

# Sydney's growth plan reversed

By Our Civic Reporter

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

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

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

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

## Fewer offices, more homes near City

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

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

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

## A place of 'beauty' wanted

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

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

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

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

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

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

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

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

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

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

One proposal is to divert the Western Dis-

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

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

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

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

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

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

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

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

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

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

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

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



Alderman Shehadie



Alderman Briger

tributor from its planned route through Ultimo and Chippendale.

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

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

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

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

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From ROY MACARTNEY

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It was ruthless politic worst.

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"We can't even agree peachable offence," the ran Edward Hutchinson, said.

Neither could they ag missible evidence.

As Missouri Democrati it: "If a guy brought an e door and one of us said, some of the doubters wou ference that it 'could be a lar condition.' "

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