay the price for the humble terrace built 1890, first workers never to forget

8. Giant Citizen Architect in Woolloomooloo

He rallied the people of Woolloomooloo in the face of bull dozers poised to strike
The bent of Sydney development in 1970 revealed plans for total demolition
The age of glass and steel marched against stone, cornices and chimneys
Architect Col James discerned a people's voice on history's urban doorsteps

Scampering to clutch the felt pen, scrawling streetscapes, facades and laneways
The street architect, heritage imbued, and social voice drawing lines of defence
The people rallied in tradition of worker respect, homes for all and families first
See now sun drenched Woolloomooloo intact, reminder of the giant citizen architect

9. Haymarket of Hectic Days

Open the deepest secrets of majestic old Haymarket of Sydney in 2014
Street music, markets and workers lining up for first whiff of coffee
The footsteps followed are those of hectic days of narrow streets and lanes
Settlers voyaged to mysterious land Australia from overseas with willing hearts

Here on trodden pavements passes still many in search of a new Australian way
Working the art galleries, ingenuities applied to release the paint brushes magic
They paint to express the mystical changes in the great nation of inner city streets
Saturate your appetite for city life, resolute to know this city still thrives on change

10. Heritage Fabric of Chippendale

Heritage fabric of Chippendale reflects community pride
Heritage is the glint in the watered eyes of rugged pioneers
Heritage is the glee, warmth, and heart of joy in sharing a past
Heritage is a proud, upright lady pronouncing a special past loved

Heritage is the next generation of grandchildren looking to new horizons
Heritage is the bush poet's deep voiced echoes of bullock teams and bells
Heritage is the vision clear, to defend the signposts of a civilized life
Heritage is looking to humans to acknowledge their birthplace and bonds

11. Inner City Multicultural Spirit

The rebirth of inner Sydney stirs the spirit with new age renovators' dreams
Foundations of artistry and ingenuity laid by Thomas Mort and William Balmain
Edifices to beliefs expressed in stone, timber and cast iron
Serving the population were quarry tradesmen, haberdashers, and foundry workers

Anglican, Catholic, Presbyterian, Jewish, Muslim, Tao, Sufis and Universalists
Heritage background of English terrace designs, Irish colour and Scot's engineering
Bells forged, copper steeples rich green, courtyards of waratahs, begonias and wattles
A new spirit carrying the wanderlust of Southland etched today in new footprints

12. New Towns in Sydney City

The golden coasts of Australia, the island continent concentrates its population
Multicultural cities within cities are capsules of creativity and energy
A playing field of talents wrapped up in 236 languages spoken in homes
Now to adjust to a new urban growth where designs for city living will rest

The birth of renewed housing rolls across the older Sydney inner city landscapes,
Crown Sq straddling its position between Redfern, Surry Hills and Waterloo
Victoria Park, Green Square, Ashmore all being new towns in town
A nation that blends its cultures and creates new cities within the city will prosper

13. Not to Erase Indigenous Lands

The settlers of Australia over 200 years invasion and habitation still erase the land
Identification of grinding bowls suggests thousands of years presence
The settlers law fenced off and declared ownership of surrounding lands
The indigenous families once living and trading here dispossessed to other lands

Settlers law erased the Aboriginal medicine plants that healed and saved lives
Settlers law erased the Aboriginal trails covered in hummus and dreamtime spirits
Settlers law erased the camp fires, ceremonial areas and songs to be passed on
The day will come of Bi-ami and Darramulan spirits when land is erased no longer

14. Paddington of Shutters and Doors

Paddington of Sydney, past workers constructed in the greatest pride
Pale pink, green and shades yellow, once workers' terraces now investors hopes
Refined dark reds and shades brown terraces of past workers proud
Elongated chandelier shops, perfumed finest, evening dresses to shawls of silk

Hotels seeping in grand mahogany, bars with carpets of burgundy and red
Cafes in Jersey, Queen and Oxford streets stretched into laneways too
The generation of music halls past, now jazz venues and karaoke voices realm
Good bye England, this new Paddy in sunshine gives new heart to Australia found

15. Plank Roads of South Sydney

They came to populate Sydney along the rickety timber plank roads
Another horizon beyond the coaches, traders, bankers, steam fueled factories
A new town was needed to release the ache of colony, Macquarie and Bligh knew
On beaten bullock track, horse drawn sulky wagons snaked to Botany Bay

The Sydney of hammer and forge, Georgian terrace and dramatic new art
The farmland and orchards, colonials so invested in this Great Southland
Buggies loaded, tradesmen hustled and new paths from the inner city formed
From two hundreds years past a new nation Australia, a long way from plank roads

16. Protecting Your City

Erase not the streets that contain layers of buildings past and families raised
Tear not down the corners of sweet romances consummated in the city
Dozer not a structure that housed the workers of the city who built so fine
Protect the inner heart of the city containing secrets and journeys unknown

A splash of crimson, ochre, scarlet, cream and brown statements in paint
A fence of pickets carved, silhouetted, shadowed, flight of varandah steps
Roof lines corrugated, slated and tiled, chimneys soaring high in multiples
Men and women's hands to peel the layers of yesterdays to expose rich history

17. Rozelle of Workers' Might

The crooked streets of stone curbs and mason primed chimneys
Rozelle extended the reach of Sydney to bays, mangroves and fig trees
Here the workers flocked into small niches of streets and lanes
Cottages of brick, timber, and corrugated metals proliferated

Rozelle residents today see heritage protection and green oases of Callan Park
The new agers strip layers of paint exteriors and emboss in fresh blues and yellows
Some corner shops survive, café bars open and Darling St becomes a cultural maze
The bay still laps edges of Rozelle, as a dawn echoes a new group of urban settlers

18. Ruth Park Knew Surry Hills

A name of one who wrote of Surry Hills, Sydney, richness of family and street life
The families of working class enclaves, Down Under love Ruth Park could feel

With a scalpel she peeled the layers of new settlers' lives in the city's inner area
Narrow streets of English urban carbon copies, terraces tight, cozy, and defensible

The circus came to Surry, corner shops as lifelines, children like cicada hordes
Factories abutting, foot traffic intense, an adventure in the Great Southland
Ruth's books opened new vistas and her endearing face showed lasting care
Her soul still circles Surry Hills and all inner city heartlands as generations pass

19. St Barnabas Out of Ashes

St Barnabas Anglican Church, Sydney, bravely shook the ashes off from gutted fire
The church rose again 2012, spiritual challenge for the Broadway Hotel opposite
Now a resplendent reflective silver edifice, midst sandstone pieces on exterior walls
St Barny was the host to Sydney's poets, bohemians, workers and reflective souls

Sitting in Broadway's traffic turmoil at city entry, echoing an urban chaos
A church latched onto Haymarket, Glebe, Wentworth Park and Central Station
Opposite stands St Benedicts, Catholic church, and Notre Dame Uni anchoring a corner
The new lights of St Barnabas reflect the resurgence of Sydney, solid spiritual foundations

20. Sydney's Kings Cross

Bea Miles knew the people's heart, Stace of Eternity practiced chalk art
Patrick White scuttled the Southland toffs, Noffs created the haven at Kings Cross
Eleanor Dark composed her stories, Mundey rescued terraces from developers' hammers
Piccolo served the coffee brew, and Les Girls of Kings Cross performed each night

St Luke's repaired broken bones of late revelers or overdosed party takers
Federation mansion owners once fetched the carriages, art deco reined everywhere
Christopher's bake shop of Bourke St, Plunkett St School terrace housed in Woolloomooloo
Beneath the viaduct find the rainbow of street art murals telling the people's history

21. Sydney's Other Side

Sydney's other side (SOS) leads you to viaducts and dim lit lanes
A prosperity uptown has borders wide from the reality of stark living
Some poor inherit a less desirable alternative, where beauty tarnishes
The city tries to rescue, but progress is slow and exclusive zones can appear

The Salvos and Vinnies harbor the homeless, offering life rafts to grasp
Housing costs register $1 m for once simple cottages, now beyond most wallets
Australia still offers hope that poverty will not establish permanent strongholds
The city invests new heart and new care into a road that all deserve to travel

22. Ultimo's Secret

Ultimo terraced corners excite the eyes, a chafe of colour and fresco reliefs
Building gargoyles watch, urns balanced high, plastered window archers in the sky
Doors of rosewood, latticed balconies of ocean blues, orange and olive greens
Rows of rainbow Mediterranean facades, steps worn and alleyways brick paved

An assembly of tightly squeezed cottages, vest pocket gum treed parks
A botanic maze climbing steps in plant boxes of daisies arrayed in rows
Bronzed aristocratic embossed gates beside humble workers iron fenced balconies
Turning any corner of Darlinghurst or Surry Hills takes you to terraced corners

23. Veil of Glebe Lifted

Imagine the bustle of Glebe trams thundering towards Blackwattle Bay late 1800's
Bishopthorpe Estate's rows of terraced red topped cottages, corner balconied shops
The wharf industry from tannery to blacksmiths, around corners, creeks and stone quarries
The gentry instructed masons to build mansions, decorate gates and create gardens

Sir Edmond Barton 1857 Glebe born, educated to spear head Australian democracy
Henry Lawson's photo reflecting light in Glee Book shop of world literary greats
Writers, poets, artists, scientists, vagabonds, comics and dancers, Glebe is home
The early planners and social movers of Bishopthorpe would be mighty proud of Glebe

Torrential rain exposes the true heart of a place, a community's valor badge
Glebe in winter 2014 spread beneath the black thundering Southland clouds
History's still rich in university scholars, bohemian creative gifts, and revolutionary ideas
Melting of nations, Nick Origlass and Izzy Weiner took the political rights to the people

Book shops anchor Sydney's mind on justice first and great battlers to honour
Lyndhurst protection saw a skirmish that stopped the expressway dismantling heritage
Today galleries of glass, paintings and ceramics spell a new future for commerce
Glebe sees new colours in murals and shopfronts, torrential rains stop, a veil on village lifted

24. Walls Dripping Ochre

These walls of Sydney dripping ochre and Aboriginal history dreamtime
Eveleigh St paling brick scales of Mom Shirley, Aboriginal community advocate
King's plate dangling off Eora leader, eyes of defiance over lost lands
The people's Aboriginal nation flag unfurled in black, red and yellow

Blue, white gray wall of pre-historic foraging dinosaurs in a eucalypt setting
Aboriginal family unity in linked arms rebuilding pride of place here
Wide eyed, broad smiles of children with shimmering skin, elders full of stories
People of Barangaroo dance as the walls tell the vivid story in wall dripping ochre

Post Script

This book has provided an outline of progress (and setbacks) in the City of Sydney moving towards becoming a sustainable city. We acknowledge the roles of the City, NSW State, professions, businesses and the community in assisting this progress. There has been a long history of many contributors (as this book has canvassed). This post script is dedicated to two of those people, Tom Uren and Jack Mundey.

Uren is one of the most respected Australian politicians of his generation (Plate 1).

Uren entered the Australian Federal Parliament in 1958 as the member for Reid in western Sydney, hence he knew the Sydney urban needs over many years to retirement from parliament in 1990. With the national election of the Whitlam Government in 1972, he became Minister for Urban and Regional Development (1972–1975). He initiated many reforms, saving suburbs from freeways and poor redevelopment plans. Uren also set up the Australian Heritage Commission and the National Estate during his ministerial time. In office he promoted the restoration and renewal of two inner city areas addressed in this book, Woolloomooloo (Chap. 3) and Glebe Estate (Chap. 10). An open space square bears his name, Tom Uren Place in Woolloomooloo. His life and views on urban planning is canvassed in his book *Straight Left* (Random House 1994). Uren died in 2015, after devoting a good part of his life to planning issues in Sydney.

Jack Mundey (born 1929) has had a career as a distinguished Australian union and environmental activist (Plate 2).

Plate 1 Tom Uren, Minister for Urban and Regional Development, 1972–1975 (*Source* Australia Biography 2014)

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0

Plate 2 Jack Mundey, Union Leader and Environmental Activist (*Source* Australia Biography)

Mundey (in 1970s) lead the New South Wales (NSW) Builders Labourers' Federation (BLF) in applying green bans to protect a number of Sydney areas from inappropriate development (Chaps. 3, 4, 6, 7 and 10). These actions saved an important section of Sydney's built environment. Mundey has always argued that development should not override community open spaces and heritage and that affordable public housing should be a priority of governments. Mundey (1981) expresses his views on urban planning and the history of green bans in an autobiography *Green Bans and Beyond.* Details of the NSW BLF' engagement in urban planning issues at this time is outlined in *Taming the Concrete Jungle* (Thomas 1973). Mundey was awarded (1988) a University of Western Sydney honorary Doctor of Letters and an honorary Doctor of Science in recognition of his years of service to the environment over 30 years. In 1995, he was appointed Chair of the Historic Houses Trust of New South Wales, Finally, in 2007, the Geographical Names Board of New South Wales renamed a portion of Argyle Street in The Rocks 'Jack Mundey Place' in recognition of his leadership 'in the fight to preserve such significant sites in the historic Rocks area'.

References

Mundey J (1981) Green bans and beyond. Angus and Robertson, Sydney
Thomas P (1973) Taming the concrete jungle. NSW Branch of Australian Building Construction Employees and Builders Laborers' Federation, Sydney
Uren T (1994) Straight left. Random House, Sydney

Glossary

Act An act is "an order, law or judgment as of Parliament" (Macquarie Dictionary 2005).

Agenda 21 Agenda 21 is a detailed plan of actions dealing with all aspects of ecologically sustainable development and desirable national policies. The concept was agreed to by the national representatives at the United Nations Conference on Environment and Development (UNCED) at Rio de Janeiro in June 1992.

Area A region (or other size) such as a *settled area* (Macquarie Dictionary 2006).

Agreement Coming to an arrangement; a condition of agreeing (Macquarie Dictionary 2005).

Biodiversity The variety of life forms, including the different plants, animals and micro organisms, the genes they contain and the ecosystems they form (Macquarie Dictionary 2005).

Catchment The area of land drained by a river and its tributaries (Macquarie Dictionary 2005).

Catchment Management Coordination of land use and resource development within natural catchment areas rather than artificially defined areas or districts.

Climate change Global changes in climate associated with the greenhouse effect, including the overall effects on climate of human made and natural changes.

Community housing Assisted housing provided by and managed by community based groups (often subsidized by governments).

Cultural land Relating to tradition of Aboriginal lands (Macquarie Dictionary 2006).

Development Control Plan A local government plan prepared to provide detail on particular policies for certain types of development or geographical areas.

R.C. Rauscher and S. Momtaz, *Sustainable Neighbourhoods in Australia*,
DOI 10.1007/978-3-319-17572-0

District An area of land delineated by geographical features, and can also be an administrative area such as a sub-part of a city (Macquarie Dictionary 2006).

Ecology Branch of biology dealing with organism and their environment.

Environment The aggregate of surrounding things, conditions or influences. Broad natural surrounding conditions, such as the bush, rivers, air, sea in which human and natural elements exist (Macquarie Dictionary 2005).

ESD Ecologically Sustainable Development—using, conserving and enhancing the community's natural resources so that ecological processes on which life depends are maintained and the total quality of life, now and into the future, can be increased.

Framework A structure composed of parts fitted and united together (Macquarie Dictionary 2006).

Goal A goal is 'that towards which effort is directed; an aim or end' (The Macquarie Dictionary 2006).

Green bans Application by unions (or other groups) of bans on development on buildings or other activities considered bo have unresolved environmental issues.

Impacted Impinging upon or influencing.

Indicator Recording variations, reactions or changes affecting a system.

Kyoto Agreement under the United Nations as signed by nations) effective when Russia signed in September 2004; requires nations to reduce greenhouse gases.

Landcare A scheme to assist groups of people (name registered by government of Victoria in 1986) in land conservation, including activities as wide as erosion control, planning, planting native vegetation and community awareness raising.

Limits to growth The title of a book published in 1972 by the Club of Rome with predictions of severe consequences if the world's population and resource use continued to grow.

Local Characterized by place as in local situation (Macquarie Dictionary 2006).

Local environment An environment limited to a particular place or small area. Also relates to parts of an area as of a system.

Locality A local urban, regional or rural place.

Natural capital Potential wealth in resources and the environment due to their original natural qualities, as against human made capital due to human activities.

Neighborhood A local living area that is usually part of a district and defined by boundaries. An area can also be a 'locality', normally not as big as a neighbourhood.

Precinct A space of definite or understood limits and its environs (Macquarie Dictionary 2005).

Principle A principle is 'a rule or law exemplified in natural phenomena' (The Macquarie Dictionary 2005).

Protocol A protocol is 'rules of behavior to be agreed upon by heads of organizations' (Macquarie Dictionary 2005).

Public housing Housing provided by the local council or state for rental.

Rehabilitation The upgrading of urban areas by improving housing, buildings and services.

Renewal The introduction of new development and renewal of exiting buildings in urban areas.

Redevelopment The removal of buildings (i.e. residential, commercial or industrial) to create a new development in an urban area.

Seniors Area A planning term relating to areas set aside for older aged group living.

Social housing Subsidized housing provided by government, city, company or community group that caters for special needs.

Standard A basis of comparing things of a similar nature. Serving as a basis or measure or value (Macquarie Dictionary 2005).

Suburb A part of a district or local government area.

Sustainability Managing our natural resources in a way that maintains their environment, economic and cultural values, so that they continue to be available in the long-term.

Urban Relation to a city or town (Macquarie Dictionary 2006).

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